

**Date:** December 4, 2024  
**Prepared by:** Sina Salehipour, Abby Pal, EPD Solutions Inc.  
**To:** City of Perris  
**Site:** Harvest Landing Retail Center & Business Park Project  
EPD Project Number 21-052  
**Subject:** Caltrans Queuing and Safety Analysis

This memo evaluates the potential queueing induced safety hazard on the State of California Department of Transportation (Caltrans) facilities for the Harvest Landing Retail Center & Business Park project (Project) located in the City of Perris. This is a supplemental analysis to the Project Traffic Impact Analysis (TIA) report. For detailed distribution and volume analysis, refer to the Project TIA.

The Project is located in the western central portion of the City of Perris, southeast of the intersection of W Placentia Avenue and I-215/E Frontage Road. The site consists of 111 parcels with Assessor's Parcel Numbers (APNs)<sup>1</sup>. The Project includes a total of 358.28 acres and consists of three components: Commercial, Business Park Phase 1, and Business Park Phase 2. The project site plan is shown in Figure 1. The following acreages and square footage (SF) are proposed across the three components:

- The following components will be developed in Opening Year I 2026 (Phase 1):
  - The Commercial component consists of lots totaling 46.72 acres south of Orange Avenue, east of Barrett Avenue, and west of Perris Boulevard. The 423,007 SF Commercial component includes retail anchor, shopping center, supermarket, fast casual restaurant, high turnover (sit-down) restaurant, fast Food restaurant with drive through and coffee/donut shop with drive-through window, a 5,500 SF medical office building, and a gasoline/service station with 10 vehicle fueling positions.
  - Business Park Phase 1 consists of lots totaling 140.71 acres south of Orange Avenue, east of I-215 Frontage Road, and west of Barrett Avenue. Business Park Phase 1 includes general light industrial uses including: 1,207,000 SF of high-cube warehouse use, 322,079 SF of parcel hub use, and 198,500 SF of other general light industrial use.
- The following components will be developed in Opening Year II 2030 (Phase 1 + Phase 2):
  - Business Park Phase 2 consists of lots totaling 112.02 acres and an overlay zone of 10.66 acres north of Orange Avenue, east of I-215 Frontage Road and west of Barrett Avenue. Business Park Phase 2 is analyzed programmatically for future multiple business uses with no detailed site plan available. Business Park Phase 2 includes 3,659,693 SF of industrial park and 348,262 SF of industrial park overlays.

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<sup>1</sup> The Assessor's Parcel Numbers are provided in Table 2.1, Parcel Exhibit, within the Harvest Landing Retail Center & Business Park Project TIA, submitted on October 11, 2024.

- The remaining areas of 48.17 acres within the proposed Project are dedicated to a water quality retention basin and roadways along the development of Phase 1 and Phase 2.

The TIA included an analysis of 63 intersections, which are shown in Figure 2. Among these 63 study intersections, the Caltrans facilities analyzed as part of the TIA study are listed below and circled in Figure 2:

- 1) #15. I-215 NB Ramps/Placentia Ave
- 2) #16. I-215 SB Ramps/Placentia Ave
- 3) #28. I-215 NB Ramps/W Nuevo Rd
- 4) #29. I-215 SB Ramps/W Nuevo Rd

This memo provides a queueing analysis to address safety hazards based on the requirements of the Caltrans “Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance” (December 18, 2020).

### **Background**

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. In response, Caltrans adopted the “Vehicle Miles Traveled-Focused Transportation Impact Study Guide” (May 20, 2020) to shift focus away from LOS in favor of VMT. However, there remains an interest in minimizing the queue lengths at intersections, as the spill back of vehicles into the thoroughfare has the potential to create a safety concern, which remains a CEQA issue. Therefore, Caltrans released “Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance” (December 18, 2020), complementary guidance to analyze safety of Caltrans facilities.

### **Queueing Thresholds**

Appendix A of the “Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance” lists the significance thresholds for conducting a freeway queueing analysis. Satisfying the following criteria would result in a significant impact to vehicle safety:

1. The existing queue is within the pocket length or ramp length,
2. The proposed project trips add two or more car lengths to the queue, causing the queue to spill into the thoroughfare of a Caltrans roadway,
3. The speed differential of the freeway thru traffic is over 30 mph.

An impact that does not meet all three criteria is considered less than significant and no mitigation shall be required.

### ***Queueing Analysis and Findings***

Vehicle trips for the proposed development were calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) and the Transportation Uniform Mitigation Fee (TUMF) High-Cube Warehouse Trip Generation Study by Fehr & Peers (2023). The Project trip generation is shown in Table 1. The proposed Project is estimated to generate approximately 40,194 daily trips, 2,772 AM peak hour trips, and 3,096 PM peak hour trips. Passenger Car Equivalent (PCE) factors were added to truck trips to account for the fact that trucks utilize more roadway capacity due to their length, have lower maneuverability and slower acceleration. When converted to PCE, the proposed Project is estimated to generate approximately 44,415 daily trips, 3,085 AM peak hour trips, and 3,386 PM peak hour trips.

The Project trips were distributed to the following Caltrans facilities:

- #15. I-215 NB Ramps/Placentia Ave
- #16. I-215 SB Ramps/Placentia Ave
- #28. I-215 NB Ramps/W Nuevo Rd
- #29. I-215 SB Ramps/W Nuevo Rd

EPD collected counts for most study intersections on Tuesday, May 16th, 2023. To account for the Existing 2024 traffic condition, a growth rate of three (3) percent was applied to the counts collected in 2023. For the Opening Year I 2026 and Opening Year II 2030 traffic volumes were developed by applying an ambient growth rate of three percent per year to the counts collected and adding traffic from a nearby approved but not yet constructed developments or newly constructed developments (cumulative project) in 2024. Count sheets are included in Attachment A. Opening Year II 2030 is most appropriate for determining whether queues exceed the pocket or ramp lengths, potentially impeding the mainline traffic. Table 2 shows the Opening Year II 2030 With and Without Project queue lengths for the ramps, along with the queue differences between the two scenarios, accounting for trips generated by the Project. The required queuing length at the study area intersections were determined using 95-percentile queue length analysis. All queuing calculations are included in Attachment B.

As shown in Table 2, queueing deficiencies were observed under Opening Year II 2030 With Project conditions for the following approach. The proposed Project trips add more than two car lengths (565 feet) to the Opening Year II 2030 Without Project queue, causing it to spill into the mainline traffic of a Caltrans roadway at the following ramp intersection:

- #29. I-215 Southbound Ramps/West Nuevo Road – southbound left-turn lane (PM peak hour)

Even though the queue length for the NBR at intersection #15 exceeds the available storage length, it can still be safely accommodated. This is due to the fact that the queue falls within the additional 100 feet of storage provided beyond the striped storage lane that extends past the NBR lane. Similarly, an additional 260 feet of storage is provided beyond the NBR and NBL at intersection #28, an additional 360 feet of storage is provided for the SBL at intersection #29, as well as an additional 600 feet beyond the SBL at intersection #16, ensuring that the additional queue can also be safely accommodated.

### ***Speed Differential Analysis and Findings***

As mentioned above, as the queues exceed the ramp storage capacity for at intersection #29 (I-215 Southbound Ramps/West Nuevo Road) under Opening Year II 2030 With Project conditions, therefore the speed differential was conducted only for this intersection. To analyze the speed differentials of the mainline freeway segments, the speed and flow data from Caltrans Performance Measurement System (PeMS) data source were used. PeMS data are included in Attachment C. The counts used in the previously submitted TIA were taken on May 16th, 2023. For the sake of similarity pertaining to the time of year and traffic pattern, May 16th, 2024 was selected as the date for PeMs data source to analyze the speed differential. The time periods within the AM and PM peak periods with the highest speed differential were selected for analysis at intersection #29 (I-215 Southbound Ramps/West Nuevo Road).

As shown in Table 3, the speed differentials between lane 1 and lane 3 during the AM and PM peak hours are 9.9 mph and 9.8 mph, respectively, which do not exceed the 30 mph threshold. Therefore, no significant impacts are noted as a result of this analysis.

If you have any questions, please reach out to me at [abby@epdsolutions.com](mailto:abby@epdsolutions.com) or 412-636-2713.

Figure 1: Conceptual Site Plan



**HARVEST LANDING RETAIL CENTER & BUSINESS PARK**  
PERRIS, CA

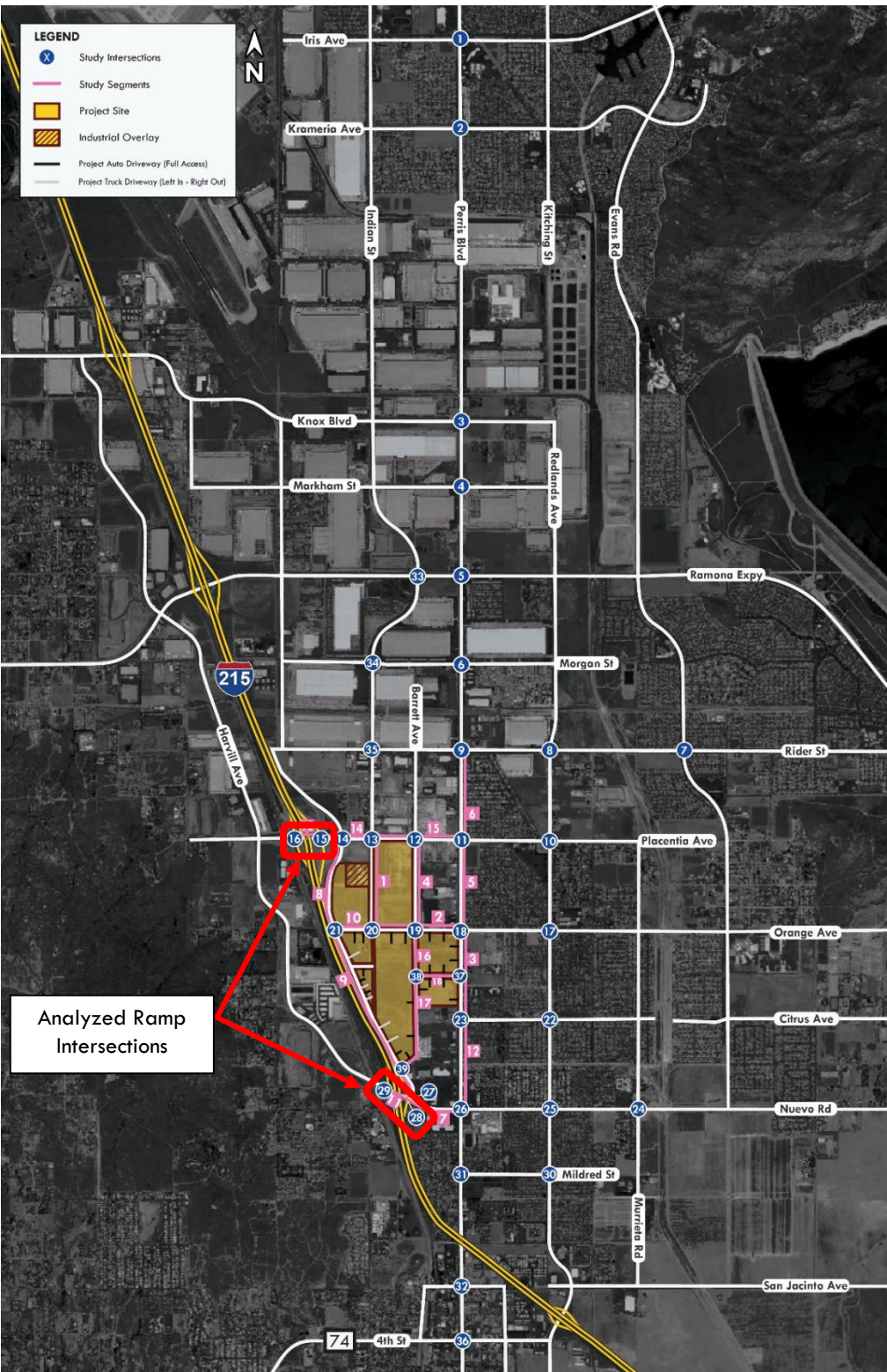
CONCEPTUAL MASTER PLAN



**A1**

Scale: 1" = 200'  
Date: 2020-09-10

Figure 2: Project Study Area<sup>1</sup>



<sup>1</sup> The Project Study Area is shown in Figure 2.3, "Project Study Area," within the Harvest Landing Retail Center & Business Park Project TIA, submitted on October 11, 2024.

**Table 1: Project Trip Generation**

| Land Use                                                  | Units                    | Daily            | AM Peak Hour        |       |       | PM Peak Hour |       |       |     |     |
|-----------------------------------------------------------|--------------------------|------------------|---------------------|-------|-------|--------------|-------|-------|-----|-----|
|                                                           |                          |                  | In                  | Out   | Total | In           | Out   | Total |     |     |
| <u>Trip Rates</u>                                         |                          |                  |                     |       |       |              |       |       |     |     |
| High-Cube Fulfilment Center <sup>1</sup>                  | TSF                      | 1,744            | 0.070               | 0.017 | 0.087 | 0.047        | 0.073 | 0.120 |     |     |
| High-Cube Parcel Hub <sup>2</sup>                         | TSF                      | 4.63             | 0.35                | 0.35  | 0.70  | 0.44         | 0.20  | 0.64  |     |     |
| General Light Industrial <sup>3</sup>                     | TSF                      | 4.87             | 0.65                | 0.09  | 0.74  | 0.09         | 0.56  | 0.65  |     |     |
| Free-Standing Discount Superstore <sup>4</sup>            | TSF                      | 50.52            | 1.04                | 0.82  | 1.86  | 2.12         | 2.21  | 4.33  |     |     |
| Gasoline/Service Station <sup>5</sup>                     | VFP                      | 172.01           | 5.14                | 5.14  | 10.28 | 6.96         | 6.96  | 13.91 |     |     |
| Shopping Center <sup>6</sup>                              | TSF                      | 37.01            | 0.52                | 0.32  | 0.84  | 1.63         | 1.77  | 3.40  |     |     |
| Fast Food Restaurant with Drive Through <sup>7</sup>      | TSF                      | 467.48           | 22.75               | 21.86 | 44.61 | 7.23         | 6.68  | 13.91 |     |     |
| High Turnover (Sit-Down) Restaurant <sup>8</sup>          | TSF                      | 107.20           | 5.26                | 4.31  | 9.57  | 5.52         | 3.53  | 9.05  |     |     |
| Industrial Park <sup>9</sup>                              | TSF                      | 3.37             | 0.28                | 0.06  | 0.34  | 0.07         | 0.27  | 0.34  |     |     |
| Medical Office Building <sup>10</sup>                     | TSF                      | 36.00            | 2.45                | 0.65  | 3.10  | 1.18         | 2.75  | 3.93  |     |     |
| Supermarket <sup>11</sup>                                 | TSF                      | 93.84            | 1.69                | 1.17  | 2.86  | 4.48         | 4.48  | 8.95  |     |     |
| Coffee/Donut Shop with Drive-Through Window <sup>12</sup> | TSF                      | 533.57           | 43.80               | 42.08 | 85.88 | 19.50        | 19.50 | 38.99 |     |     |
| Fast Casual Restaurant <sup>13</sup>                      | TSF                      | 97.14            | 0.72                | 0.72  | 1.43  | 6.90         | 5.65  | 12.55 |     |     |
| <b><u>PHASE 1 Total Vehicle Trip Generation</u></b>       |                          |                  |                     |       |       |              |       |       |     |     |
| <b><u>PHASE 1 Industrial</u></b>                          |                          |                  |                     |       |       |              |       |       |     |     |
| TUMF High Cube (Building 2, 6, and 7)                     | TSF                      | 1,207.000        | 2,105               | 85    | 20    | 105          | 56    | 88    | 145 |     |
| <b><u>Vehicle Mix</u></b> <sup>14</sup>                   | <b><u>Percent</u></b>    |                  |                     |       |       |              |       |       |     |     |
|                                                           | <b><u>AM</u></b>         | <b><u>PM</u></b> | <b><u>Daily</u></b> |       |       |              |       |       |     |     |
| Passenger Vehicles                                        | 86.70%                   | 93.70%           | 87.30%              | 1,838 | 74    | 17           | 91    | 53    | 83  | 136 |
| 2-Axle Trucks                                             | 2.91%                    | 1.38%            | 2.78%               | 59    | 2     | 1            | 3     | 1     | 1   | 2   |
| 3-Axle Trucks                                             | 2.35%                    | 1.12%            | 2.25%               | 47    | 2     | 0            | 2     | 1     | 1   | 2   |
| 4+-Axle Trucks                                            | 8.02%                    | 3.80%            | 7.66%               | 161   | 7     | 2            | 8     | 2     | 3   | 6   |
|                                                           | 100%                     | 100%             | 100%                | 2,105 | 85    | 20           | 105   | 56    | 88  | 145 |
| <b><u>PCE Trip Generation</u></b> <sup>15</sup>           | <b><u>PCE Factor</u></b> |                  |                     |       |       |              |       |       |     |     |
| Passenger Vehicles                                        |                          |                  | 1.0                 | 1,838 | 74    | 17           | 91    | 53    | 83  | 136 |
| 2-Axle Trucks                                             |                          |                  | 1.5                 | 88    | 4     | 1            | 5     | 1     | 2   | 3   |
| 3-Axle Trucks                                             |                          |                  | 2.0                 | 95    | 4     | 1            | 5     | 1     | 2   | 3   |
| 4+-Axle Trucks                                            |                          |                  | 3.0                 | 484   | 20    | 5            | 25    | 6     | 10  | 17  |
| Total High Cube PCE Trip Generation                       |                          |                  |                     | 2,504 | 102   | 24           | 126   | 62    | 97  | 158 |
| Parcel Hub (Building 1)                                   | TSF                      | 322.079          | 1,491               | 113   | 113   | 225          | 140   | 66    | 206 |     |
| <b><u>Vehicle Mix</u></b> <sup>14</sup>                   | <b><u>Percent</u></b>    |                  |                     |       |       |              |       |       |     |     |
|                                                           | <b><u>AM</u></b>         | <b><u>PM</u></b> | <b><u>Daily</u></b> |       |       |              |       |       |     |     |
| Passenger Vehicles                                        | 87.10%                   | 90.60%           | 87.50%              | 1,305 | 98    | 98           | 196   | 127   | 60  | 187 |
| 2-Axle Trucks                                             | 2.83%                    | 2.06%            | 2.74%               | 41    | 3     | 3            | 6     | 3     | 1   | 4   |
| 3-Axle Trucks                                             | 2.28%                    | 1.66%            | 2.21%               | 33    | 3     | 3            | 5     | 2     | 1   | 3   |
| 4+-Axle Trucks                                            | 7.78%                    | 5.67%            | 7.54%               | 112   | 9     | 9            | 18    | 8     | 4   | 12  |
|                                                           | 100%                     | 100%             | 100%                | 1,491 | 113   | 113          | 225   | 140   | 66  | 206 |
| <b><u>PCE Trip Generation</u></b> <sup>15</sup>           | <b><u>PCE Factor</u></b> |                  |                     |       |       |              |       |       |     |     |
| Passenger Vehicles                                        |                          |                  | 1.0                 | 1,305 | 98    | 98           | 196   | 127   | 60  | 187 |
| 2-Axle Trucks                                             |                          |                  | 1.5                 | 61    | 5     | 5            | 10    | 4     | 2   | 6   |
| 3-Axle Trucks                                             |                          |                  | 2.0                 | 66    | 5     | 5            | 10    | 5     | 2   | 7   |
| 4+-Axle Trucks                                            |                          |                  | 3.0                 | 337   | 26    | 26           | 53    | 24    | 11  | 35  |
| Total Parcel Hub PCE Trip Generation                      |                          |                  |                     | 1,769 | 134   | 134          | 269   | 160   | 75  | 235 |

**Table 1b: Project Trip Generation**

|                                                  |           |                              |              |        |     |     |     |     |     |      |
|--------------------------------------------------|-----------|------------------------------|--------------|--------|-----|-----|-----|-----|-----|------|
| General Light Industrial (Building 3, 4, and 5)  |           | 198.500                      | TSF          | 967    | 129 | 18  | 147 | 18  | 111 | 129  |
| <b>Vehicle Mix <sup>14</sup></b>                 |           | <b>Percent <sup>18</sup></b> |              |        |     |     |     |     |     |      |
|                                                  | <b>AM</b> | <b>PM</b>                    | <b>Daily</b> |        |     |     |     |     |     |      |
| Passenger Vehicles                               | 95.60%    | 95.90%                       | 90.50%       | 875    | 124 | 17  | 140 | 17  | 106 | 124  |
| 2-Axle Trucks                                    | 0.96%     | 0.90%                        | 2.08%        | 20     | 1   | 0   | 1   | 0   | 1   | 1    |
| 3-Axle Trucks                                    | 0.78%     | 0.73%                        | 1.68%        | 16     | 1   | 0   | 1   | 0   | 1   | 1    |
| 4+-Axle Trucks                                   | 2.65%     | 2.47%                        | 5.73%        | 55     | 3   | 0   | 4   | 0   | 3   | 3    |
|                                                  | 100%      | 100%                         | 100%         | 967    | 129 | 18  | 147 | 18  | 111 | 129  |
| <b>PCE Trip Generation <sup>15</sup></b>         |           | <b>PCE Factor</b>            |              |        |     |     |     |     |     |      |
| Passenger Vehicles                               |           |                              | 1.0          | 875    | 124 | 17  | 140 | 17  | 106 | 124  |
| 2-Axle Trucks                                    |           |                              | 1.5          | 30     | 2   | 0   | 2   | 0   | 1   | 2    |
| 3-Axle Trucks                                    |           |                              | 2.0          | 33     | 2   | 0   | 2   | 0   | 2   | 2    |
| 4+-Axle Trucks                                   |           |                              | 3.0          | 166    | 10  | 1   | 12  | 1   | 8   | 10   |
| Total Light Industrial PCE Trip Generation       |           |                              |              | 1,104  | 138 | 19  | 157 | 19  | 118 | 137  |
| <b>PHASE I Commercial</b>                        |           |                              |              |        |     |     |     |     |     |      |
| Medical Office Building                          |           |                              |              |        |     |     |     |     |     |      |
| Total Medical Office Trip Generation             |           | 5.500                        | TSF          | 198    | 13  | 4   | 17  | 6   | 15  | 21   |
| Large Format Retail Anchor                       |           |                              |              |        |     |     |     |     |     |      |
| Large Format Retail Anchor                       |           | 167.050                      | TSF          | 8,439  | 174 | 137 | 311 | 354 | 369 | 723  |
| Internal Capture <sup>16</sup> (OP 1 Retail)     |           |                              |              | -1,182 | -38 | -26 | -64 | -92 | -66 | -159 |
| Retail Trip Generation with internal capture     |           |                              |              | 7,258  | 136 | 111 | 246 | 262 | 302 | 565  |
| Pass By <sup>17</sup> (0% Daily, 0% AM, 29% PM)  |           |                              |              | 0      | 0   | 0   | 0   | -76 | -88 | -164 |
| Total Retail Trip Generation                     |           |                              |              | 7,258  | 136 | 111 | 246 | 186 | 215 | 401  |
| Shopping Center >150k                            |           |                              |              |        |     |     |     |     |     |      |
| Shopping Center >150k                            |           | 189.845                      | TSF          | 7,026  | 99  | 61  | 159 | 310 | 336 | 645  |
| Pass By <sup>17</sup> (0% Daily, 0% AM, 29% PM)  |           |                              |              | 0      | 0   | 0   | 0   | -90 | -97 | -187 |
| Total Retail Trip Generation                     |           |                              |              | 7,026  | 99  | 61  | 159 | 220 | 238 | 458  |
| Supermarket                                      |           |                              |              |        |     |     |     |     |     |      |
| Supermarket                                      |           | 23.256                       | TSF          | 2,182  | 39  | 27  | 67  | 104 | 104 | 208  |
| Internal Capture <sup>16</sup> (OP 1 Retail)     |           |                              |              | -306   | -9  | -5  | -14 | -27 | -19 | -46  |
| Retail Trip Generation with internal capture     |           |                              |              | 1,877  | 31  | 22  | 53  | 77  | 85  | 162  |
| Pass By <sup>17</sup> (0% Daily, 0% AM, 24% PM)  |           |                              |              | 0      | 0   | 0   | 0   | -18 | -20 | -39  |
| Total Retail Trip Generation                     |           |                              |              | 1,877  | 31  | 22  | 53  | 59  | 65  | 123  |
| Fast Casual Restaurant                           |           |                              |              |        |     |     |     |     |     |      |
| Fast Casual Restaurant                           |           | 8.934                        | TSF          | 868    | 6   | 6   | 13  | 62  | 50  | 112  |
| Internal Capture <sup>16</sup> (OP 1 Restaurant) |           |                              |              | -148   | -2  | -1  | -3  | -19 | -22 | -41  |
| Restaurant Trip Generation with internal capture |           |                              |              | 720    | 5   | 5   | 10  | 43  | 28  | 71   |
| Total Restaurant Trip Generation                 |           |                              |              | 720    | 5   | 5   | 10  | 43  | 28  | 71   |
| High Turnover (Sit-Down) Restaurant              |           |                              |              |        |     |     |     |     |     |      |
| High Turnover (Sit-Down) Restaurant              |           | 21.122                       | TSF          | 2,264  | 111 | 91  | 202 | 117 | 75  | 191  |
| Internal Capture <sup>16</sup> (OP 1 Restaurant) |           |                              |              | -385   | -29 | -14 | -43 | -36 | -33 | -69  |
| Restaurant Trip Generation with internal capture |           |                              |              | 1,879  | 82  | 77  | 160 | 80  | 42  | 122  |
| Pass By <sup>17</sup> (0% Daily, 0% AM, 43% PM)  |           |                              |              | 0      | 0   | 0   | 0   | -35 | -18 | -53  |
| Total Restaurant Trip Generation                 |           |                              |              | 1,879  | 82  | 77  | 160 | 46  | 24  | 70   |

**Table 1c: Project Trip Generation**

|                                                       |                |            |                   |               |              |            |              |            |              |
|-------------------------------------------------------|----------------|------------|-------------------|---------------|--------------|------------|--------------|------------|--------------|
| Fast Food Restaurant with Drive Through               | 11.000         | TSF        | 5,142             | 250           | 240          | 491        | 80           | 73         | 153          |
| Internal Capture <sup>16</sup> (OP 1 Restaurant)      |                |            | -874              | -65           | -36          | -101       | -25          | -32        | -57          |
| Restaurant Trip Generation with internal capture      |                |            | 4,268             | 185           | 204          | 390        | 55           | 41         | 96           |
| Pass By <sup>17</sup> (50% Daily, 50% AM, 55% PM)     |                |            | -2,134            | -93           | -102         | -195       | -30          | -23        | -53          |
| <b>Total Restaurant Trip Generation</b>               |                |            | <b>2,134</b>      | <b>93</b>     | <b>102</b>   | <b>195</b> | <b>25</b>    | <b>19</b>  | <b>43</b>    |
| Coffee/Donut Shop with Drive-Through Window           | 1.800          | TSF        | 960               | 79            | 76           | 155        | 35           | 35         | 70           |
| Internal Capture <sup>16</sup> (OP 1 Restaurant)      |                |            | -163              | -20           | -11          | -32        | -11          | -15        | -26          |
| Restaurant Trip Generation with internal capture      |                |            | 797               | 58            | 64           | 123        | 24           | 20         | 44           |
| Pass By (50% Daily, 50% AM, 55% PM)                   |                |            | -399              | -29           | -32          | -61        | -13          | -11        | -24          |
| <b>Total Restaurant Trip Generation</b>               |                |            | <b>399</b>        | <b>29</b>     | <b>32</b>    | <b>61</b>  | <b>11</b>    | <b>9</b>   | <b>20</b>    |
| Gasoline/Service Station                              | 10             | VFP        | 1,720             | 51            | 51           | 103        | 70           | 70         | 139          |
| Internal Capture <sup>16</sup> (OP 1 Retail)          |                |            | -241              | -11           | -10          | -21        | -18          | -13        | -31          |
| Retail Trip Generation with internal capture          |                |            | 1,479             | 40            | 42           | 82         | 51           | 57         | 108          |
| Pass By (57% Daily, 63% AM, 57% PM)                   |                |            | -843              | -25           | -26          | -51        | -29          | -33        | -62          |
| <b>Total Retail Trip Generation</b>                   |                |            | <b>636</b>        | <b>15</b>     | <b>15</b>    | <b>30</b>  | <b>22</b>    | <b>25</b>  | <b>47</b>    |
| <b>COMMERCIAL TOTAL</b>                               | <b>428.507</b> | <b>KSF</b> | <b>22,127</b>     | <b>502</b>    | <b>430</b>   | <b>932</b> | <b>617</b>   | <b>637</b> | <b>1,254</b> |
| Phase 1 Total Project Passenger Car Trip Generation   |                | 13,072.3   | 26,145            | 798           | 562          | 1,360      | 815          | 886        | 1,700        |
| Phase 1 Total Project Truck Trip Generation (Non PCE) |                |            | 545               | 32            | 18           | 49         | 17           | 16         | 34           |
| Phase 1 Total Project Trip Generation (Non PCE)       |                |            | 26,690            | 829           | 580          | 1,409      | 832          | 902        | 1,734        |
| Phase 1 Total Project Trip Generation (PCE)           |                |            | 27,504            | 876           | 607          | 1,483      | 858          | 927        | 1,784        |
| <b><u>PHASE 2 Total Vehicle Trip Generation</u></b>   |                |            |                   |               |              |            |              |            |              |
| Industrial Park                                       | 3,659.693      | TSF        | 12,333            | 1,008         | 236          | 1,244      | 274          | 971        | 1,244        |
| <b>Vehicle Mix<sup>14</sup></b>                       | <b>Percent</b> |            |                   |               |              |            |              |            |              |
|                                                       | <b>AM</b>      | <b>PM</b>  | <b>Daily</b>      |               |              |            |              |            |              |
| Passenger Vehicles                                    | 88.24%         | 88.24%     | 83.10%            | 10,249        | 889          | 209        | 1,098        | 242        | 856          |
| 2-Axle Trucks                                         | 2.58%          | 2.58%      | 3.70%             | 456           | 26           | 6          | 32           | 7          | 25           |
| 3-Axle Trucks                                         | 2.08%          | 2.08%      | 2.99%             | 369           | 21           | 5          | 26           | 6          | 20           |
| 4+-Axle Trucks                                        | 7.09%          | 7.09%      | 10.19%            | 1,257         | 72           | 17         | 88           | 19         | 69           |
|                                                       | 100%           | 100%       | 100%              | 12,331        | 1,008        | 236        | 1,244        | 274        | 970          |
| <b>PCE Trip Generation<sup>15</sup></b>               |                |            | <b>PCE Factor</b> |               |              |            |              |            |              |
| Passenger Vehicles                                    |                |            | 1.0               | 10,249        | 889          | 209        | 1,098        | 242        | 856          |
| 2-Axle Trucks                                         |                |            | 1.5               | 685           | 39           | 9          | 48           | 11         | 38           |
| 3-Axle Trucks                                         |                |            | 2.0               | 738           | 42           | 10         | 52           | 11         | 40           |
| 4+-Axle Trucks                                        |                |            | 3.0               | 3,771         | 215          | 50         | 265          | 58         | 207          |
| <b>Total Industrial PCE Trip Generation</b>           |                |            |                   | <b>15,442</b> | <b>1,185</b> | <b>278</b> | <b>1,463</b> | <b>322</b> | <b>1,141</b> |
| Industrial Park (Overlay)                             | 348.262        | TSF        | 1,174             | 96            | 22           | 118        | 26           | 92         | 118          |
| <b>Vehicle Mix<sup>14</sup></b>                       | <b>Percent</b> |            |                   |               |              |            |              |            |              |
|                                                       | <b>AM</b>      | <b>PM</b>  | <b>Daily</b>      |               |              |            |              |            |              |
| Passenger Vehicles                                    | 88.24%         | 88.24%     | 83.10%            | 975           | 85           | 20         | 104          | 23         | 81           |
| 2-Axle Trucks                                         | 2.58%          | 2.58%      | 3.70%             | 43            | 2            | 1          | 3            | 1          | 2            |
| 3-Axle Trucks                                         | 2.08%          | 2.08%      | 2.99%             | 35            | 2            | 0          | 2            | 1          | 2            |
| 4+-Axle Trucks                                        | 7.09%          | 7.09%      | 10.19%            | 120           | 7            | 2          | 8            | 2          | 7            |
|                                                       | 100%           | 100%       | 100%              | 1,173         | 96           | 22         | 118          | 26         | 92           |
| <b>PCE Trip Generation<sup>15</sup></b>               |                |            | <b>PCE Factor</b> |               |              |            |              |            |              |
| Passenger Vehicles                                    |                |            | 1.0               | 975           | 85           | 20         | 104          | 23         | 81           |
| 2-Axle Trucks                                         |                |            | 1.5               | 65            | 4            | 1          | 5            | 1          | 4            |
| 3-Axle Trucks                                         |                |            | 2.0               | 70            | 4            | 1          | 5            | 1          | 4            |
| 4+-Axle Trucks                                        |                |            | 3.0               | 359           | 20           | 5          | 25           | 6          | 20           |
| <b>Total Industrial PCE Trip Generation</b>           |                |            |                   | <b>1,469</b>  | <b>113</b>   | <b>26</b>  | <b>139</b>   | <b>31</b>  | <b>109</b>   |

**Table 1d: Project Trip Generation**

|                                                       |        |       |     |       |       |       |       |
|-------------------------------------------------------|--------|-------|-----|-------|-------|-------|-------|
| Phase 2 Total Project Passenger Car Trip Generation   | 11,224 | 974   | 228 | 1,202 | 265   | 938   | 1,202 |
| Phase 2 Total Project Truck Trip Generation (Non PCE) | 2,280  | 130   | 30  | 160   | 35    | 125   | 160   |
| Phase 2 Total Project Trip Generation (Non PCE)       | 13,505 | 1,104 | 259 | 1,363 | 300   | 1,063 | 1,363 |
| Phase 2 Total Project Trip Generation (PCE)           | 16,911 | 1,297 | 304 | 1,602 | 352   | 1,249 | 1,602 |
|                                                       |        |       |     |       |       |       |       |
| Total Project Passenger Car Trip Generation           | 37,369 | 1,772 | 790 | 2,562 | 1,079 | 1,824 | 2,902 |
| Total Project Truck Trip Generation (Non PCE)         | 2,825  | 161   | 48  | 210   | 53    | 141   | 194   |
| Total Project Trip Generation (Non PCE)               | 40,194 | 1,933 | 839 | 2,772 | 1,132 | 1,965 | 3,096 |
| Total Project Trip Generation (PCE)                   | 44,415 | 2,174 | 911 | 3,085 | 1,211 | 2,176 | 3,386 |

Notes:

TSF = Thousand Square Feet PCE = Passenger Car Equivalent VFP = Vehicle Fueling Positions

1 Trip rates from TUMF High-Cube Warehouse Trip Generation Study Update, Fehr & Peers, November 13, 2023. In/Out splits from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 155 - High-Cube Fulfillment Center Warehouse.

2 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 156 - High-Cube Parcel Hub Warehouse.

3 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 110 - General Light Industrial.

4 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 813 - Free-Standing Discount Superstore.

5 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 944 - Gasoline/Service Station.

6 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 820 - Shopping Center >150K.

7 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 934 - Fast Food Restaurant with Drive Through.

8 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 932 - High Turnover (Sit-Down) Restaurant.

9 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 130 - Industrial Park.

10 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 720 - Medical-Dental Office Building.

11 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 850 - Supermarket.

12 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 937 - Coffee/Donut Shop with Drive-Through Window.

13 Trip rates from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 930 - Fast Casual Restaurant

14 Truck% from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Truck axle split from the SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014.

15 Passenger Car Equivalent (PCE) factors from County of Riverside TA guidelines, 2020.

16 Internal capture rates from NCHRP Report 684.

17 Pass-by rates from the Institute of Transportation Engineers, Trip Generation Handbook, 3rd Edition, 2017.

18 Manufacturing truck% used from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021.

**Table 2: Opening Year Cumulative Plus Project AM and PM Caltrans Queuing Analysis**

|                                         | Opening Year II 2030 Conditions |        |            |     | Opening Year II 2030 Plus Project Conditions |        |            |     | Difference |        |            |     |
|-----------------------------------------|---------------------------------|--------|------------|-----|----------------------------------------------|--------|------------|-----|------------|--------|------------|-----|
|                                         | Northbound                      |        | Southbound |     | Northbound                                   |        | Southbound |     | Northbound |        | Southbound |     |
|                                         | LT                              | RT     | LT         | RT  | LT                                           | RT     | LT         | RT  | LT         | RT     | LT         | RT  |
| <b>15. I-215 NB Ramps/Placentia Ave</b> |                                 |        |            |     |                                              |        |            |     |            |        |            |     |
| Storage Length Per Lane                 | 570                             | 570*** | -          | -   | 570                                          | 570*** | -          | -   | 570        | 570*** | -          | -   |
| AM Queue Length Per Lane                | 60                              | 270    | -          | -   | 105                                          | 575    | -          | -   | 45         | 305    | -          | -   |
| PM Queue Length Per Lane                | 50                              | 275    | -          | -   | 100                                          | 605    | -          | -   | 50         | 330    | -          | -   |
| <b>16. I-215 SB Ramps/Placentia Ave</b> |                                 |        |            |     |                                              |        |            |     |            |        |            |     |
| Storage Length Per Lane                 | -                               | -      | 340***     | 340 | -                                            | -      | 340***     | 340 | -          | -      | 340***     | 340 |
| AM Queue Length Per Lane                | -                               | -      | 95         | 40  | -                                            | -      | 350        | 40  | -          | -      | 255        | 0   |
| PM Queue Length Per Lane                | -                               | -      | 225        | 45  | -                                            | -      | 935        | 60  | -          | -      | 710        | 15  |
| <b>28. I-215 NB Ramps/W Nuevo Rd</b>    |                                 |        |            |     |                                              |        |            |     |            |        |            |     |
| Storage Length Per Lane                 | 170*                            | 170*   | -          | -   | 170*                                         | 170*   | -          | -   | 170*       | 170*   | -          | -   |
| AM Queue Length Per Lane                | 225                             | 185    | -          | -   | 235                                          | 240    | -          | -   | 10         | 55     | -          | -   |
| PM Queue Length Per Lane                | 110                             | 230    | -          | -   | 115                                          | 320    | -          | -   | 5          | 90     | -          | -   |
| <b>29. I-215 SB Ramps/W Nuevo Rd</b>    |                                 |        |            |     |                                              |        |            |     |            |        |            |     |
| Storage Length Per Lane                 | -                               | -      | 185**      | 185 | -                                            | -      | 185**      | 185 | -          | -      | 185**      | 185 |
| AM Queue Length Per Lane                | -                               | -      | 215        | 100 | -                                            | -      | 365        | 120 | -          | -      | 150        | 20  |
| PM Queue Length Per Lane                | -                               | -      | 390        | 95  | -                                            | -      | 955        | 120 | -          | -      | 565        | 25  |

Notes:

Queueing Impacts

LT = Left-turn Lane, RT = Right-turn Lane

Queue length reported in feet for the AM(PM) peak periods and are rounded up to the nearest increment of 5 feet.

\* There is an additional 260 feet of storage provided beyond the back of the striping storage pocket that extends past the NBR and NBL lanes.

\*\* There is an additional 360 feet of storage provided beyond the back of the striping storage pocket that extends past the SBL lanes.

\*\*\* There is an additional 100 feet of storage provided beyond the back of the striping storage pocket that extends past the NBR lanes.

\*\*\*\* There is an additional 600 feet of storage provided beyond the back of the striping storage pocket that extends past the SBL lanes.

**Table 3: Speed Differential Analysis**

| Hour    | Intersection                  |                          |                              |                          |                              |                          |                              |                             |                                 | Data Quality    |               | Speed Differential<br>(Lane 1 Speed - Lane 3 Speed) |
|---------|-------------------------------|--------------------------|------------------------------|--------------------------|------------------------------|--------------------------|------------------------------|-----------------------------|---------------------------------|-----------------|---------------|-----------------------------------------------------|
|         |                               | Lane 1<br>Speed<br>(mph) | Lane 1<br>Flow<br>(veh/hour) | Lane 2<br>Speed<br>(mph) | Lane 2<br>Flow<br>(veh/hour) | Lane 3<br>Speed<br>(mph) | Lane 3<br>Flow<br>(veh/hour) | Speed<br>Aggregate<br>(mph) | Flow<br>Aggregate<br>(veh/hour) | #Lane<br>Points | %<br>Observed |                                                     |
| 9:00 AM | 29. I-215 SB Ramps/W Nuevo Rd | 71.1                     | 1288.0                       | 68.4                     | 1219.0                       | 61.2                     | 943.0                        | 67.5                        | 3450.0                          | 36              | 100           | 9.9                                                 |
| 6:00 PM | 29. I-215 SB Ramps/W Nuevo Rd | 70.6                     | 1302.0                       | 66.5                     | 1662.0                       | 60.8                     | 1255.0                       | 66.0                        | 4219.0                          | 36              | 100           | 9.8                                                 |

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*ATTACHMENT A – COUNT SHEETS*

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## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AmdtD LLC, Tel: 714.253.7888 ctd@amtd.com

DATE:  
Tue, May 16, 23  
LOCATION:  
NORTH SOUTH:  
EAST & WEST:Perth  
1-215 NB Ramps  
PlacentiaPROJECT #:  
LOCATION #:  
CONTROL:  
SC4029  
1-215 NB  
SIGNAL

NOTES:

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

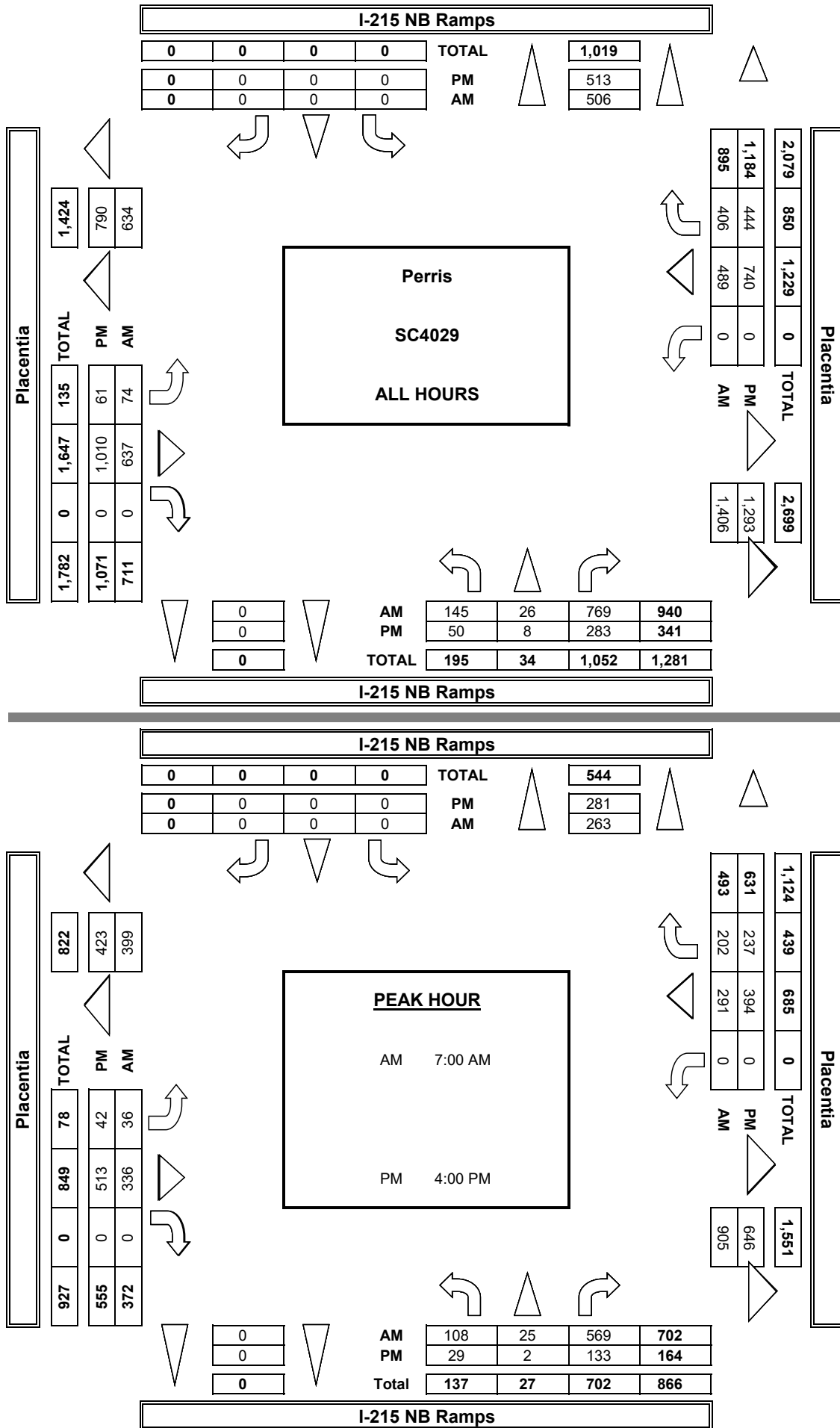
|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|        | NORTHBOUND     |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |    |    |    |
|--------|----------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|----|----|----|
|        | 1-215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Placentia |    |    |    | Placentia |    |    |    |
| LANES: | NL             | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | NB        | SB | EB | WB |
|        | 1.5            | 0.5 | 1  | X  | X              | X  | 2  | 2  | X         | X  | 2  | 1  | 0         | 0  | 0  | 0  |
|        |                |     |    |    |                |    |    |    |           |    |    |    |           |    |    |    |

|  | NORTHBOUND |  |
|--|------------|--|
|--|------------|--|

AimTD LLC  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

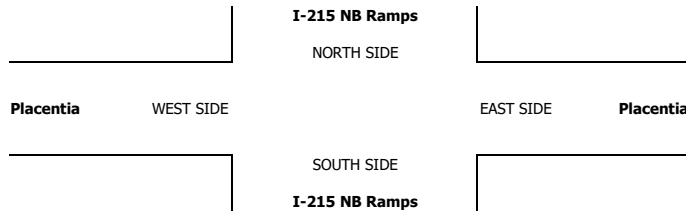
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

|                             |                                             |                                       |                                                                 |
|-----------------------------|---------------------------------------------|---------------------------------------|-----------------------------------------------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 NB Ramps<br>Placentia | PROJECT #:<br>SC4029<br>LOCATION #:<br>24<br>CONTROL:<br>SIGNAL |
|-----------------------------|---------------------------------------------|---------------------------------------|-----------------------------------------------------------------|

| PCE<br>Adjusted | NOTES: |   |     |   |   |   |   |  | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | E ▶ |
|-----------------|--------|---|-----|---|---|---|---|--|----------------------------------|-------------------------|-----|
|                 | Class  | 1 | 2   | 3 | 4 | 5 | 6 |  |                                  |                         |     |
|                 | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 |  |                                  |                         |     |
|                 |        |   |     |   |   |   |   |  |                                  |                         |     |
|                 |        |   |     |   |   |   |   |  |                                  |                         |     |

| LANES: | NORTHBOUND     |     |    | SOUTHBOUND     |    |    | EASTBOUND |    |    | WESTBOUND |    |    | TOTAL | U-TURNS |    |    |    |     |
|--------|----------------|-----|----|----------------|----|----|-----------|----|----|-----------|----|----|-------|---------|----|----|----|-----|
|        | I-215 NB Ramps |     |    | I-215 NB Ramps |    |    | Placentia |    |    | Placentia |    |    |       | NB      | SB | EB | WB | TTL |
|        | NL             | NT  | NR | SL             | ST | SR | EL        | ET | ER | WL        | WT | WR |       |         |    |    |    |     |
|        | 1.5            | 0.5 | 1  | X              | X  | X  | 2         | 2  | X  | X         | 2  | 1  |       |         |    |    |    |     |

|    |                |         |    |     |       |    |    |       |       |       |       |     |     |       |   |   |   |   |   |
|----|----------------|---------|----|-----|-------|----|----|-------|-------|-------|-------|-----|-----|-------|---|---|---|---|---|
| AM | 7:00 AM        | 27      | 12 | 125 | 0     | 0  | 0  | 12    | 75    | 0     | 0     | 66  | 65  | 381   |   |   |   |   | 0 |
|    | 7:15 AM        | 35      | 5  | 186 | 0     | 0  | 0  | 9     | 83    | 0     | 0     | 73  | 57  | 446   |   |   |   |   | 0 |
|    | 7:30 AM        | 30      | 7  | 163 | 0     | 0  | 0  | 11    | 93    | 0     | 0     | 88  | 51  | 442   |   |   |   |   | 0 |
|    | 7:45 AM        | 27      | 4  | 140 | 0     | 0  | 0  | 11    | 111   | 0     | 0     | 81  | 51  | 424   |   |   |   |   | 0 |
|    | 8:00 AM        | 18      | 0  | 97  | 0     | 0  | 0  | 14    | 91    | 0     | 0     | 55  | 51  | 326   |   |   |   |   | 0 |
|    | 8:15 AM        | 12      | 0  | 45  | 0     | 0  | 0  | 15    | 75    | 0     | 0     | 54  | 58  | 258   |   |   |   |   | 0 |
|    | 8:30 AM        | 4       | 1  | 45  | 0     | 0  | 0  | 8     | 80    | 0     | 0     | 66  | 52  | 255   |   |   |   |   | 0 |
|    | 8:45 AM        | 10      | 0  | 37  | 0     | 0  | 0  | 15    | 75    | 0     | 0     | 54  | 54  | 243   |   |   |   |   | 0 |
|    | 9:00 AM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0     | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 9:15 AM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0     | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 9:30 AM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0     | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 9:45 AM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0     | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | VOLUMES        | 162     | 29 | 835 | 0     | 0  | 0  | 94    | 682   | 0     | 0     | 535 | 438 | 2,773 | 0 | 0 | 0 | 0 | 0 |
|    | APPROACH %     | 16%     | 3% | 81% | 0%    | 0% | 0% | 12%   | 88%   | 0%    | 0%    | 55% | 45% |       |   |   |   |   |   |
|    | APP/DEPART     | 1,025   | /  | 560 | 0     | /  | 0  | 775   | /     | 1,517 | 973   | /   | 697 | 0     |   |   |   |   |   |
| PM | BEGIN PEAK HR  | 7:00 AM |    |     |       |    |    |       |       |       |       |     |     |       |   |   |   |   |   |
|    | VOLUMES        | 118     | 28 | 613 | 0     | 0  | 0  | 43    | 361   | 0     | 0     | 307 | 224 | 1,692 |   |   |   |   |   |
|    | APPROACH %     | 16%     | 4% | 81% | 0%    | 0% | 0% | 11%   | 89%   | 0%    | 0%    | 58% | 42% |       |   |   |   |   |   |
|    | PEAK HR FACTOR | 0.842   |    |     | 0.000 |    |    | 0.830 |       |       | 0.954 |     |     | 0.948 |   |   |   |   |   |
|    | APP/DEPART     | 758     | /  | 294 | 0     | /  | 0  | 404   | /     | 974   | 531   | /   | 425 | 0     |   |   |   |   |   |
|    | 04:00 PM       | 5       | 2  | 33  | 0     | 0  | 0  | 15    | 143   | 0     | 0     | 103 | 59  | 358   |   |   |   |   | 0 |
|    | 4:15 PM        | 12      | 0  | 48  | 0     | 0  | 0  | 6     | 128   | 0     | 0     | 99  | 60  | 352   |   |   |   |   | 0 |
|    | 4:30 PM        | 8       | 1  | 50  | 0     | 0  | 0  | 18    | 130   | 0     | 0     | 119 | 78  | 403   |   |   |   |   | 0 |
|    | 4:45 PM        | 10      | 0  | 39  | 0     | 0  | 0  | 7     | 123   | 0     | 0     | 100 | 60  | 339   |   |   |   |   | 0 |
|    | 5:00 PM        | 6       | 1  | 29  | 0     | 0  | 0  | 3     | 126   | 0     | 0     | 111 | 57  | 332   |   |   |   |   | 0 |
|    | 5:15 PM        | 0       | 2  | 57  | 0     | 0  | 0  | 6     | 143   | 0     | 0     | 102 | 62  | 372   |   |   |   |   | 0 |
|    | 5:30 PM        | 14      | 1  | 58  | 0     | 0  | 0  | 8     | 129   | 0     | 0     | 90  | 50  | 349   |   |   |   |   | 0 |
|    | 5:45 PM        | 7       | 2  | 31  | 0     | 0  | 0  | 3     | 117   | 0     | 0     | 72  | 57  | 289   |   |   |   |   | 0 |
|    | 6:00 PM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0     | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 6:15 PM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0     | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 6:30 PM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0     | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 6:45 PM        | 0       | 0  | 0   | 0     | 0  | 0  | 0     | 0     | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | VOLUMES        | 61      | 9  | 344 | 0     | 0  | 0  | 65    | 1,036 | 0     | 0     | 795 | 482 | 2,791 | 0 | 0 | 0 | 0 | 0 |
|    | APPROACH %     | 15%     | 2% | 83% | 0%    | 0% | 0% | 6%    | 94%   | 0%    | 0%    | 62% | 38% |       |   |   |   |   |   |
|    | APP/DEPART     | 414     | /  | 556 | 0     | /  | 0  | 1,101 | /     | 1,380 | 1,277 | /   | 856 | 0     |   |   |   |   |   |
|    | BEGIN PEAK HR  | 4:00 PM |    |     |       |    |    |       |       |       |       |     |     |       |   |   |   |   |   |
|    | VOLUMES        | 34      | 3  | 170 | 0     | 0  | 0  | 46    | 522   | 0     | 0     | 421 | 257 | 1,451 |   |   |   |   |   |
|    | APPROACH %     | 17%     | 1% | 82% | 0%    | 0% | 0% | 8%    | 92%   | 0%    | 0%    | 62% | 38% |       |   |   |   |   |   |
|    | PEAK HR FACTOR | 0.866   |    |     | 0.000 |    |    | 0.901 |       |       | 0.859 |     |     | 0.901 |   |   |   |   |   |
|    | APP/DEPART     | 206     | /  | 305 | 0     | /  | 0  | 568   | /     | 692   | 677   | /   | 455 | 0     |   |   |   |   |   |





# INTERSECTION TURNING MOVEMENT COUNTS

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|                             |                                             |                                       |                                       |                        |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 NB Ramps<br>Placentia | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>24<br>SIGNAL |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|

|                                                          |               |                                  |                         |     |
|----------------------------------------------------------|---------------|----------------------------------|-------------------------|-----|
| <b>CLASS 2:</b><br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | <b>NOTES:</b> | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
|----------------------------------------------------------|---------------|----------------------------------|-------------------------|-----|

|                | NORTHBOUND<br>I-215 NB Ramps |           |         | SOUTHBOUND<br>I-215 NB Ramps |         |         | EASTBOUND<br>Placentia |         |         | WESTBOUND<br>Placentia |         |         |       |
|----------------|------------------------------|-----------|---------|------------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|-------|
| LANES:         | NL<br>1.5                    | NT<br>0.5 | NR<br>1 | SL<br>X                      | ST<br>X | SR<br>X | EL<br>2                | ET<br>2 | ER<br>X | WL<br>X                | WT<br>2 | WR<br>1 | TOTAL |
| <b>AM</b>      |                              |           |         |                              |         |         |                        |         |         |                        |         |         |       |
| 7:00 AM        | 1                            | 1         | 4       | 0                            | 0       | 0       | 0                      | 4       | 0       | 0                      | 5       | 2       | 17    |
| 7:15 AM        | 1                            | 0         | 3       | 0                            | 0       | 0       | 1                      | 6       | 0       | 0                      | 4       | 1       | 16    |
| 7:30 AM        | 0                            | 0         | 5       | 0                            | 0       | 0       | 2                      | 7       | 0       | 0                      | 2       | 2       | 18    |
| 7:45 AM        | 2                            | 0         | 5       | 0                            | 0       | 0       | 0                      | 5       | 0       | 0                      | 1       | 2       | 15    |
| 8:00 AM        | 2                            | 0         | 7       | 0                            | 0       | 0       | 2                      | 2       | 0       | 0                      | 2       | 0       | 15    |
| 8:15 AM        | 0                            | 0         | 3       | 0                            | 0       | 0       | 2                      | 4       | 0       | 0                      | 3       | 1       | 13    |
| 8:30 AM        | 0                            | 0         | 5       | 0                            | 0       | 0       | 1                      | 6       | 0       | 0                      | 4       | 0       | 16    |
| 8:45 AM        | 1                            | 0         | 0       | 0                            | 0       | 0       | 3                      | 5       | 0       | 0                      | 5       | 2       | 16    |
| VOLUMES        | 7                            | 1         | 32      | 0                            | 0       | 0       | 11                     | 39      | 0       | 0                      | 26      | 10      | 126   |
| APPROACH %     | 18%                          | 3%        | 80%     | 0%                           | 0%      | 0%      | 22%                    | 78%     | 0%      | 0%                     | 72%     | 28%     |       |
| APP/DEPART     | 40                           | /         | 22      | 0                            | /       | 0       | 50                     | /       | 71      | 36                     | /       | 33      | 0     |
| BEGIN PEAK HR  | 7:00 AM                      |           |         |                              |         |         |                        |         |         |                        |         |         |       |
| VOLUMES        | 4                            | 1         | 17      | 0                            | 0       | 0       | 3                      | 22      | 0       | 0                      | 12      | 7       | 66    |
| APPROACH %     | 18%                          | 5%        | 77%     | 0%                           | 0%      | 0%      | 12%                    | 88%     | 0%      | 0%                     | 63%     | 37%     |       |
| PEAK HR FACTOR | 0.786                        |           |         | 0.000                        |         |         | 0.694                  |         |         | 0.679                  |         |         | 0.917 |
| APP/DEPART     | 22                           | /         | 11      | 0                            | /       | 0       | 25                     | /       | 39      | 19                     | /       | 16      | 0     |
| <b>PM</b>      |                              |           |         |                              |         |         |                        |         |         |                        |         |         |       |
| 04:00 PM       | 1                            | 1         | 2       | 0                            | 0       | 0       | 0                      | 3       | 0       | 0                      | 5       | 2       | 14    |
| 4:15 PM        | 1                            | 0         | 2       | 0                            | 0       | 0       | 0                      | 3       | 0       | 0                      | 8       | 3       | 17    |
| 4:30 PM        | 0                            | 0         | 1       | 0                            | 0       | 0       | 1                      | 5       | 0       | 0                      | 4       | 8       | 19    |
| 4:45 PM        | 0                            | 0         | 0       | 0                            | 0       | 0       | 0                      | 1       | 0       | 0                      | 6       | 0       | 7     |
| 5:00 PM        | 0                            | 0         | 1       | 0                            | 0       | 0       | 0                      | 5       | 0       | 0                      | 5       | 2       | 13    |
| 5:15 PM        | 0                            | 0         | 0       | 0                            | 0       | 0       | 0                      | 4       | 0       | 0                      | 2       | 3       | 9     |
| 5:30 PM        | 0                            | 0         | 2       | 0                            | 0       | 0       | 1                      | 7       | 0       | 0                      | 0       | 0       | 10    |
| 5:45 PM        | 0                            | 0         | 0       | 0                            | 0       | 0       | 0                      | 4       | 0       | 0                      | 1       | 4       | 9     |
| VOLUMES        | 2                            | 1         | 8       | 0                            | 0       | 0       | 2                      | 32      | 0       | 0                      | 31      | 22      | 98    |
| APPROACH %     | 18%                          | 9%        | 73%     | 0%                           | 0%      | 0%      | 6%                     | 94%     | 0%      | 0%                     | 58%     | 42%     |       |
| APP/DEPART     | 11                           | /         | 25      | 0                            | /       | 0       | 34                     | /       | 40      | 53                     | /       | 33      | 0     |
| BEGIN PEAK HR  | 4:00 PM                      |           |         |                              |         |         |                        |         |         |                        |         |         |       |
| VOLUMES        | 2                            | 1         | 5       | 0                            | 0       | 0       | 1                      | 12      | 0       | 0                      | 23      | 13      | 57    |
| APPROACH %     | 25%                          | 13%       | 63%     | 0%                           | 0%      | 0%      | 8%                     | 92%     | 0%      | 0%                     | 64%     | 36%     |       |
| PEAK HR FACTOR | 0.500                        |           |         | 0.000                        |         |         | 0.542                  |         |         | 0.750                  |         |         | 0.750 |
| APP/DEPART     | 8                            | /         | 15      | 0                            | /       | 0       | 13                     | /       | 17      | 36                     | /       | 25      | 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   |

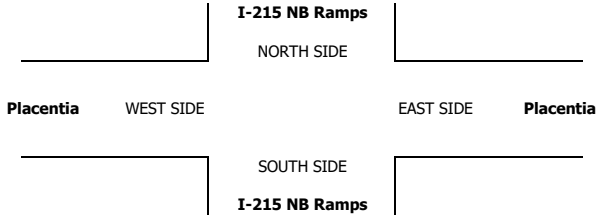
| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| 0    | X   | X   | 0   |
| 3    | 0   | 0   | 1   |
| 1    | 0   | 0   | 1   |
| 2    | 0   | 0   | 0   |
| 2    | 0   | 0   | 2   |
| 4    | 0   | 0   | 0   |
| 3    | 0   | 0   | 1   |
| 4    | 0   | 0   | 0   |
| 0    | 0   | 0   | 1   |
| 19   | 0   | 0   | 6   |

|   |   |   |   |
|---|---|---|---|
| 8 | 0 | 0 | 4 |
|---|---|---|---|

|   |   |   |   |   |
|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 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 |
| 2 | 0 | 0 | 0 |
| 1 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 6 |

|   |   |   |   |
|---|---|---|---|
| 4 | 0 | 0 | 1 |
|---|---|---|---|



## INTERSECTION TURNING MOVEMENT COUNTS

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

|                             |                                             |                                       |                                       |                        |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 NB Ramps<br>Placentia | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>24<br>SIGNAL |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|

|                              |        |                                  |                 |               |
|------------------------------|--------|----------------------------------|-----------------|---------------|
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ◀ W<br>S<br>▶ E | ▲ N<br>S<br>▼ |
|------------------------------|--------|----------------------------------|-----------------|---------------|

|        | NORTHBOUND     |           |         | SOUTHBOUND     |         |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|--------|----------------|-----------|---------|----------------|---------|---------|-----------|---------|---------|-----------|---------|---------|-------|
|        | I-215 NB Ramps |           |         | I-215 NB Ramps |         |         | Placentia |         |         | Placentia |         |         |       |
| LANES: | NL<br>1.5      | NT<br>0.5 | NR<br>1 | SL<br>X        | ST<br>X | SR<br>X | EL<br>2   | ET<br>2 | ER<br>X | WL<br>X   | WT<br>2 | WR<br>1 | TOTAL |

|    |                |         |     |     |       |    |    |       |     |    |       |      |     |
|----|----------------|---------|-----|-----|-------|----|----|-------|-----|----|-------|------|-----|
| AM | 7:00 AM        | 0       | 1   | 0   | 0     | 0  | 0  | 2     | 0   | 0  | 0     | 0    | 3   |
|    | 7:15 AM        | 0       | 0   | 1   | 0     | 0  | 0  | 2     | 0   | 0  | 0     | 0    | 3   |
|    | 7:30 AM        | 0       | 0   | 0   | 0     | 0  | 0  | 1     | 0   | 0  | 1     | 0    | 2   |
|    | 7:45 AM        | 0       | 1   | 1   | 0     | 0  | 1  | 0     | 0   | 0  | 0     | 0    | 3   |
|    | 8:00 AM        | 0       | 0   | 0   | 0     | 0  | 0  | 0     | 0   | 0  | 0     | 0    | 0   |
|    | 8:15 AM        | 1       | 0   | 0   | 0     | 0  | 0  | 0     | 0   | 0  | 1     | 0    | 2   |
|    | 8:30 AM        | 0       | 0   | 0   | 0     | 0  | 0  | 1     | 0   | 0  | 0     | 0    | 1   |
|    | 8:45 AM        | 0       | 0   | 0   | 0     | 0  | 1  | 0     | 0   | 0  | 0     | 0    | 1   |
|    | VOLUMES        | 1       | 2   | 2   | 0     | 0  | 2  | 6     | 0   | 0  | 2     | 0    | 15  |
|    | APPROACH %     | 20%     | 40% | 40% | 0%    | 0% | 0% | 25%   | 75% | 0% | 0%    | 100% | 0%  |
| PM | APPROACH %     | 5       | /   | 4   | 0     | /  | 0  | 8     | /   | 8  | 2     | /    | 3   |
|    | APP/DEPART     | 5       | /   | 4   | 0     | /  | 0  | 8     | /   | 8  | 2     | /    | 3   |
|    | BEGIN PEAK HR  | 7:00 AM |     |     |       |    |    |       |     |    |       |      |     |
|    | VOLUMES        | 0       | 2   | 2   | 0     | 0  | 0  | 1     | 5   | 0  | 0     | 1    | 11  |
|    | APPROACH %     | 0%      | 50% | 50% | 0%    | 0% | 0% | 17%   | 83% | 0% | 0%    | 100% | 0%  |
|    | PEAK HR FACTOR | 0.500   |     |     | 0.000 |    |    | 0.750 |     |    | 0.250 |      |     |
|    | APP/DEPART     | 4       | /   | 3   | 0     | /  | 0  | 6     | /   | 7  | 1     | /    | 1   |
|    | APPROACH %     | 4       | /   | 3   | 0     | /  | 0  | 6     | /   | 7  | 1     | /    | 1   |
|    | APP/DEPART     | 4       | /   | 3   | 0     | /  | 0  | 6     | /   | 7  | 1     | /    | 1   |
|    | VOLUMES        | 2       | 0   | 7   | 0     | 0  | 0  | 1     | 2   | 0  | 0     | 3    | 2   |
| PM | APPROACH %     | 22%     | 0%  | 78% | 0%    | 0% | 0% | 33%   | 67% | 0% | 0%    | 60%  | 40% |
|    | APPROACH %     | 9       | /   | 3   | 0     | /  | 0  | 3     | /   | 9  | 5     | /    | 5   |
|    | APP/DEPART     | 9       | /   | 3   | 0     | /  | 0  | 3     | /   | 9  | 5     | /    | 5   |
|    | BEGIN PEAK HR  | 4:00 PM |     |     |       |    |    |       |     |    |       |      |     |
|    | VOLUMES        | 2       | 0   | 4   | 0     | 0  | 0  | 1     | 0   | 0  | 0     | 1    | 0   |
|    | APPROACH %     | 33%     | 0%  | 67% | 0%    | 0% | 0% | 100%  | 0%  | 0% | 0%    | 100% | 0%  |
|    | PEAK HR FACTOR | 0.500   |     |     | 0.000 |    |    | 0.250 |     |    | 0.250 |      |     |
|    | APP/DEPART     | 6       | /   | 1   | 0     | /  | 0  | 1     | /   | 4  | 1     | /    | 3   |
|    | APPROACH %     | 6       | /   | 1   | 0     | /  | 0  | 1     | /   | 4  | 1     | /    | 3   |
|    | APP/DEPART     | 6       | /   | 1   | 0     | /  | 0  | 1     | /   | 4  | 1     | /    | 3   |

I-215 NB Ramps

NORTH SIDE

Placentia WEST SIDE

EAST SIDE Placentia

SOUTH SIDE

I-215 NB Ramps

## 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   |

## RTOR

| NRR | SRR | ERR | WRR |
|-----|-----|-----|-----|
| 0   | 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 |

|   |   |   |   |
|---|---|---|---|
| 2 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 |
| 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 |
| 4 | 0 | 0 | 0 |

3 0 0 0

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                             |                                             |                                       |                                       |                        |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 NB Ramps<br>Placentia | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>24<br>SIGNAL |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|

|                                         |        |                                  |                         |     |
|-----------------------------------------|--------|----------------------------------|-------------------------|-----|
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
|-----------------------------------------|--------|----------------------------------|-------------------------|-----|

|                | NORTHBOUND<br>I-215 NB Ramps |           |         | SOUTHBOUND<br>I-215 NB Ramps |         |         | EASTBOUND<br>Placentia |         |         | WESTBOUND<br>Placentia |         |         |       |
|----------------|------------------------------|-----------|---------|------------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|-------|
| LANES:         | NL<br>1.5                    | NT<br>0.5 | NR<br>1 | SL<br>X                      | ST<br>X | SR<br>X | EL<br>2                | ET<br>2 | ER<br>X | WL<br>X                | WT<br>2 | WR<br>1 | TOTAL |
| 7:00 AM        | 1                            | 0         | 7       | 0                            | 0       | 0       | 0                      | 3       | 0       | 0                      | 1       | 2       | 14    |
| 7:15 AM        | 1                            | 0         | 6       | 0                            | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 4       | 11    |
| 7:30 AM        | 1                            | 0         | 3       | 0                            | 0       | 0       | 0                      | 1       | 0       | 0                      | 2       | 2       | 9     |
| 7:45 AM        | 1                            | 0         | 0       | 0                            | 0       | 0       | 2                      | 0       | 0       | 0                      | 1       | 1       | 5     |
| 8:00 AM        | 1                            | 0         | 1       | 0                            | 0       | 0       | 0                      | 2       | 0       | 0                      | 3       | 1       | 8     |
| 8:15 AM        | 1                            | 0         | 3       | 0                            | 0       | 0       | 2                      | 0       | 0       | 0                      | 1       | 2       | 9     |
| 8:30 AM        | 0                            | 0         | 2       | 0                            | 0       | 0       | 1                      | 2       | 0       | 0                      | 2       | 0       | 7     |
| 8:45 AM        | 0                            | 0         | 1       | 0                            | 0       | 0       | 1                      | 1       | 0       | 0                      | 1       | 1       | 5     |
| VOLUMES        | 6                            | 0         | 23      | 0                            | 0       | 0       | 6                      | 9       | 0       | 0                      | 11      | 13      | 68    |
| APPROACH %     | 21%                          | 0%        | 79%     | 0%                           | 0%      | 0%      | 40%                    | 60%     | 0%      | 0%                     | 46%     | 54%     |       |
| APP/DEPART     | 29                           | /         | 19      | 0                            | /       | 0       | 15                     | /       | 32      | 24                     | /       | 17      | 0     |
| BEGIN PEAK HR  | 7:00 AM                      |           |         |                              |         |         |                        |         |         |                        |         |         |       |
| VOLUMES        | 4                            | 0         | 16      | 0                            | 0       | 0       | 2                      | 4       | 0       | 0                      | 4       | 9       | 39    |
| APPROACH %     | 20%                          | 0%        | 80%     | 0%                           | 0%      | 0%      | 33%                    | 67%     | 0%      | 0%                     | 31%     | 69%     |       |
| PEAK HR FACTOR | 0.625                        |           |         | 0.000                        |         |         | 0.500                  |         |         | 0.813                  |         |         | 0.696 |
| APP/DEPART     | 20                           | /         | 11      | 0                            | /       | 0       | 6                      | /       | 20      | 13                     | /       | 8       | 0     |
| 04:00 PM       | 0                            | 0         | 1       | 0                            | 0       | 0       | 0                      | 0       | 0       | 0                      | 0       | 1       | 2     |
| 4:15 PM        | 0                            | 0         | 5       | 0                            | 0       | 0       | 0                      | 0       | 0       | 0                      | 1       | 2       | 8     |
| 4:30 PM        | 0                            | 0         | 5       | 0                            | 0       | 0       | 1                      | 0       | 0       | 0                      | 3       | 1       | 10    |
| 4:45 PM        | 1                            | 0         | 4       | 0                            | 0       | 0       | 0                      | 1       | 0       | 0                      | 0       | 2       | 8     |
| 5:00 PM        | 0                            | 0         | 0       | 0                            | 0       | 0       | 0                      | 0       | 0       | 0                      | 3       | 2       | 5     |
| 5:15 PM        | 0                            | 0         | 7       | 0                            | 0       | 0       | 0                      | 1       | 0       | 0                      | 3       | 1       | 12    |
| 5:30 PM        | 2                            | 0         | 2       | 0                            | 0       | 0       | 0                      | 0       | 0       | 0                      | 3       | 2       | 9     |
| 5:45 PM        | 1                            | 0         | 1       | 0                            | 0       | 0       | 0                      | 1       | 0       | 0                      | 2       | 1       | 6     |
| VOLUMES        | 4                            | 0         | 25      | 0                            | 0       | 0       | 1                      | 3       | 0       | 0                      | 15      | 12      | 60    |
| APPROACH %     | 14%                          | 0%        | 86%     | 0%                           | 0%      | 0%      | 25%                    | 75%     | 0%      | 0%                     | 56%     | 44%     |       |
| APP/DEPART     | 29                           | /         | 13      | 0                            | /       | 0       | 4                      | /       | 28      | 27                     | /       | 19      | 0     |
| BEGIN PEAK HR  | 4:00 PM                      |           |         |                              |         |         |                        |         |         |                        |         |         |       |
| VOLUMES        | 1                            | 0         | 15      | 0                            | 0       | 0       | 1                      | 1       | 0       | 0                      | 4       | 6       | 28    |
| APPROACH %     | 6%                           | 0%        | 94%     | 0%                           | 0%      | 0%      | 50%                    | 50%     | 0%      | 0%                     | 40%     | 60%     |       |
| PEAK HR FACTOR | 0.800                        |           |         | 0.000                        |         |         | 0.500                  |         |         | 0.625                  |         |         | 0.700 |
| APP/DEPART     | 16                           | /         | 7       | 0                            | /       | 0       | 2                      | /       | 16      | 10                     | /       | 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   |

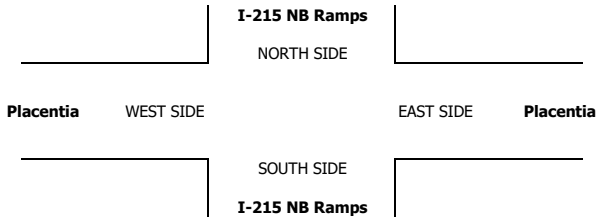
| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| 0    | X   | X   | 0   |
| 4    | 0   | 0   | 0   |
| 1    | 0   | 0   | 1   |
| 2    | 0   | 0   | 0   |
| 0    | 0   | 0   | 1   |
| 1    | 0   | 0   | 0   |
| 1    | 0   | 0   | 2   |
| 0    | 0   | 0   | 0   |
| 1    | 0   | 0   | 1   |
| 10   | 0   | 0   | 5   |

|   |   |   |   |
|---|---|---|---|
| 7 | 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 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

|    |   |   |   |
|----|---|---|---|
| 1  | 0 | 0 | 0 |
| 4  | 0 | 0 | 1 |
| 3  | 0 | 0 | 1 |
| 2  | 0 | 0 | 1 |
| 0  | 0 | 0 | 0 |
| 3  | 0 | 0 | 0 |
| 2  | 0 | 0 | 2 |
| 0  | 0 | 0 | 1 |
| 15 | 0 | 0 | 6 |

|    |   |   |   |
|----|---|---|---|
| 10 | 0 | 0 | 3 |
|----|---|---|---|







|                          |                                             |                                     |                                       |                        |
|--------------------------|---------------------------------------------|-------------------------------------|---------------------------------------|------------------------|
| DATE:<br>Tue, May 16, 23 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Peris<br>I-215 SB Ramps<br>Placenta | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>25<br>SIGNAL |
|--------------------------|---------------------------------------------|-------------------------------------|---------------------------------------|------------------------|

PROJECT #: SC4029  
LOCATION #: 25  
CONTROL: SIGNAL

|        |  |       |   |   |
|--------|--|-------|---|---|
| NOTES: |  | AM    | ▲ |   |
|        |  | PM    | ▲ |   |
|        |  | W     | ▲ | E |
|        |  | S     | ▲ |   |
|        |  | OTHER | ▲ |   |

[illegible]

|   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | 0   | 0   | X   |
| 0    | 1   | 2   | 0   |
| 0    | 3   | 1   | 0   |
| 0    | 5   | 2   | 0   |
| 0    | 1   | 2   | 0   |
| 0    | 1   | 4   | 0   |
| 0    | 3   | 4   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 16  | 17  | 0   |

[illegible][illegible]

|   |    |    |   |
|---|----|----|---|
| 0 | 11 | 7  | 0 |
| 0 | 2  | 8  | 0 |
| 0 | 9  | 12 | 0 |
| 0 | 2  | 9  | 0 |
| 0 | 6  | 5  | 0 |
| 0 | 1  | 2  | 0 |
| 0 | 4  | 2  | 0 |
| 0 | 1  | 5  | 0 |
| 0 | 27 | 50 | 0 |

|   |    |    |   |
|---|----|----|---|
| 0 | 19 | 33 | 0 |
|---|----|----|---|

|                 | <b>I-215 SB Ramps</b> | <b>I-215 SB Ramps</b> |
|-----------------|-----------------------|-----------------------|
|                 | NORTH SIDE            | EAST SIDE             |
| <b>Placenta</b> | WEST SIDE             | <b>Placenta</b>       |
|                 | SOUTH SIDE            |                       |
|                 | <b>I-215 SB Ramps</b> |                       |

|  |  | AM |         | PM |  |
|--|--|----|---------|----|--|
|  |  |    | 7:00 AM |    |  |
|  |  |    | 7:15 AM |    |  |
|  |  |    | 7:30 AM |    |  |
|  |  |    | 7:45 AM |    |  |
|  |  |    | 8:00 AM |    |  |
|  |  |    | 8:15 AM |    |  |
|  |  |    | 8:30 AM |    |  |
|  |  |    | 8:45 AM |    |  |
|  |  |    | TOTAL   |    |  |
|  |  |    | 4:00 PM |    |  |
|  |  |    | 4:15 PM |    |  |
|  |  |    | 4:30 PM |    |  |
|  |  |    | 4:45 PM |    |  |
|  |  |    | 5:00 PM |    |  |
|  |  |    | 5:15 PM |    |  |
|  |  |    | 5:30 PM |    |  |
|  |  |    | 5:45 PM |    |  |
|  |  |    | TOTAL   |    |  |

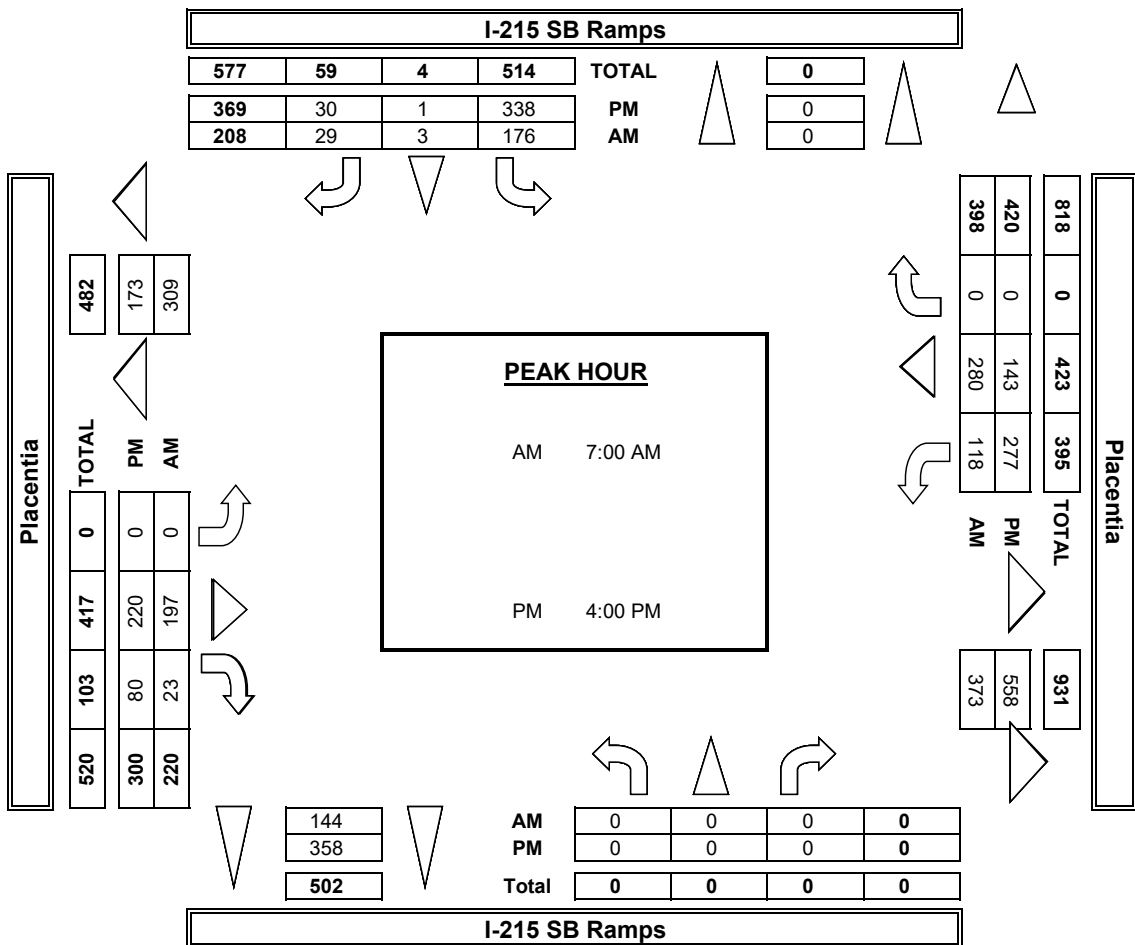
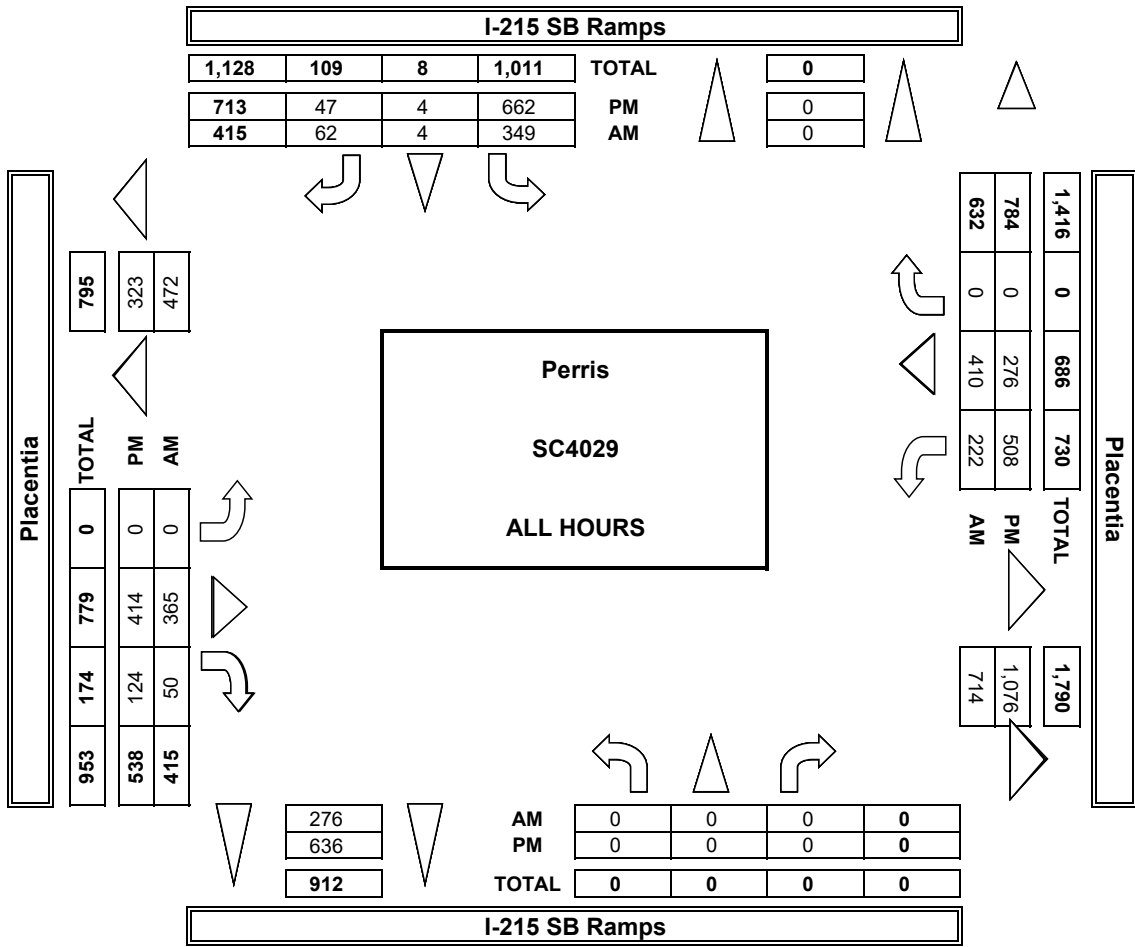
| ALL PED AND BIKE |        |        |        |       |
|------------------|--------|--------|--------|-------|
| ESIDE            | W SIDE | S SIDE | N SIDE | TOTAL |

| PEDESTRIAN CROSSINGS |        |        |        |       |
|----------------------|--------|--------|--------|-------|
| E SIDE               | W SIDE | S SIDE | N SIDE | TOTAL |

| BICYCLE CROSSINGS |    |    |     |
|-------------------|----|----|-----|
| ES                | WS | SS | NS  |
|                   |    |    | TOT |

[illegible]

**AimTD LLC**  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

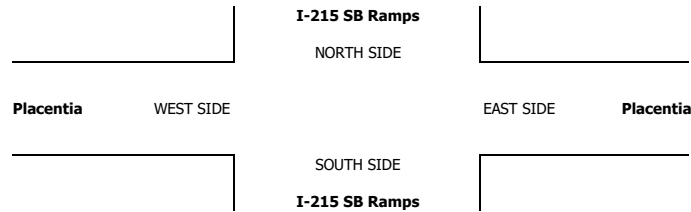
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

|                             |                                             |                                       |                                       |                        |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 SB Ramps<br>Placentia | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>25<br>SIGNAL |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|

| PCE<br>Adjusted | NOTES: |   |     |   |   |   |   |  | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | E ▶ |
|-----------------|--------|---|-----|---|---|---|---|--|----------------------------------|-------------------------|-----|
|                 | Class  | 1 | 2   | 3 | 4 | 5 | 6 |  |                                  |                         |     |
|                 | Factor | 1 | 1.5 | 2 | 3 | 2 | 2 |  |                                  |                         |     |
|                 |        |   |     |   |   |   |   |  |                                  |                         |     |

|        | NORTHBOUND     |         |         | SOUTHBOUND     |           |         | EASTBOUND |         |         | WESTBOUND |         |         |       | U-TURNS |    |    |    |     |
|--------|----------------|---------|---------|----------------|-----------|---------|-----------|---------|---------|-----------|---------|---------|-------|---------|----|----|----|-----|
|        | I-215 SB Ramps |         |         | I-215 SB Ramps |           |         | Placentia |         |         | Placentia |         |         |       |         |    |    |    |     |
| LANES: | NL<br>X        | NT<br>X | NR<br>X | SL<br>1.5      | ST<br>0.5 | SR<br>1 | EL<br>X   | ET<br>2 | ER<br>1 | WL<br>2   | WT<br>2 | WR<br>X | TOTAL | NB      | SB | EB | WB | TTL |

|    |                |         |    |    |       |    |     |       |     |       |       |     |     |       |   |   |   |   |   |
|----|----------------|---------|----|----|-------|----|-----|-------|-----|-------|-------|-----|-----|-------|---|---|---|---|---|
| AM | 7:00 AM        | 0       | 0  | 0  | 37    | 1  | 12  | 0     | 53  | 7     | 30    | 61  | 0   | 201   |   |   |   |   | 0 |
|    | 7:15 AM        | 0       | 0  | 0  | 50    | 0  | 9   | 0     | 42  | 7     | 24    | 84  | 0   | 215   |   |   |   |   | 0 |
|    | 7:30 AM        | 0       | 0  | 0  | 47    | 2  | 5   | 0     | 57  | 7     | 44    | 74  | 0   | 235   |   |   |   |   | 0 |
|    | 7:45 AM        | 0       | 0  | 0  | 54    | 1  | 12  | 0     | 66  | 8     | 32    | 76  | 0   | 248   |   |   |   |   | 0 |
|    | 8:00 AM        | 0       | 0  | 0  | 44    | 0  | 10  | 0     | 63  | 5     | 40    | 33  | 0   | 195   |   |   |   |   | 0 |
|    | 8:15 AM        | 0       | 0  | 0  | 41    | 0  | 13  | 0     | 49  | 14    | 27    | 39  | 0   | 181   |   |   |   |   | 0 |
|    | 8:30 AM        | 0       | 0  | 0  | 50    | 1  | 16  | 0     | 38  | 9     | 30    | 40  | 0   | 182   |   |   |   |   | 0 |
|    | 8:45 AM        | 0       | 0  | 0  | 50    | 0  | 17  | 0     | 40  | 7     | 28    | 36  | 0   | 177   |   |   |   |   | 0 |
|    | 9:00 AM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 9:15 AM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 9:30 AM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 9:45 AM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 372   | 5  | 93  | 0     | 407 | 63    | 253   | 442 | 0   | 1,633 | 0 | 0 | 0 | 0 | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 79%   | 1% | 20% | 0%    | 87% | 13%   | 36%   | 64% | 0%  |       |   |   |   |   |   |
|    | APP/DEPART     | 0       | /  | 0  | 469   | /  | 321 | 470   | /   | 778   | 695   | /   | 534 | 0     |   |   |   |   |   |
|    | BEGIN PEAK HR  | 7:00 AM |    |    |       |    |     |       |     |       |       |     |     |       |   |   |   |   |   |
|    | VOLUMES        | 0       | 0  | 0  | 187   | 4  | 37  | 0     | 218 | 29    | 130   | 295 | 0   | 898   |   |   |   |   |   |
|    | APPROACH %     | 0%      | 0% | 0% | 82%   | 2% | 16% | 0%    | 88% | 12%   | 31%   | 69% | 0%  |       |   |   |   |   |   |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.862 |    |     | 0.833 |     |       | 0.898 |     |     | 0.907 |   |   |   |   |   |
|    | APP/DEPART     | 0       | /  | 0  | 228   | /  | 162 | 247   | /   | 405   | 424   | /   | 332 | 0     |   |   |   |   |   |
| PM | 04:00 PM       | 0       | 0  | 0  | 102   | 0  | 3   | 0     | 57  | 19    | 62    | 44  | 0   | 286   |   |   |   |   | 0 |
|    | 4:15 PM        | 0       | 0  | 0  | 70    | 1  | 12  | 0     | 64  | 21    | 70    | 41  | 0   | 278   |   |   |   |   | 0 |
|    | 4:30 PM        | 0       | 0  | 0  | 90    | 0  | 7   | 0     | 59  | 28    | 87    | 39  | 0   | 309   |   |   |   |   | 0 |
|    | 4:45 PM        | 0       | 0  | 0  | 83    | 0  | 13  | 0     | 48  | 19    | 73    | 36  | 0   | 272   |   |   |   |   | 0 |
|    | 5:00 PM        | 0       | 0  | 0  | 84    | 0  | 6   | 0     | 46  | 15    | 73    | 44  | 0   | 267   |   |   |   |   | 0 |
|    | 5:15 PM        | 0       | 0  | 0  | 86    | 1  | 5   | 0     | 64  | 11    | 63    | 39  | 0   | 267   |   |   |   |   | 0 |
|    | 5:30 PM        | 0       | 0  | 0  | 83    | 2  | 9   | 0     | 54  | 11    | 68    | 35  | 0   | 261   |   |   |   |   | 0 |
|    | 5:45 PM        | 0       | 0  | 0  | 80    | 1  | 2   | 0     | 41  | 8     | 48    | 30  | 0   | 210   |   |   |   |   | 0 |
|    | 6:00 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 6:15 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 6:30 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | 6:45 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0     | 0     | 0   | 0   | 0     |   |   |   |   | 0 |
|    | VOLUMES        | 0       | 0  | 0  | 675   | 5  | 55  | 0     | 432 | 131   | 544   | 306 | 0   | 2,147 | 0 | 0 | 0 | 0 | 0 |
|    | APPROACH %     | 0%      | 0% | 0% | 92%   | 1% | 7%  | 0%    | 77% | 23%   | 64%   | 36% | 0%  |       |   |   |   |   |   |
|    | APP/DEPART     | 0       | /  | 0  | 735   | /  | 680 | 563   | /   | 1,106 | 850   | /   | 361 | 0     |   |   |   |   |   |
|    | BEGIN PEAK HR  | 4:00 PM |    |    |       |    |     |       |     |       |       |     |     |       |   |   |   |   |   |
|    | VOLUMES        | 0       | 0  | 0  | 343   | 1  | 34  | 0     | 228 | 87    | 292   | 160 | 0   | 1,144 |   |   |   |   |   |
|    | APPROACH %     | 0%      | 0% | 0% | 91%   | 0% | 9%  | 0%    | 72% | 28%   | 65%   | 35% | 0%  |       |   |   |   |   |   |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.909 |    |     | 0.913 |     |       | 0.896 |     |     | 0.927 |   |   |   |   |   |
|    | APP/DEPART     | 0       | /  | 0  | 378   | /  | 380 | 314   | /   | 571   | 452   | /   | 194 | 0     |   |   |   |   |   |





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AintMD LLC. tel: 714 253 7888 cs@aintmd.com

|                             |                                             |                                       |                                       |                        |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 SB Ramps<br>Placentia | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>25<br>SIGNAL |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|

|                                                   |        |                                   |                  |
|---------------------------------------------------|--------|-----------------------------------|------------------|
| CLASS 2:<br>2-AXLE<br>WORK<br>VEHICLES/<br>TRUCKS | NOTES: | AVL<br>PH<br>MD<br>OTHER<br>OTHER | N<br>W<br>S<br>E |
|---------------------------------------------------|--------|-----------------------------------|------------------|

| NORTHBOUND     |    |    |    |       |       |     |    |       |     | SOUTHBOUND     |       |    |       |     | EASTBOUND |    |    | WESTBOUND |    |    |    |       |  |
|----------------|----|----|----|-------|-------|-----|----|-------|-----|----------------|-------|----|-------|-----|-----------|----|----|-----------|----|----|----|-------|--|
| I-215 SB Ramps |    |    |    |       |       |     |    |       |     | I-215 SB Ramps |       |    |       |     | Placentia |    |    | Placentia |    |    |    |       |  |
| LANES:         |    |    |    |       |       |     |    |       |     | NL             | NT    | NR | SL    | ST  | SR        | EL | ET | ER        | WL | WT | WR | TOTAL |  |
| 7:00 AM        |    |    |    |       |       |     |    |       |     | X              | X     | X  | 1.5   | 0.5 | 1         | X  | 2  | 1         | 2  | 2  | 2  | X     |  |
| 7:15 AM        | 0  | 0  | 0  | 0     | 2     | 2   | 0  | 2     | 0   | 2              | 0     | 2  | 0     | 4   | 0         | 3  | 2  | 0         | 0  | 12 |    |       |  |
| 7:30 AM        | 0  | 0  | 0  | 0     | 3     | 0   | 1  | 0     | 1   | 0              | 0     | 7  | 0     | 0   | 0         | 2  | 0  | 0         | 0  | 13 |    |       |  |
| 7:45 AM        | 0  | 0  | 0  | 0     | 2     | 1   | 0  | 0     | 0   | 0              | 0     | 7  | 0     | 0   | 0         | 2  | 0  | 0         | 0  | 12 |    |       |  |
| 8:00 AM        | 0  | 0  | 0  | 0     | 3     | 0   | 0  | 1     | 0   | 2              | 0     | 2  | 0     | 0   | 0         | 0  | 3  | 0         | 0  | 9  |    |       |  |
| 8:15 AM        | 0  | 0  | 0  | 0     | 2     | 0   | 0  | 0     | 0   | 0              | 0     | 2  | 0     | 0   | 0         | 2  | 2  | 0         | 0  | 8  |    |       |  |
| 8:30 AM        | 0  | 0  | 0  | 0     | 3     | 0   | 0  | 0     | 0   | 0              | 0     | 3  | 3     | 0   | 0         | 3  | 0  | 0         | 0  | 12 |    |       |  |
| 8:45 AM        | 0  | 0  | 0  | 0     | 4     | 0   | 0  | 1     | 0   | 0              | 3     | 0  | 0     | 1   | 3         | 0  | 3  | 0         | 0  | 12 |    |       |  |
| VOLUMES        | 0  | 0  | 0  | 0     | 2     | 2   | 0  | 0     | 0   | 6              | 1     | 3  | 3     | 3   | 0         | 0  | 0  | 0         | 0  | 15 |    |       |  |
| APPROACH %     | 0% | 0% | 0% | 0%    | 21    | 1   | 5  | 0     | 29  | 4              | 16    | 17 | 0     | 48  | 52%       | 0% | 93 |           |    |    |    |       |  |
| APP/DEPART     | 0  | 0  | 0  | 0     | 27    | /   | 21 | 33    | /   | 50             | 33    | 22 | 0     |     |           |    |    |           |    |    |    |       |  |
| BEGIN PEAK HR  | 0  | 0  | 0  | 10    | 1     | 4   | 0  | 15    | 0   | 7              | 9     | 0  | 46    |     |           |    |    |           |    |    |    |       |  |
| VOLUMES        | 0% | 0% | 0% | 67%   | 7%    | 27% | 0% | 100%  | 0%  | 44%            | 56%   | 0% | 0.885 |     |           |    |    |           |    |    |    |       |  |
| APPROACH %     | 0% | 0% | 0% | 0.000 | 0.938 |     |    | 0.536 |     |                | 0.667 |    |       |     |           |    |    |           |    |    |    |       |  |
| PEAK HR FACTOR | 0  | 0  | 0  | 15    | 8     | 15  | 25 | 16    | 2   | 4              | 13    | 0  |       |     |           |    |    |           |    |    |    |       |  |
| APP/DEPART     | 0  | 0  | 0  | 1     | 0     | 1   | 0  | 2     | 2   | 2              | 4     | 0  | 12    |     |           |    |    |           |    |    |    |       |  |
| AM             |    |    |    |       |       |     |    |       |     |                |       |    |       |     |           |    |    |           |    |    |    |       |  |
| 7:00 AM        |    |    |    |       |       |     |    |       |     |                |       |    |       |     |           |    |    |           |    |    |    |       |  |
| BEGIN PEAK HR  | 0  | 0  | 0  | 5     | 0     | 1   | 0  | 0     | 0   | 0              | 2     | 6  | 3     | 0   | 0         | 15 |    |           |    |    |    |       |  |
| VOLUMES        | 0  | 0  | 0  | 3     | 0     | 0   | 0  | 0     | 0   | 1              | 1     | 4  | 0     | 0   | 0         | 11 |    |           |    |    |    |       |  |
| APPROACH %     | 0% | 0% | 0% | 0     | 0     | 1   | 0  | 0     | 0   | 0              | 0     | 2  | 4     | 0   | 0         | 7  |    |           |    |    |    |       |  |
| PEAK HR FACTOR | 0  | 0  | 0  | 3     | 0     | 0   | 0  | 2     | 1   | 2              | 3     | 0  | 11    |     |           |    |    |           |    |    |    |       |  |
| PM             |    |    |    |       |       |     |    |       |     |                |       |    |       |     |           |    |    |           |    |    |    |       |  |
| 04:00 PM       |    |    |    |       |       |     |    |       |     |                |       |    |       |     |           |    |    |           |    |    |    |       |  |
| BEGIN PEAK HR  | 0  | 0  | 0  | 1     | 0     | 1   | 0  | 0     | 0   | 2              | 2     | 6  | 3     | 0   | 0         | 12 |    |           |    |    |    |       |  |
| VOLUMES        | 0  | 0  | 0  | 3     | 0     | 0   | 0  | 0     | 0   | 0              | 0     | 6  | 0     | 0   | 0         | 15 |    |           |    |    |    |       |  |
| APPROACH %     | 0% | 0% | 0% | 0     | 0     | 5   | 0  | 0     | 0   | 0              | 0     | 4  | 0     | 0   | 0         | 11 |    |           |    |    |    |       |  |
| PEAK HR FACTOR | 0  | 0  | 0  | 1     | 0     | 0   | 0  | 0     | 0   | 0              | 0     | 2  | 4     | 0   | 0         | 7  |    |           |    |    |    |       |  |
| 5:00 PM        |    |    |    |       |       |     |    |       |     |                |       |    |       |     |           |    |    |           |    |    |    |       |  |
| BEGIN PEAK HR  | 0  | 0  | 0  | 3     | 0     | 0   | 0  | 2     | 1   | 2              | 3     | 0  | 11    |     |           |    |    |           |    |    |    |       |  |
| VOLUMES        | 0  | 0  | 0  | 3     | 0     | 1   | 0  | 1     | 0   | 1              | 0     | 1  | 0     | 0   | 0         | 7  |    |           |    |    |    |       |  |
| APPROACH %     | 0% | 0% | 0% | 3     | 0     | 0   | 0  | 0     | 0   | 0              | 0     | 0  | 0     | 0   | 0         | 11 |    |           |    |    |    |       |  |
| PEAK HR FACTOR | 0  | 0  | 0  | 3     | 0     | 3   | 0  | 5     | 0   | 0              | 0     | 0  | 0     | 0   | 0         | 11 |    |           |    |    |    |       |  |
| 5:45 PM        |    |    |    |       |       |     |    |       |     |                |       |    |       |     |           |    |    |           |    |    |    |       |  |
| BEGIN PEAK HR  | 0  | 0  | 0  | 2     | 0     | 0   | 0  | 0     | 2   | 2              | 0     | 0  | 5     |     |           |    |    |           |    |    |    |       |  |
| VOLUMES        | 0  | 0  | 0  | 2     | 0     | 0   | 0  | 0     | 2   | 0              | 0     | 1  | 0     | 0   | 0         | 5  |    |           |    |    |    |       |  |
| APPROACH %     | 0% | 0% | 0% | 21    | 0     | 6   | 0  | 13    | 6   | 17             | 16    | 0  | 79    |     |           |    |    |           |    |    |    |       |  |
| APP/DEPART     | 0  | 0  | 0  | 27    | 0     | 23  | 19 | 34    | 32  | 52%            | 48%   | 0% | 0     |     |           |    |    |           |    |    |    |       |  |
| BEGIN PEAK HR  | 0  | 0  | 0  | 10    | 0     | 2   | 0  | 3     | 5   | 14             | 11    | 0  | 45    |     |           |    |    |           |    |    |    |       |  |
| VOLUMES        | 0  | 0  | 0  | 83%   | 0%    | 17% | 0% | 38%   | 63% | 56%            | 44%   | 0% | 0.750 |     |           |    |    |           |    |    |    |       |  |
| APPROACH %     | 0% | 0% | 0% | 0.000 | 0.600 |     |    | 0.500 |     |                | 0.694 |    |       |     |           |    |    |           |    |    |    |       |  |
| PEAK HR FACTOR | 0  | 0  | 0  | 12    | /     | 19  | 8  | 13    | 25  | /              | 13    | 13 | 0     |     |           |    |    |           |    |    |    |       |  |
| APP/DEPART     | 0  | 0  | 0  | 1     | 0     | 1   | 0  | 2     | 2   | 2              | 4     | 0  | 12    |     |           |    |    |           |    |    |    |       |  |
| 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              |    |    |    |       |       |     |    |       |     |                |       |    |       |     |           |    |    |           |    |    |    |       |  |

# INTERSECTION TURNING MOVEMENT COUNTS

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|                              |                                             |                                       |                                       |                                                                        |
|------------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------------------------------------------------------|
| DATE:<br>5/16/23<br>TUESDAY  | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 SB Ramps<br>Placentia | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>25<br>SIGNAL                                                 |
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES:                                      |                                       | AM<br>PM<br>MD<br>OTHER               | <div>▲ N</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> <div>▼</div> |

|        | NORTHBOUND     |         |         | SOUTHBOUND     |           |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|--------|----------------|---------|---------|----------------|-----------|---------|-----------|---------|---------|-----------|---------|---------|-------|
|        | I-215 SB Ramps |         |         | I-215 SB Ramps |           |         | Placentia |         |         | Placentia |         |         |       |
| LANES: | NL<br>X        | NT<br>X | NR<br>X | SL<br>1.5      | ST<br>0.5 | SR<br>1 | EL<br>X   | ET<br>2 | ER<br>1 | WL<br>2   | WT<br>2 | WR<br>X | TOTAL |
| AM     | 7:00 AM        | 0       | 0       | 0              | 1         | 0       | 0         | 0       | 1       | 0         | 0       | 0       | 2     |
|        | 7:15 AM        | 0       | 0       | 0              | 1         | 0       | 0         | 0       | 1       | 0         | 0       | 0       | 2     |
|        | 7:30 AM        | 0       | 0       | 0              | 0         | 0       | 0         | 1       | 0       | 0         | 1       | 0       | 2     |
|        | 7:45 AM        | 0       | 0       | 0              | 0         | 0       | 0         | 1       | 0       | 0         | 0       | 0       | 1     |
|        | 8:00 AM        | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 0       | 0         | 0       | 0       | 0     |
|        | 8:15 AM        | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 1       | 0         | 2       | 0       | 3     |
|        | 8:30 AM        | 0       | 0       | 0              | 0         | 0       | 1         | 0       | 1       | 0         | 0       | 0       | 2     |
|        | 8:45 AM        | 0       | 0       | 0              | 0         | 0       | 1         | 0       | 1       | 0         | 0       | 0       | 2     |
|        | VOLUMES        | 0       | 0       | 0              | 2         | 0       | 2         | 0       | 6       | 1         | 0       | 3       | 14    |
|        | APPROACH %     | 0%      | 0%      | 0%             | 50%       | 0%      | 50%       | 0%      | 86%     | 14%       | 0%      | 100%    | 0%    |
| PM     | APP/DEPART     | 0       | /       | 0              | 4         | /       | 1         | 7       | /       | 8         | 3       | /       | 5     |
|        | BEGIN PEAK HR  | 7:00 AM |         |                |           |         |           |         |         |           |         |         |       |
|        | VOLUMES        | 0       | 0       | 0              | 2         | 0       | 0         | 0       | 4       | 0         | 0       | 1       | 7     |
|        | APPROACH %     | 0%      | 0%      | 0%             | 100%      | 0%      | 0%        | 0%      | 100%    | 0%        | 0%      | 100%    | 0%    |
|        | PEAK HR FACTOR | 0.000   |         |                | 0.500     |         |           | 1.000   |         |           | 0.250   |         |       |
|        | APP/DEPART     | 0       | /       | 0              | 2         | /       | 0         | 4       | /       | 6         | 1       | /       | 1     |
|        | 04:00 PM       | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 1       | 0         | 0       | 1       | 0     |
|        | 4:15 PM        | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 0       | 0         | 1       | 0       | 1     |
|        | 4:30 PM        | 0       | 0       | 0              | 0         | 0       | 1         | 0       | 0       | 0         | 0       | 0       | 1     |
|        | 4:45 PM        | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 0       | 0         | 1       | 0       | 1     |
|        | 5:00 PM        | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 0       | 0         | 1       | 0       | 1     |
|        | 5:15 PM        | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 1       | 0         | 0       | 0       | 2     |
|        | 5:30 PM        | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 0       | 0         | 0       | 0       | 0     |
|        | 5:45 PM        | 0       | 0       | 0              | 0         | 0       | 0         | 0       | 1       | 0         | 0       | 0       | 1     |
|        | VOLUMES        | 0       | 0       | 0              | 0         | 0       | 1         | 0       | 3       | 0         | 1       | 4       | 9     |
|        | APPROACH %     | 0%      | 0%      | 0%             | 0%        | 0%      | 100%      | 0%      | 100%    | 0%        | 20%     | 80%     | 0%    |
|        | APP/DEPART     | 0       | /       | 0              | 1         | /       | 1         | 3       | /       | 3         | 5       | /       | 5     |
|        | BEGIN PEAK HR  | 4:00 PM |         |                |           |         |           |         |         |           |         |         |       |
|        | VOLUMES        | 0       | 0       | 0              | 0         | 0       | 1         | 0       | 1       | 0         | 0       | 3       | 5     |
|        | APPROACH %     | 0%      | 0%      | 0%             | 0%        | 0%      | 100%      | 0%      | 100%    | 0%        | 0%      | 100%    | 0%    |
|        | PEAK HR FACTOR | 0.000   |         |                | 0.250     |         |           | 0.250   |         |           | 0.750   |         |       |
|        | APP/DEPART     | 0       | /       | 0              | 1         | /       | 0         | 1       | /       | 1         | 3       | /       | 4     |

| 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   |

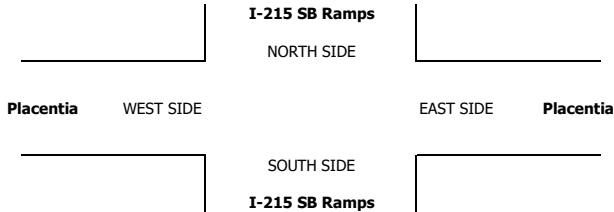
| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>0 | ERR<br>0 | WRR<br>X |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 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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|---|---|---|---|
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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 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 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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|                |                |
|----------------|----------------|
| LOCATION:      | Peris          |
| NORTH & SOUTH: | I-215 SB Ramps |
| EAST & WEST:   | Placentia      |

|             |        |
|-------------|--------|
| PROJECT #:  | SC4029 |
| LOCATION #: | 25     |
| CONTROL:    | SIGNAL |

| NOTES: |  | AM    |       | ▶ |       |
|--------|--|-------|-------|---|-------|
|        |  | PM    |       | N | ▶ E ▶ |
|        |  | MD    | ◀ W ▶ |   |       |
|        |  | OTHER |       | S | ▶     |
|        |  | OTHER |       |   |       |

| NORTHBOUND     |    |    | SOUTHBOUND     |     |    | EASTBOUND |    |    | WESTBOUND |    |    |       |
|----------------|----|----|----------------|-----|----|-----------|----|----|-----------|----|----|-------|
| I-215 SB Ramps |    |    | I-215 SB Ramps |     |    | Pacifica  |    |    | Pacifica  |    |    |       |
| NL             | NT | NR | SL             | ST  | SR | EL        | ET | ER | WL        | WT | WR | TOTAL |
| X              | X  | X  | 1.5            | 0.5 | 1  | X         | 2  | 1  | 2         | 2  | X  |       |

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

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| X    | 0   | 0   | X   |

|   |   |   |   |   |    |   |    |   |   |   |    |
|---|---|---|---|---|----|---|----|---|---|---|----|
| 0 | 0 | 0 | 1 | 0 | 0  | 3 | 1  | 1 | 1 | 0 | 2  |
| 0 | 0 | 0 | 0 | 0 | 0  | 0 | 1  | 1 | 1 | 0 | 8  |
| 0 | 0 | 0 | 1 | 0 | 0  | 0 | 1  | 2 | 1 | 0 | 5  |
| 0 | 0 | 0 | 0 | 0 | 0  | 1 | 0  | 1 | 1 | 0 | 5  |
| 0 | 0 | 0 | 0 | 0 | 0  | 2 | 0  | 0 | 1 | 0 | 8  |
| 0 | 0 | 0 | 1 | 0 | 0  | 1 | 2  | 3 | 1 | 0 | 8  |
| 0 | 0 | 0 | 0 | 0 | 0  | 1 | 1  | 1 | 1 | 0 | 7  |
| 0 | 0 | 0 | 1 | 0 | 2  | 0 | 0  | 2 | 0 | 0 | 7  |
| 0 | 0 | 0 | 0 | 0 | 4  | 0 | 1  | 1 | 0 | 0 | 0  |
| 0 | 0 | 0 | 5 | 0 | 10 | 5 | 11 | 6 | 0 | 0 | 50 |

[illegible]

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 2 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 1 | 1 | 0 |
| 0 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 4 | 1 | 0 |

[illegible]

|   |   |   |   |
|---|---|---|---|
| 0 | 2 | 0 | 0 |
|---|---|---|---|

[illegible]

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

|   |   |  |  |  |  |  |  |  |  |
|---|---|--|--|--|--|--|--|--|--|
| 0 | 0 |  |  |  |  |  |  |  |  |
| 0 | 0 |  |  |  |  |  |  |  |  |
| 0 | 0 |  |  |  |  |  |  |  |  |
| 0 | 0 |  |  |  |  |  |  |  |  |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

---

|  |  |
|--|--|
|  |  |
|--|--|

WEST SIDE

EAST SIDE

---

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                             |                                             |                                       |                                       |                        |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 SB Ramps<br>Placentia | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>25<br>SIGNAL |
|-----------------------------|---------------------------------------------|---------------------------------------|---------------------------------------|------------------------|

|          |        |                                  |                           |
|----------|--------|----------------------------------|---------------------------|
| CLASS 5: | NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▶ E |
| RV       |        |                                  |                           |

|        | NORTHBOUND     |         |         | SOUTHBOUND     |           |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|--------|----------------|---------|---------|----------------|-----------|---------|-----------|---------|---------|-----------|---------|---------|-------|
|        | I-215 SB Ramps |         |         | I-215 SB Ramps |           |         | Placentia |         |         | Placentia |         |         |       |
| LANES: | NL<br>X        | NT<br>X | NR<br>X | SL<br>1.5      | ST<br>0.5 | SR<br>1 | EL<br>X   | ET<br>2 | ER<br>1 | WL<br>2   | WT<br>2 | WR<br>X | TOTAL |

|    |                |         |    |    |       |    |    |       |    |    |       |    |   |
|----|----------------|---------|----|----|-------|----|----|-------|----|----|-------|----|---|
| AM | 7:00 AM        | 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 |
|    | 7:30 AM        | 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 |
|    | 8:00 AM        | 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 |
|    | 8:30 AM        | 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 |
|    | VOLUMES        | 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 |
| PM | APP/DEPART     | 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 |
|    | APPROACH %     | 0%      | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0% | 0%    | 0% | 0 |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.000 |    |    | 0.000 |    |    | 0.000 |    |   |
|    | APP/DEPART     | 0       | /  | 0  | 0     | /  | 0  | 0     | /  | 0  | 0     | /  | 0 |
|    | 04:00 PM       | 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 |
|    | 4:30 PM        | 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 |
|    | 5:00 PM        | 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 |
|    | 5:30 PM        | 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 |
|    | VOLUMES        | 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 |
|    | BEGIN PEAK HR  | 4:00 PM |    |    |       |    |    |       |    |    |       |    |   |
|    | VOLUMES        | 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 |    |   |
|    | APP/DEPART     | 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 |

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>0 | ERR<br>0 | WRR<br>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 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

|           |                |           |           |
|-----------|----------------|-----------|-----------|
|           | I-215 SB Ramps |           |           |
|           | NORTH SIDE     |           |           |
| Placentia | WEST SIDE      | EAST SIDE | Placentia |
|           | SOUTH SIDE     |           |           |
|           | I-215 SB Ramps |           |           |



## INTERSECTION TURNING MOVEMENT COUNTS

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

Perris

LOCATION:

## NORTH & SOUTH:

I-215 NB Ramps

EAST &amp; WEST:

**Nuevo**

PROJECT #: SC4029

LOCATION #: 38

| CONTROL:                                                                            | SIGNAL                                                                              |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  |

[illegible]

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

[illegible]

| RTOR |           |           |     |  |
|------|-----------|-----------|-----|--|
| NRR  | SRR       | ERR       | WRR |  |
| 0    | $\lambda$ | $\lambda$ | 0   |  |
| 15   | 0         | 0         | 17  |  |
| 27   | 0         | 0         | 10  |  |
| 26   | 0         | 0         | 3   |  |
| 23   | 0         | 0         | 9   |  |
| 30   | 0         | 0         | 11  |  |
| 27   | 0         | 0         | 5   |  |
| 44   | 0         | 0         | 3   |  |
| 22   | 0         | 0         | 6   |  |
| 213  | 0         | 0         | 64  |  |
| 105  | 0         | 0         | 28  |  |

|     |   |   |    |
|-----|---|---|----|
| 15  | 0 | 0 | 17 |
| 27  | 0 | 0 | 10 |
| 25  | 0 | 0 | 3  |
| 23  | 0 | 0 | 9  |
| 30  | 0 | 0 | 11 |
| 27  | 0 | 0 | 5  |
| 44  | 0 | 0 | 3  |
| 22  | 0 | 0 | 6  |
| 213 | 0 | 0 | 64 |

[illegible]

|     |   |   |    |
|-----|---|---|----|
| 27  | 0 | 0 | 16 |
| 39  | 0 | 0 | 3  |
| 41  | 0 | 0 | 15 |
| 40  | 0 | 0 | 8  |
| 44  | 0 | 0 | 9  |
| 37  | 0 | 0 | 1  |
| 47  | 0 | 0 | 5  |
| 28  | 0 | 0 | 11 |
| 303 | 0 | 0 | 68 |

|     |   |   |    |
|-----|---|---|----|
| 164 | 0 | 0 | 35 |
|-----|---|---|----|

## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AhmD LLC tel: 714 255 7888 [cs@ahmd.com](mailto:cs@ahmd.com)PROJECT #:  
LOCATION #:  
1215 NB Ramps  
NuevoSC4029  
SIGNAL

CONTROL:

DATE:  
Tue, May 16 23  
LOCATION:  
NORTH SOUTH:  
EAST & WEST:

NOTES:

|        | NORTHBOUND    |     |    |    | SOUTHBOUND     |    |    |    | EASTBOUND |    |    |    | WESTBOUND |                                                                                                                                   |  |  |
|--------|---------------|-----|----|----|----------------|----|----|----|-----------|----|----|----|-----------|-----------------------------------------------------------------------------------------------------------------------------------|--|--|
|        | 1215 NB Ramps |     |    |    | 1-215 NB Ramps |    |    |    | Nuevo     |    |    |    | Nuevo     |                                                                                                                                   |  |  |
| LANES: | NL            | NT  | NR | SL | ST             | SR | EL | ET | FR        | WL | WT | WR | TOTAL     | <div> <div> <div>▲</div> <div>▼</div> </div> <div> <div>▲</div> <div>▼</div> </div> <div> <div>▲</div> <div>▼</div> </div> </div> |  |  |
|        | 0.5           | 0.5 | 1  | X  | X              | X  | 1  | 2  | X         | X  | 2  | 1  |           |                                                                                                                                   |  |  |

| ADT | PM | MD | OTHER | <div> <div>▲</div> <div>▼</div> </div> | <div> <div>▲</div> <div>▼</div> </div> |
|-----|----|----|-------|----------------------------------------|----------------------------------------|
|     |    |    |       |                                        |                                        |

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

| RTOR |    |     |     |  |
|------|----|-----|-----|--|
| NRR  | SR | ERR | WRR |  |
| 0    | X  | X   | 0   |  |

|     |   |   |   |    |
|-----|---|---|---|----|
| 15  | 0 | 0 | 0 | 18 |
| 28  | 0 | 0 | 0 | 1  |
| 24  | 0 | 0 | 0 | 10 |
| 31  | 0 | 0 | 0 | 11 |
| 30  | 0 | 0 | 0 | 5  |
| 46  | 0 | 0 | 0 | 3  |
| 23  | 0 | 0 | 0 | 6  |
| 225 | 0 | 0 | 0 | 67 |

|   |   |   |   |   |   |
|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 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 | 1 | 0 | 1 | 0 |
| 0 | 0 | 2 | 1 | 3 | 0 |

|     |   |   |   |    |
|-----|---|---|---|----|
| 30  | 0 | 0 | 0 | 17 |
| 43  | 0 | 0 | 0 | 4  |
| 44  | 0 | 0 | 0 | 16 |
| 40  | 0 | 0 | 0 | 10 |
| 46  | 0 | 0 | 0 | 9  |
| 39  | 0 | 0 | 0 | 1  |
| 48  | 0 | 0 | 0 | 6  |
| 31  | 0 | 0 | 0 | 11 |
| 321 | 0 | 0 | 0 | 74 |

|     |   |   |    |
|-----|---|---|----|
| 173 | 0 | 0 | 39 |
|-----|---|---|----|

| NORTHBOUND     |    |    |     |    |    |    |    |     |    |    |     | SOUTHBOUND     |     |         |    |    |     |    |    |    |    |     |   | EASTBOUND |     |     |       |         |       |    |     |    |    |    |    | WESTBOUND |    |   |     |     |       |         |    |       |     |     |    |    |    |     |     |    |     |     |       |         |    |    |       |    |     |   |    |     |    |     |     |     |       |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |
|----------------|----|----|-----|----|----|----|----|-----|----|----|-----|----------------|-----|---------|----|----|-----|----|----|----|----|-----|---|-----------|-----|-----|-------|---------|-------|----|-----|----|----|----|----|-----------|----|---|-----|-----|-------|---------|----|-------|-----|-----|----|----|----|-----|-----|----|-----|-----|-------|---------|----|----|-------|----|-----|---|----|-----|----|-----|-----|-----|-------|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|---|---|----|-----|---|
| 1-215 NB Ramps |    |    |     |    |    |    |    |     |    |    |     | 1-215 SB Ramps |     |         |    |    |     |    |    |    |    |     |   | Mainline  |     |     |       |         |       |    |     |    |    |    |    | Mainline  |    |   |     |     |       |         |    |       |     |     |    |    |    |     |     |    |     |     |       |         |    |    |       |    |     |   |    |     |    |     |     |     |       |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |
| LANES:         |    |    |     |    |    |    |    |     |    |    |     | LANES:         |     |         |    |    |     |    |    |    |    |     |   | LANES:    |     |     |       |         |       |    |     |    |    |    |    | LANES:    |    |   |     |     |       |         |    |       |     |     |    |    |    |     |     |    |     |     |       |         |    |    |       |    |     |   |    |     |    |     |     |     |       |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |
| OL             | NT | OT | NR  | SL | ST | SR | EL | T   | ET | ER | WL  | WT             | WR  | TOTAL   | OL | NT | OT  | NR | SL | ST | SR | EL  | T | ET        | ER  | WL  | WT    | WR      | TOTAL | OL | NT  | OT | NR | SL | ST | SR        | EL | T | ET  | ER  | WL    | WT      | WR | TOTAL | OL  | NT  | OT | NR | SL | ST  | SR  | EL | T   | ET  | ER    | WL      | WT | WR | TOTAL |    |     |   |    |     |    |     |     |     |       |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |
| 7:30 AM        | 82 | 0  | 114 | 0  | 0  | 0  | 9  | 69  | 0  | 0  | 101 | 67             | 444 | 7:30 AM | 56 | 2  | 396 | 0  | 0  | 0  | 52 | 660 | 0 | 1         | 728 | 348 | 2,263 | 7:30 AM | 56    | 2  | 396 | 0  | 0  | 0  | 52 | 660       | 0  | 1 | 728 | 348 | 2,263 | 7:30 AM | 56 | 2     | 396 | 0   | 0  | 0  | 52 | 660 | 0   | 1  | 728 | 348 | 2,263 | 7:30 AM | 56 | 2  | 396   | 0  | 0   | 0 | 52 | 660 | 0  | 1   | 728 | 348 | 2,263 |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |   |   |    |     |   |
| 7:35 AM        | 57 | 0  | 80  | 0  | 0  | 0  | 10 | 136 | 0  | 0  | 180 | 75             | 547 | 7:35 AM | 57 | 0  | 80  | 0  | 0  | 0  | 10 | 136 | 0 | 0         | 180 | 75  | 547   | 7:35 AM | 57    | 0  | 80  | 0  | 0  | 0  | 10 | 136       | 0  | 0 | 0   | 10  | 136   | 0       | 0  | 0     | 10  | 136 | 0  | 0  | 0  | 10  | 136 | 0  | 0   | 0   | 10    | 136     | 0  | 0  | 0     | 10 | 136 | 0 | 0  | 0   | 10 | 136 | 0   | 0   | 0     | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 | 0 | 0 | 10 | 136 | 0 |

The diagram illustrates the intersection of I-215 NB Ramps and I-215 NB Ramps, showing traffic flow and volume data for two scenarios: 'Perris SC4029 ALL HOURS' and 'PEAK HOUR'.

**Scenario 1: Perris SC4029 ALL HOURS**

**I-215 NB Ramps (Top):**

|   |   |   |   |       |       |
|---|---|---|---|-------|-------|
| 0 | 0 | 0 | 0 | TOTAL | 1,558 |
| 0 | 0 | 0 | 0 | PM    | 795   |
| 0 | 0 | 0 | 0 | AM    | 763   |

**I-215 NB Ramps (Bottom):**

|   |   |   |   |       |     |
|---|---|---|---|-------|-----|
| 0 | 0 | 0 | 0 | TOTAL | 833 |
| 0 | 0 | 0 | 0 | PM    | 422 |
| 0 | 0 | 0 | 0 | AM    | 411 |

**Intersection Data (Left Side):**

|       |       |     |       |   |       |
|-------|-------|-----|-------|---|-------|
| 3,088 | TOTAL | 205 | 2,347 | 0 | 2,552 |
| 1,533 | PM    | 104 | 1,313 | 0 | 1,417 |
| 1,555 | AM    | 101 | 1,034 | 0 | 1,135 |

**Intersection Data (Right Side):**

|       |       |       |   |       |       |
|-------|-------|-------|---|-------|-------|
| 3,965 | 1,352 | 2,612 | 1 | TOTAL | 3,914 |
| 2,102 | 689   | 1,412 | 1 | PM    | 2,079 |
| 1,863 | 663   | 1,200 | 0 | AM    | 1,835 |

**Scenario 2: PEAK HOUR**

**I-215 NB Ramps (Top):**

|   |   |   |   |       |     |
|---|---|---|---|-------|-----|
| 0 | 0 | 0 | 0 | TOTAL | 833 |
| 0 | 0 | 0 | 0 | PM    | 422 |
| 0 | 0 | 0 | 0 | AM    | 411 |

**I-215 NB Ramps (Bottom):**

|   |   |   |   |       |     |
|---|---|---|---|-------|-----|
| 0 | 0 | 0 | 0 | TOTAL | 833 |
| 0 | 0 | 0 | 0 | PM    | 422 |
| 0 | 0 | 0 | 0 | AM    | 411 |

**Intersection Data (Left Side):**

|       |       |     |       |   |       |
|-------|-------|-----|-------|---|-------|
| 1,651 | TOTAL | 110 | 1,317 | 0 | 1,427 |
| 784   | PM    | 52  | 660   | 0 | 712   |
| 867   | AM    | 58  | 657   | 0 | 715   |

**Intersection Data (Right Side):**

|       |     |       |   |       |       |
|-------|-----|-------|---|-------|-------|
| 2,140 | 721 | 1,418 | 1 | TOTAL | 2,128 |
| 1,097 | 368 | 728   | 1 | PM    | 1,057 |
| 1,043 | 353 | 690   | 0 | AM    | 1,071 |

**Intersection Data (Bottom):**

|   |   |   |   |       |     |
|---|---|---|---|-------|-----|
| 0 | 0 | 0 | 0 | TOTAL | 233 |
| 0 | 0 | 0 | 0 | PM    | 56  |
| 0 | 0 | 0 | 0 | AM    | 177 |

**Intersection Data (Top):**

|   |   |   |   |       |     |
|---|---|---|---|-------|-----|
| 0 | 0 | 0 | 0 | TOTAL | 833 |
| 0 | 0 | 0 | 0 | PM    | 422 |
| 0 | 0 | 0 | 0 | AM    | 411 |

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PROJECT #: SC4029  
LOCATION #: 38  
CONTROL: SIGNAL

|              |                       |           |
|--------------|-----------------------|-----------|
|              | <b>I-215 NB Ramps</b> |           |
|              | NORTH SIDE            |           |
| <b>Nuevo</b> | WEST SIDE             | EAST SIDE |
|              | SOUTH SIDE            |           |
|              | <b>I-215 NB Ramps</b> |           |

INTERSECTION TURNING MOVEMENT COUNTS

LOCATION: NORTH & SOUTH: 1-215 NB Ramps  
EAST & WEST: Nuevo  
PROJECT #: SC4029  
LOCATION #: 38  
CONTROL: SIGNAL

PREPARED BY: AImTD LLC. Tel: 714 253 7888 cs@aimtd.com

|                             |                                                    |  |                   |                       |             |
|-----------------------------|----------------------------------------------------|--|-------------------|-----------------------|-------------|
| DATE:<br>5/16/23<br>TUESDAY | CLASS 2:<br>NOTES:<br>2-AXLE WORK TRUCKS/VEHICLES/ |  | AM<br>PM<br>OTHER | ▲<br>S<br>W<br>N<br>▼ | ▶<br>E<br>◀ |
|-----------------------------|----------------------------------------------------|--|-------------------|-----------------------|-------------|

| LANES:         |     | NORTHBOUND     |     | SOUTHBOUND     |   | EASTBOUND |   | WESTBOUND |   | TOTAL |   |
|----------------|-----|----------------|-----|----------------|---|-----------|---|-----------|---|-------|---|
| NL             | 0.5 | NL             | 0.5 | SL             | X | SL        | X | EL        | X | WL    | X |
| NT             | 0.5 | NT             | 1   | ST             | X | ET        | X | WT        | 2 | WT    | 2 |
| 1-215 NB Ramps |     | 1-215 NB Ramps |     | 1-215 NB Ramps |   | Nuevo     |   | Nuevo     |   | 1     |   |

|         |    |   |    |   |   |   |    |   |   |    |    |     |
|---------|----|---|----|---|---|---|----|---|---|----|----|-----|
| VOLUMES | 14 | 0 | 22 | 0 | 0 | 3 | 33 | 0 | 0 | 37 | 27 | 136 |
| 8:45 AM | 2  | 0 | 0  | 0 | 0 | 0 | 5  | 0 | 0 | 5  | 4  | 16  |
| 8:30 AM | 1  | 0 | 3  | 0 | 0 | 0 | 2  | 0 | 0 | 0  | 3  | 14  |
| 8:15 AM | 1  | 0 | 4  | 0 | 0 | 1 | 9  | 0 | 0 | 1  | 6  | 22  |
| 8:00 AM | 1  | 0 | 3  | 0 | 0 | 0 | 5  | 0 | 0 | 0  | 3  | 18  |
| 7:45 AM | 0  | 0 | 2  | 0 | 0 | 0 | 3  | 0 | 0 | 0  | 3  | 15  |
| 7:30 AM | 2  | 0 | 5  | 0 | 0 | 0 | 2  | 0 | 0 | 0  | 4  | 14  |
| 7:15 AM | 2  | 0 | 3  | 0 | 0 | 0 | 4  | 0 | 0 | 0  | 2  | 18  |
| 7:00 AM | 5  | 0 | 2  | 0 | 0 | 1 | 3  | 0 | 0 | 0  | 5  | 19  |

# INTERSECTION TURNING MOVEMENT COUNTS

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|                             |                                             |                                   |                                       |                        |
|-----------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 NB Ramps<br>Nuevo | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>38<br>SIGNAL |
|-----------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------|

|                              |        |                                  |             |        |
|------------------------------|--------|----------------------------------|-------------|--------|
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | W<br>S<br>E | N<br>S |
|------------------------------|--------|----------------------------------|-------------|--------|

|        | NORTHBOUND     |           |         | SOUTHBOUND     |         |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|--------|----------------|-----------|---------|----------------|---------|---------|-----------|---------|---------|-----------|---------|---------|-------|
|        | I-215 NB Ramps |           |         | I-215 NB Ramps |         |         | Nuevo     |         |         | Nuevo     |         |         |       |
| LANES: | NL<br>0.5      | NT<br>0.5 | NR<br>1 | SL<br>X        | ST<br>X | SR<br>X | EL<br>1   | ET<br>2 | ER<br>X | WL<br>X   | WT<br>2 | WR<br>1 | TOTAL |

|      |                |         |    |     |       |    |     |       |    |    |       |     |    |
|------|----------------|---------|----|-----|-------|----|-----|-------|----|----|-------|-----|----|
| A.M. | 7:00 AM        | 0       | 0  | 0   | 0     | 0  | 0   | 0     | 0  | 0  | 1     | 2   | 3  |
|      | 7:15 AM        | 0       | 0  | 1   | 0     | 0  | 0   | 1     | 0  | 0  | 1     | 0   | 3  |
|      | 7:30 AM        | 0       | 0  | 0   | 0     | 0  | 5   | 0     | 0  | 0  | 3     | 0   | 8  |
|      | 7:45 AM        | 0       | 0  | 0   | 0     | 0  | 2   | 0     | 0  | 0  | 2     | 0   | 4  |
|      | 8:00 AM        | 0       | 0  | 1   | 0     | 0  | 0   | 1     | 0  | 0  | 1     | 1   | 4  |
|      | 8:15 AM        | 1       | 0  | 0   | 0     | 0  | 0   | 0     | 0  | 0  | 0     | 1   | 2  |
|      | 8:30 AM        | 0       | 0  | 1   | 0     | 0  | 2   | 2     | 0  | 0  | 3     | 1   | 9  |
|      | 8:45 AM        | 1       | 0  | 0   | 0     | 0  | 0   | 1     | 0  | 0  | 3     | 1   | 6  |
|      | VOLUMES        | 2       | 0  | 3   | 0     | 0  | 9   | 5     | 0  | 0  | 14    | 6   | 39 |
|      | APPROACH %     | 40%     | 0% | 60% | 0%    | 0% | 64% | 36%   | 0% | 0% | 70%   | 30% |    |
| P.M. | APP/DEPART     | 5       | /  | 15  | 0     | /  | 14  | /     | 8  | 20 | /     | 16  | 0  |
|      | BEGIN PEAK HR  | 7:30 AM |    |     |       |    |     |       |    |    |       |     |    |
|      | VOLUMES        | 1       | 0  | 1   | 0     | 0  | 7   | 1     | 0  | 0  | 6     | 2   | 18 |
|      | APPROACH %     | 50%     | 0% | 50% | 0%    | 0% | 88% | 13%   | 0% | 0% | 75%   | 25% |    |
|      | PEAK HR FACTOR | 0.500   |    |     | 0.000 |    |     | 0.400 |    |    | 0.667 |     |    |
|      | APP/DEPART     | 2       | /  | 9   | 0     | /  | 8   | /     | 2  | 8  | /     | 7   | 0  |
|      | 4:00 PM        | 1       | 0  | 1   | 0     | 0  | 0   | 0     | 0  | 0  | 1     | 0   | 3  |
|      | 4:15 PM        | 0       | 0  | 0   | 0     | 0  | 0   | 0     | 0  | 0  | 1     | 0   | 1  |
|      | 4:30 PM        | 1       | 0  | 1   | 0     | 0  | 0   | 1     | 0  | 0  | 0     | 0   | 3  |
|      | 4:45 PM        | 0       | 0  | 0   | 0     | 0  | 0   | 0     | 0  | 0  | 1     | 1   | 2  |
|      | 5:00 PM        | 0       | 0  | 1   | 0     | 0  | 0   | 0     | 0  | 0  | 0     | 0   | 1  |
|      | 5:15 PM        | 0       | 0  | 0   | 0     | 0  | 0   | 0     | 0  | 0  | 1     | 0   | 1  |
|      | 5:30 PM        | 0       | 0  | 1   | 0     | 0  | 1   | 0     | 0  | 0  | 0     | 0   | 2  |
|      | 5:45 PM        | 0       | 0  | 1   | 0     | 0  | 0   | 0     | 0  | 0  | 2     | 0   | 3  |
|      | VOLUMES        | 2       | 0  | 5   | 0     | 0  | 1   | 1     | 0  | 0  | 6     | 1   | 16 |
|      | APPROACH %     | 29%     | 0% | 71% | 0%    | 0% | 50% | 50%   | 0% | 0% | 86%   | 14% |    |
|      | APP/DEPART     | 7       | /  | 2   | 0     | /  | 2   | /     | 6  | 7  | /     | 8   | 0  |
|      | BEGIN PEAK HR  | 4:15 PM |    |     |       |    |     |       |    |    |       |     |    |
|      | VOLUMES        | 1       | 0  | 2   | 0     | 0  | 0   | 1     | 0  | 0  | 2     | 1   | 7  |
|      | APPROACH %     | 33%     | 0% | 67% | 0%    | 0% | 0%  | 100%  | 0% | 0% | 67%   | 33% |    |
|      | PEAK HR FACTOR | 0.375   |    |     | 0.000 |    |     | 0.250 |    |    | 0.375 |     |    |
|      | APP/DEPART     | 3       | /  | 1   | 0     | /  | 1   | /     | 3  | 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   |

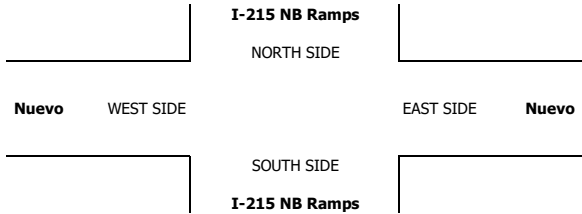
| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| 0    | X   | X   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 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 |

|   |   |   |   |
|---|---|---|---|
| 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 |
| 3 | 0 | 0 | 1 |

|   |   |   |   |
|---|---|---|---|
| 1 | 0 | 0 | 1 |
|---|---|---|---|



# INTERSECTION TURNING MOVEMENT COUNTS

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

|                             |                                             |                                   |                                       |                        |
|-----------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 NB Ramps<br>Nuevo | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>38<br>SIGNAL |
|-----------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------|

|                                         |        |                                    |                         |     |
|-----------------------------------------|--------|------------------------------------|-------------------------|-----|
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES: | AM<br>PM<br>MD<br>OTHER:<br>OTHER: | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
|-----------------------------------------|--------|------------------------------------|-------------------------|-----|

|                | NORTHBOUND     |           |         | SOUTHBOUND     |         |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|----------------|----------------|-----------|---------|----------------|---------|---------|-----------|---------|---------|-----------|---------|---------|-------|
|                | I-215 NB Ramps |           |         | I-215 NB Ramps |         |         | Nuevo     |         |         | Nuevo     |         |         |       |
| LANES:         | NL<br>0.5      | NT<br>0.5 | NR<br>1 | SL<br>X        | ST<br>X | SR<br>X | EL<br>1   | ET<br>2 | ER<br>X | WL<br>X   | WT<br>2 | WR<br>1 | TOTAL |
| 7:00 AM        | 4              | 0         | 1       | 0              | 0       | 0       | 1         | 1       | 0       | 0         | 0       | 1       | 8     |
| 7:15 AM        | 1              | 0         | 2       | 0              | 0       | 0       | 1         | 1       | 0       | 0         | 0       | 1       | 6     |
| 7:30 AM        | 2              | 0         | 0       | 0              | 0       | 0       | 0         | 3       | 0       | 0         | 3       | 2       | 10    |
| 7:45 AM        | 0              | 0         | 0       | 0              | 0       | 0       | 0         | 2       | 0       | 0         | 0       | 1       | 3     |
| 8:00 AM        | 1              | 0         | 0       | 0              | 0       | 0       | 0         | 2       | 0       | 0         | 2       | 1       | 6     |
| 8:15 AM        | 2              | 0         | 0       | 0              | 0       | 0       | 1         | 1       | 0       | 0         | 1       | 0       | 5     |
| 8:30 AM        | 0              | 0         | 0       | 0              | 0       | 0       | 0         | 1       | 0       | 0         | 1       | 2       | 4     |
| 8:45 AM        | 4              | 0         | 1       | 0              | 0       | 0       | 0         | 1       | 0       | 0         | 0       | 1       | 7     |
| VOLUMES        | 14             | 0         | 4       | 0              | 0       | 0       | 3         | 12      | 0       | 0         | 7       | 9       | 49    |
| APPROACH %     | 78%            | 0%        | 22%     | 0%             | 0%      | 0%      | 20%       | 80%     | 0%      | 0%        | 44%     | 56%     |       |
| APP/DEPART     | 18             | /         | 12      | 0              | /       | 0       | 15        | /       | 16      | 16        | /       | 21      | 0     |
| BEGIN PEAK HR  | 7:30 AM        |           |         |                |         |         |           |         |         |           |         |         |       |
| VOLUMES        | 5              | 0         | 0       | 0              | 0       | 0       | 1         | 8       | 0       | 0         | 6       | 4       | 24    |
| APPROACH %     | 100%           | 0%        | 0%      | 0%             | 0%      | 0%      | 11%       | 89%     | 0%      | 0%        | 60%     | 40%     |       |
| PEAK HR FACTOR | 0.625          |           |         | 0.000          |         |         | 0.750     |         |         | 0.500     |         |         | 0.600 |
| APP/DEPART     | 5              | /         | 5       | 0              | /       | 0       | 9         | /       | 8       | 10        | /       | 11      | 0     |
| 4:00 PM        | 0              | 0         | 0       | 0              | 0       | 0       | 1         | 1       | 0       | 0         | 1       | 0       | 3     |
| 4:15 PM        | 0              | 0         | 0       | 0              | 0       | 0       | 0         | 1       | 0       | 0         | 1       | 0       | 2     |
| 4:30 PM        | 0              | 1         | 0       | 0              | 0       | 0       | 0         | 0       | 0       | 0         | 0       | 1       | 2     |
| 4:45 PM        | 1              | 0         | 0       | 0              | 0       | 0       | 0         | 1       | 0       | 0         | 1       | 0       | 3     |
| 5:00 PM        | 0              | 0         | 1       | 0              | 0       | 0       | 0         | 2       | 0       | 0         | 1       | 0       | 4     |
| 5:15 PM        | 0              | 0         | 1       | 0              | 0       | 0       | 1         | 0       | 0       | 0         | 3       | 1       | 6     |
| 5:30 PM        | 0              | 0         | 0       | 0              | 0       | 0       | 0         | 1       | 0       | 0         | 3       | 1       | 5     |
| 5:45 PM        | 0              | 0         | 2       | 0              | 0       | 0       | 0         | 3       | 0       | 0         | 0       | 1       | 6     |
| VOLUMES        | 1              | 1         | 4       | 0              | 0       | 0       | 2         | 9       | 0       | 0         | 10      | 4       | 31    |
| APPROACH %     | 17%            | 17%       | 67%     | 0%             | 0%      | 0%      | 18%       | 82%     | 0%      | 0%        | 71%     | 29%     |       |
| APP/DEPART     | 6              | /         | 7       | 0              | /       | 0       | 11        | /       | 13      | 14        | /       | 11      | 0     |
| BEGIN PEAK HR  | 4:15 PM        |           |         |                |         |         |           |         |         |           |         |         |       |
| VOLUMES        | 1              | 1         | 1       | 0              | 0       | 0       | 0         | 4       | 0       | 0         | 3       | 1       | 11    |
| APPROACH %     | 33%            | 33%       | 33%     | 0%             | 0%      | 0%      | 0%        | 100%    | 0%      | 0%        | 75%     | 25%     |       |
| PEAK HR FACTOR | 0.750          |           |         | 0.000          |         |         | 0.500     |         |         | 1.000     |         |         | 0.688 |
| APP/DEPART     | 3              | /         | 2       | 0              | /       | 0       | 4         | /       | 5       | 4         | /       | 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   |

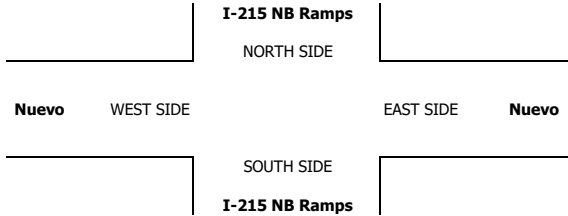
| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| 0    | X   | X   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 1   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 0    | 0   | 0   | 0   |
| 1    | 0   | 0   | 0   |
| 1    | 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 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 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 |
| 2 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|



PREPARED BY: Airmid LLC, tel: /14 253 /888 CS@airmid.com

|                |             |        |
|----------------|-------------|--------|
| Perris         | PROJECT #:  | SC4029 |
| I-215 NB Ramps | LOCATION #: | 38     |
| Nuevo          | CONTROL:    | SIGNAL |

|        |  |            |     |    |     |                |    |    |   |            |   |    |    |                |    |   |    |           |    |   |    |       |    |   |       |           |  |  |  |
|--------|--|------------|-----|----|-----|----------------|----|----|---|------------|---|----|----|----------------|----|---|----|-----------|----|---|----|-------|----|---|-------|-----------|--|--|--|
| LANES: |  | NL         | 0.5 | NT | 0.5 | 1              | NR | SL | X | ST         | X | SR | EL | 1              | ET | 2 | ER | X         | WL | X | WT | 2     | WR | 1 | TOTAL |           |  |  |  |
|        |  | NORTHBOUND |     |    |     | 1-215 NB Ramps |    |    |   | SOUTHBOUND |   |    |    | 1-215 NB Ramps |    |   |    | EASTBOUND |    |   |    | Nuevo |    |   |       | WESTBOUND |  |  |  |

[illegible][illegible][illegible]

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

**Nuevo** WEST SIDE **Nuevo** EAST SIDE **Nuevo**

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AirtmD LLC. tel: 714 253 7888 cs@airtmD.com

|                             |                                             |                                  |                                       |                        |
|-----------------------------|---------------------------------------------|----------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Peris<br>I-215 NB Ramps<br>Nuevo | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>38<br>SIGNAL |
|-----------------------------|---------------------------------------------|----------------------------------|---------------------------------------|------------------------|

|          |        |                                   |                                      |
|----------|--------|-----------------------------------|--------------------------------------|
| CLASS 6: | NOTES: | AM<br>PM<br>MID<br>OTHER<br>OTHER | ▲<br>▼<br>W<br>S<br>N<br>E<br>▲<br>▼ |
| BUSES    |        |                                   |                                      |

|                |  | NORTHBOUND     |     |     |    | SOUTHBOUND     |    |    |      | EASTBOUND |    |     |     | WESTBOUND |  |  |  |  |
|----------------|--|----------------|-----|-----|----|----------------|----|----|------|-----------|----|-----|-----|-----------|--|--|--|--|
|                |  | I-215 NB Ramps |     |     |    | I-215 NB Ramps |    |    |      | Nuevo     |    |     |     | Nuevo     |  |  |  |  |
| LANES:         |  | NL             | NT  | NR  | SL | ST             | SR | EL | ET   | ER        | WL | WT  | WR  | TOTAL     |  |  |  |  |
|                |  | 0.5            | 0.5 | 1   | X  | X              | X  | 1  | 2    | X         | X  | 2   | 1   |           |  |  |  |  |
| 7:00 AM        |  | 1              | 0   | 0   | 0  | 0              | 0  | 0  | 4    | 0         | 0  | 0   | 0   | 5         |  |  |  |  |
| 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   | 1   | 1         |  |  |  |  |
| 7:45 AM        |  | 0              | 0   | 0   | 0  | 0              | 0  | 0  | 1    | 0         | 0  | 0   | 0   | 1         |  |  |  |  |
| 8:00 AM        |  | 1              | 0   | 1   | 0  | 0              | 0  | 0  | 1    | 0         | 0  | 1   | 0   | 4         |  |  |  |  |
| 8:15 AM        |  | 1              | 0   | 0   | 0  | 0              | 0  | 0  | 0    | 0         | 0  | 1   | 1   | 3         |  |  |  |  |
| 8:30 AM        |  | 1              | 0   | 0   | 0  | 0              | 0  | 0  | 1    | 0         | 0  | 0   | 1   | 3         |  |  |  |  |
| 8:45 AM        |  | 0              | 0   | 0   | 0  | 0              | 0  | 0  | 0    | 0         | 0  | 0   | 0   | 0         |  |  |  |  |
| VOLUMES        |  | 4              | 0   | 1   | 0  | 0              | 0  | 0  | 7    | 0         | 0  | 2   | 3   | 17        |  |  |  |  |
| APPROACH %     |  | 80%            | 0%  | 20% | 0% | 0%             | 0% | 0% | 100% | 0%        | 0% | 40% | 60% |           |  |  |  |  |
| APP/DEPART     |  | 5              | /   | 3   | 0  | /              | 0  | 7  | /    | 8         | 5  | /   | 6   | 0         |  |  |  |  |
| BEGIN PEAK HR  |  | 7:30 AM        |     |     |    |                |    |    |      |           |    |     |     |           |  |  |  |  |
| VOLUMES        |  | 2              | 0   | 1   | 0  | 0              | 0  | 0  | 2    | 0         | 0  | 2   | 2   | 9         |  |  |  |  |
| APPROACH %     |  | 67%            | 0%  | 33% | 0% | 0%             | 0% | 0% | 100% | 0%        | 0% | 50% | 50% | 0.563     |  |  |  |  |
| PEAK HR FACTOR |  | 0.375          |     |     |    | 0.000          |    |    |      | 0.500     |    |     |     |           |  |  |  |  |
| APP/DEPART     |  | 3              | 0   | 2   | 0  | 0              | 0  | 2  | /    | 3         | 4  | /   | 4   | 3         |  |  |  |  |
| 4:00 PM        |  | 0              | 0   | 0   | 0  | 0              | 0  | 0  | 0    | 0         | 0  | 3   | 0   | 3         |  |  |  |  |
| 4:15 PM        |  | 1              | 0   | 0   | 0  | 0              | 0  | 0  | 2    | 0         | 0  | 0   | 1   | 4         |  |  |  |  |
| 4:30 PM        |  | 1              | 0   | 0   | 0  | 0              | 0  | 0  | 0    | 0         | 0  | 1   | 1   | 3         |  |  |  |  |
| 4:45 PM        |  | 0              | 0   | 0   | 0  | 0              | 0  | 0  | 0    | 0         | 0  | 2   | 1   | 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              | 0  | 0  | 0    | 0         | 0  | 0   | 0   | 0         |  |  |  |  |
| 5:30 PM        |  | 0              | 0   | 0   | 0  | 0              | 0  | 0  | 0    | 0         | 0  | 0   | 1   | 1         |  |  |  |  |
| 5:45 PM        |  | 0              | 0   | 0   | 0  | 0              | 0  | 0  | 0    | 0         | 0  | 0   | 0   | 0         |  |  |  |  |
| VOLUMES        |  | 2              | 0   | 0   | 0  | 0              | 0  | 0  | 3    | 0         | 0  | 6   | 4   | 15        |  |  |  |  |
| APPROACH %     |  | 100%           | 0%  | 0%  | 0% | 0%             | 0% | 0% | 100% | 0%        | 0% | 60% | 40% |           |  |  |  |  |
| APP/DEPART     |  | 2              | /   | 4   | 0  | /              | 0  | 3  | /    | 3         | 10 | /   | 8   | 0         |  |  |  |  |
| BEGIN PEAK HR  |  | 4:15 PM        |     |     |    |                |    |    |      |           |    |     |     |           |  |  |  |  |
| VOLUMES        |  | 2              | 0   | 0   | 0  | 0              | 0  | 0  | 3    | 0         | 0  | 3   | 3   | 11        |  |  |  |  |
| APPROACH %     |  | 100%           | 0%  | 0%  | 0% | 0%             | 0% | 0% | 100% | 0%        | 0% | 50% | 50% | 0.688     |  |  |  |  |
| PEAK HR FACTOR |  | 0.500          |     |     |    | 0.000          |    |    |      | 0.375     |    |     |     |           |  |  |  |  |
| APP/DEPART     |  | 2              | /   | 3   | 0  | /              | 0  | 3  | /    | 3         | 6  | /   | 5   | 0         |  |  |  |  |

|                |  |
|----------------|--|
| I-215 NB Ramps |  |
| NORTH SIDE     |  |

|       |            |           |                |
|-------|------------|-----------|----------------|
| Nuevo | WEST SIDE  | EAST SIDE | Nuevo          |
|       | SOUTH SIDE |           | I-215 NB Ramps |

| 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 |

| RTOR |     |     |     |
|------|-----|-----|-----|
| NRR  | SRR | ERR | WRR |
| 0    | 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 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
|---|---|---|---|

DATE:  
Tue, May 16, 23

|                |                |            |  |
|----------------|----------------|------------|--|
| LOCATION:      | Peris          | PROJECT #: |  |
| NORTH & SOUTH: | I-215 SB Ramps | LOCATION # |  |
| EAST & WEST:   | Nuevo          | CONTROL:   |  |

SC4029  
39  
SIGNAL[illegible]

| NORTH BOUND    |    |    |     |     |                |    |    |    |    | SOUTH BOUND    |    |       |    |    |                |    |     |  |  |
|----------------|----|----|-----|-----|----------------|----|----|----|----|----------------|----|-------|----|----|----------------|----|-----|--|--|
| I-215 SB Ramps |    |    |     |     | I-215 NB Ramps |    |    |    |    | I-215 SB Ramps |    |       |    |    | I-215 NB Ramps |    |     |  |  |
| Lanes:         |    |    |     |     | Lanes          |    |    |    |    | Lanes          |    |       |    |    | Lanes          |    |     |  |  |
| UL             | NT | NR | SL  | ST  | SR             | EL | ET | ER | WL | WT             | WR | TOTAL | NB | SB | EB             | WB | TTL |  |  |
| X              | X  | X  | 1.5 | 0.5 | 1              | X  | 2  | 0  | 1  | 2              | X  |       | 0  | 0  | 0              | 0  | 0   |  |  |

[illegible]

| RTOR |     |     |     |  |
|------|-----|-----|-----|--|
| WRR  | SRR | ERR | WRR |  |
| X    | 0   |     | X   |  |
| 0    | 10  | 2   | 0   |  |
| 0    | 5   | 9   | 0   |  |
| 0    | 11  | 0   | 0   |  |
| 0    | 16  | 3   | 0   |  |
| 0    | 6   | 4   | 0   |  |
| 0    | 5   | 2   | 0   |  |
| 0    | 7   | 1   | 0   |  |
| 0    | 5   | 4   | 0   |  |
| 0    | 65  | 25  | 0   |  |

| APP/DEPART | BEGIN PEAK HR | VOLUMES |
|------------|---------------|---------|
| 0          | 7:30 AM       | 0       |
| 0          | 0             | 255     |
| 0          | 65            | 0       |
| 0          | 113           | 460     |
| 0          | 303           | 564     |
| 0          | 1,761         | 0       |

|   |    |   |   |
|---|----|---|---|
| 0 | 38 | 9 | 0 |
|---|----|---|---|

[illegible]

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

|   |    |    |   |
|---|----|----|---|
| 0 | 8  | 8  | 0 |
| 0 | 10 | 1  | 0 |
| 0 | 11 | 5  | 0 |
| 0 | 8  | 6  | 0 |
| 0 | 5  | 2  | 0 |
| 0 | 10 | 2  | 0 |
| 0 | 2  | 4  | 0 |
| 0 | 8  | 3  | 0 |
| 0 | 62 | 31 | 0 |

|   |    |    |   |
|---|----|----|---|
| 0 | 34 | 15 | 0 |
|---|----|----|---|

| I-215 SB Ramps |           | I-215 SB Ramps |       |
|----------------|-----------|----------------|-------|
| NORTH SIDE     |           | EAST SIDE      |       |
| Nuevo          | WEST SIDE |                | Nuevo |
|                |           |                |       |
| SOUTH SIDE     |           |                |       |
| I-215 SB Ramps |           |                |       |

### I-215 SB Ramps

|         |
|---------|
| 7:00 AM |
| 7:15 AM |
| 7:30 AM |
| 7:45 AM |
| 8:00 AM |
| 8:15 AM |
| 8:30 AM |
| 8:45 AM |
| TOTAL   |
| 4:00 PM |
| 4:15 PM |
| 4:30 PM |
| 4:45 PM |
| 5:00 PM |
| 5:15 PM |
| 5:30 PM |
| 5:45 PM |
| TOTAL   |

| ALL PED AND BIKE |        |        |        |       |
|------------------|--------|--------|--------|-------|
| E SIDE           | W SIDE | S SIDE | N SIDE | TOTAL |
| 0                | 0      | 0      | 0      | 0     |

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

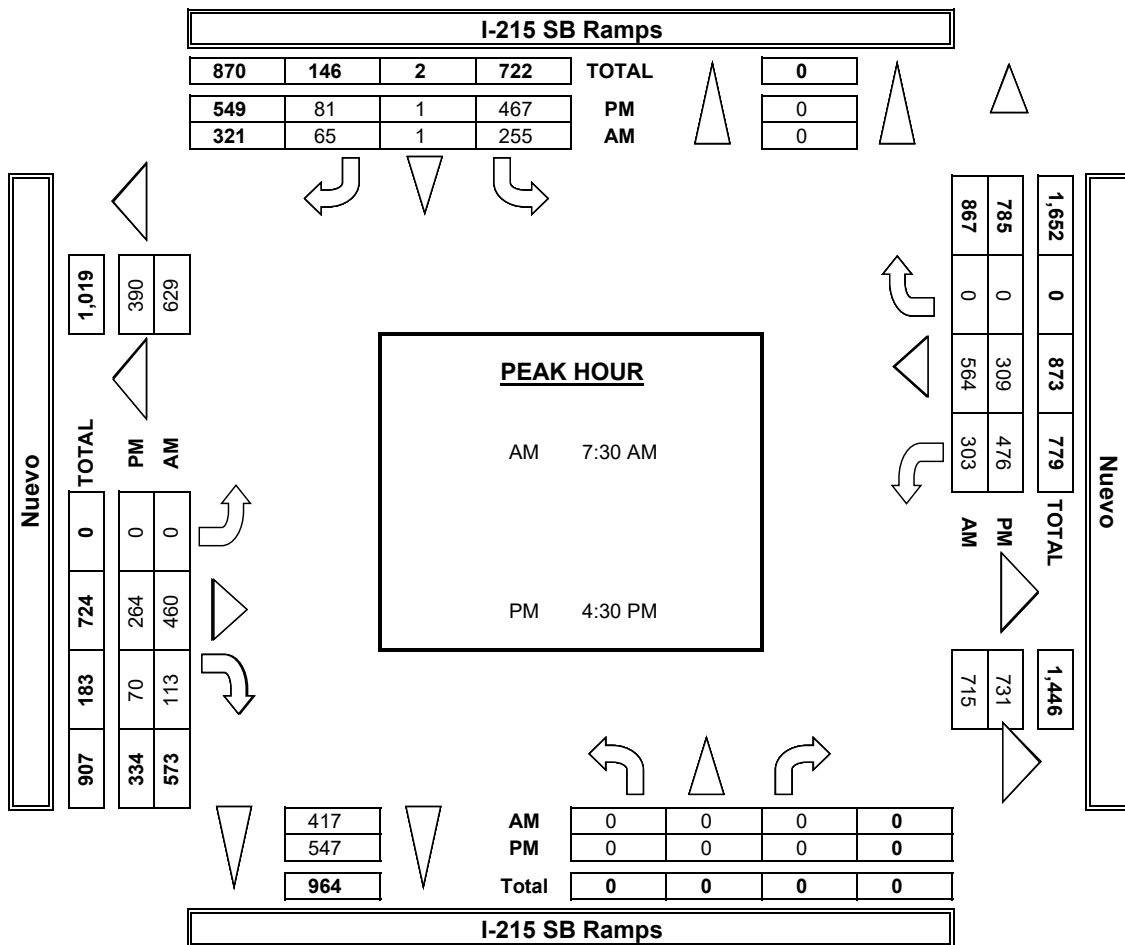
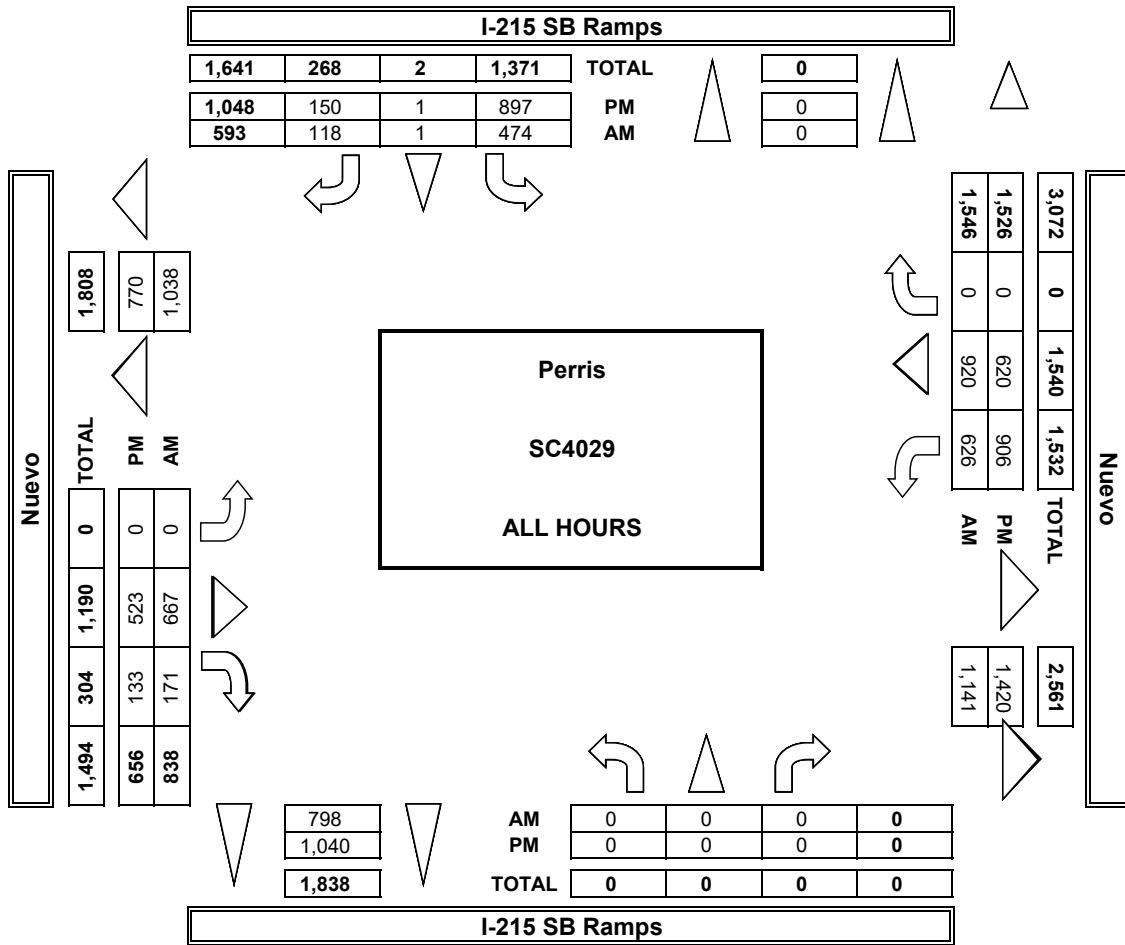
| E SIDE | ALL PED AND BIKE |        |        | TOTAL |
|--------|------------------|--------|--------|-------|
|        | W SIDE           | S SIDE | N SIDE |       |
| 0      | 0                | 0      | 0      | 0     |
| 0      | 0                | 0      | 0      | 0     |
| 0      | 0                | 1      | 3      | 3     |
| 0      | 0                | 1      | 1      | 2     |
| 0      | 0                | 3      | 0      | 3     |
| 0      | 0                | 1      | 1      | 2     |
| 0      | 0                | 0      | 0      | 0     |
| 0      | 0                | 1      | 2      | 3     |
| 0      | 0                | 6      | 7      | 13    |
| 0      | 0                | 0      | 0      | 0     |
| 0      | 0                | 2      | 0      | 2     |
| 0      | 0                | 1      | 0      | 1     |
| 0      | 0                | 0      | 0      | 0     |
| 0      | 0                | 0      | 0      | 0     |
| 0      | 0                | 1      | 1      | 2     |
| 0      | 0                | 0      | 0      | 0     |
| 0      | 0                | 1      | 1      | 1     |
| 0      | 0                | 4      | 2      | 6     |

| PEDESTRIAN CROSSINGS |        |        |        |   | TOTAL |
|----------------------|--------|--------|--------|---|-------|
| E SIDE               | W SIDE | S SIDE | N SIDE |   |       |
| 0                    | 0      | 0      | 0      | 0 |       |
| 0                    | 0      | 0      | 3      | 3 |       |
| 0                    | 0      | 1      | 0      | 2 |       |
| 0                    | 0      | 0      | 1      | 1 |       |
| 0                    | 0      | 0      | 2      | 2 |       |
| 0                    | 0      | 1      | 0      | 1 |       |
| 0                    | 0      | 2      | 7      | 9 |       |
| 0                    | 0      | 2      | 0      | 2 |       |
| 0                    | 0      | 1      | 0      | 1 |       |
| 0                    | 0      | 0      | 0      | 0 |       |
| 0                    | 0      | 0      | 1      | 1 |       |
| 0                    | 0      | 0      | 0      | 0 |       |
| 0                    | 0      | 3      | 2      | 5 |       |

| 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  | 3  | 0  | 3     |
| 0                 | 0  | 1  | 0  | 1     |
| 0                 | 0  | 0  | 0  | 0     |
| 0                 | 0  | 4  | 0  | 4     |
| 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     |

| 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  | 3  | 0  | 3     |
| 0                 | 0  | 1  | 0  | 1     |
| 0                 | 0  | 0  | 0  | 0     |
| 0                 | 0  | 4  | 0  | 4     |
| 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     |

**AimTD LLC**  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

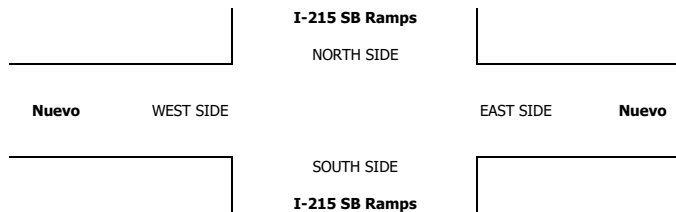
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

|                             |                                             |                                   |                                       |                        |
|-----------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------|
| DATE:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 SB Ramps<br>Nuevo | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>39<br>SIGNAL |
|-----------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------|

|                 |               |   |     |   |   |   |   |  |       |   |   |   |
|-----------------|---------------|---|-----|---|---|---|---|--|-------|---|---|---|
| PCE<br>Adjusted | <b>NOTES:</b> |   |     |   |   |   |   |  | AM    |   | ▲ |   |
|                 | Class         | 1 | 2   | 3 | 4 | 5 | 6 |  | PM    |   | N |   |
|                 | Factor        | 1 | 1.5 | 2 | 3 | 2 | 2 |  | MD    | ◀ | W | ▶ |
|                 |               |   |     |   |   |   |   |  | OTHER |   | S |   |

|        | NORTHBOUND     |         |         | SOUTHBOUND     |           |         | EASTBOUND |         |         | WESTBOUND |         |         |       | U-TURNS |    |    |    |     |
|--------|----------------|---------|---------|----------------|-----------|---------|-----------|---------|---------|-----------|---------|---------|-------|---------|----|----|----|-----|
|        | I-215 SB Ramps |         |         | I-215 SB Ramps |           |         | Nuevo     |         |         | Nuevo     |         |         |       | NB      | SB | EB | WB | TTL |
| LANES: | NL<br>X        | NT<br>X | NR<br>X | SL<br>1.5      | ST<br>0.5 | SR<br>1 | EL<br>X   | ET<br>2 | ER<br>0 | WL<br>1   | WT<br>2 | WR<br>X | TOTAL |         |    |    |    |     |

|    |                |         |       |    |       |       |       |     |       |       |       |       |       |       |   |   |   |   |
|----|----------------|---------|-------|----|-------|-------|-------|-----|-------|-------|-------|-------|-------|-------|---|---|---|---|
| AM | 7:00 AM        | 0       | 0     | 0  | 43    | 0     | 20    | 0   | 46    | 13    | 58    | 134   | 0     | 313   |   |   |   | 0 |
|    | 7:15 AM        | 0       | 0     | 0  | 63    | 0     | 14    | 0   | 50    | 29    | 83    | 131   | 0     | 369   |   |   |   | 0 |
|    | 7:30 AM        | 0       | 0     | 0  | 56    | 0     | 23    | 0   | 111   | 35    | 86    | 168   | 0     | 477   |   |   |   | 0 |
|    | 7:45 AM        | 0       | 0     | 0  | 78    | 1     | 29    | 0   | 95    | 36    | 74    | 171   | 0     | 483   |   |   |   | 0 |
|    | 8:00 AM        | 0       | 0     | 0  | 76    | 0     | 14    | 0   | 167   | 40    | 84    | 137   | 0     | 516   |   |   |   | 0 |
|    | 8:15 AM        | 0       | 0     | 0  | 67    | 0     | 12    | 0   | 107   | 20    | 82    | 111   | 0     | 397   |   |   |   | 0 |
|    | 8:30 AM        | 0       | 0     | 0  | 57    | 0     | 14    | 0   | 80    | 13    | 94    | 51    | 0     | 308   |   |   |   | 0 |
|    | 8:45 AM        | 0       | 0     | 0  | 73    | 0     | 17    | 0   | 47    | 12    | 100   | 76    | 0     | 324   |   |   |   | 0 |
|    | 9:00 AM        | 0       | 0     | 0  | 0     | 0     | 0     | 0   | 0     | 0     | 0     | 0     | 0     | 0     |   |   |   | 0 |
|    | 9:15 AM        | 0       | 0     | 0  | 0     | 0     | 0     | 0   | 0     | 0     | 0     | 0     | 0     | 0     |   |   |   | 0 |
|    | 9:30 AM        | 0       | 0     | 0  | 0     | 0     | 0     | 0   | 0     | 0     | 0     | 0     | 0     | 0     |   |   |   | 0 |
|    | 9:45 AM        | 0       | 0     | 0  | 0     | 0     | 0     | 0   | 0     | 0     | 0     | 0     | 0     | 0     |   |   |   | 0 |
|    | VOLUMES        | 0       | 0     | 0  | 510   | 1     | 142   | 0   | 701   | 196   | 660   | 977   | 0     | 3,186 | 0 | 0 | 0 | 0 |
|    | APPROACH %     | 0%      | 0%    | 0% | 78%   | 0%    | 22%   | 0%  | 78%   | 22%   | 40%   | 60%   | 0%    |       |   |   |   |   |
|    | APP/DEPART     | 0       | /     | 0  | 653   | /     | 857   | 897 | /     | 1,211 | 1,636 | /     | 1,118 | 0     |   |   |   |   |
|    | BEGIN PEAK HR  | 7:30 AM |       |    |       |       |       |     |       |       |       |       |       |       |   |   |   |   |
| PM | VOLUMES        | 0       | 0     | 0  | 276   | 1     | 77    | 0   | 479   | 130   | 325   | 586   | 0     | 1,873 |   |   |   |   |
|    | APPROACH %     | 0%      | 0%    | 0% | 78%   | 0%    | 22%   | 0%  | 79%   | 21%   | 36%   | 64%   | 0%    |       |   |   |   |   |
|    | PEAK HR FACTOR |         | 0.000 |    |       | 0.822 |       |     | 0.738 |       |       | 0.900 |       | 0.908 |   |   |   |   |
|    | APP/DEPART     | 0       | /     | 0  | 354   | /     | 455   | 609 | /     | 755   | 911   | /     | 663   | 0     |   |   |   |   |
|    | 03:00 PM       | 0       | 0     | 0  | 0     | 0     | 0     | 0   | 0     | 0     | 0     | 0     | 0     | 0     |   |   |   | 0 |
|    | 3:15 PM        | 0       | 0     | 0  | 0     | 0     | 0     | 0   | 0     | 0     | 0     | 0     | 0     | 0     |   |   |   | 0 |
|    | 3:30 PM        | 0       | 0     | 0  | 0     | 0     | 0     | 0   | 0     | 0     | 0     | 0     | 0     | 0     |   |   |   | 0 |
|    | 3:45 PM        | 0       | 0     | 0  | 0     | 0     | 0     | 0   | 0     | 0     | 0     | 0     | 0     | 0     |   |   |   | 0 |
|    | 4:00 PM        | 0       | 0     | 0  | 110   | 0     | 19    | 0   | 57    | 24    | 107   | 108   | 0     | 424   |   |   |   | 0 |
|    | 4:15 PM        | 0       | 0     | 0  | 105   | 0     | 27    | 0   | 69    | 18    | 111   | 83    | 0     | 412   |   |   |   | 0 |
|    | 4:30 PM        | 0       | 0     | 0  | 97    | 1     | 23    | 0   | 85    | 29    | 109   | 91    | 0     | 434   |   |   |   | 0 |
|    | 4:45 PM        | 0       | 0     | 0  | 136   | 0     | 23    | 0   | 78    | 16    | 121   | 70    | 0     | 443   |   |   |   | 0 |
|    | 5:00 PM        | 0       | 0     | 0  | 122   | 0     | 20    | 0   | 52    | 17    | 130   | 99    | 0     | 439   |   |   |   | 0 |
|    | 5:15 PM        | 0       | 0     | 0  | 132   | 0     | 18    | 0   | 58    | 15    | 126   | 75    | 0     | 423   |   |   |   | 0 |
|    | 5:30 PM        | 0       | 0     | 0  | 117   | 0     | 9     | 0   | 77    | 16    | 112   | 59    | 0     | 389   |   |   |   | 0 |
|    | 5:45 PM        | 0       | 0     | 0  | 115   | 0     | 23    | 0   | 68    | 15    | 109   | 79    | 0     | 408   |   |   |   | 0 |
|    | VOLUMES        | 0       | 0     | 0  | 933   | 1     | 160   | 0   | 542   | 150   | 924   | 663   | 0     | 3,372 | 0 | 0 | 0 | 0 |
|    | APPROACH %     | 0%      | 0%    | 0% | 85%   | 0%    | 15%   | 0%  | 78%   | 22%   | 58%   | 42%   | 0%    |       |   |   |   |   |
|    | APP/DEPART     | 0       | /     | 0  | 1,094 | /     | 1,075 | 691 | /     | 1,475 | 1,587 | /     | 823   | 0     |   |   |   |   |
|    | BEGIN PEAK HR  | 4:30 PM |       |    |       |       |       |     |       |       |       |       |       |       |   |   |   |   |
|    | VOLUMES        | 0       | 0     | 0  | 487   | 1     | 83    | 0   | 272   | 77    | 486   | 335   | 0     | 1,739 |   |   |   |   |
|    | APPROACH %     | 0%      | 0%    | 0% | 85%   | 0%    | 15%   | 0%  | 78%   | 22%   | 59%   | 41%   | 0%    |       |   |   |   |   |
|    | PEAK HR FACTOR |         | 0.000 |    |       | 0.903 |       |     | 0.768 |       |       | 0.897 |       | 0.981 |   |   |   |   |
|    | APP/DEPART     | 0       | /     | 0  | 571   | /     | 563   | 349 | /     | 759   | 820   | /     | 418   | 0     |   |   |   |   |



DATE:  
5/16/23  
TUESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

PROJECT #:  
LOCATION #:  
CONTROL:

SC4029  
39  
SIGNAL

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AintMD LLC, tel: 714 253 7888 cs@aintmd.com

| CLASS 1:<br>PASSENGER<br>VEHICLES | NOTES: |  |  |  |  |  |  |  |  |  | Apt<br>PM<br>HID<br>OTHER |  |  |  | N<br>▲<br>▲<br>E<br>▶ |  |  |  |
|-----------------------------------|--------|--|--|--|--|--|--|--|--|--|---------------------------|--|--|--|-----------------------|--|--|--|
|                                   |        |  |  |  |  |  |  |  |  |  | ◀W<br>S<br>▶              |  |  |  |                       |  |  |  |

| NORTHBOUND     |    |    |    | SOUTHBOUND     |     |    |    | EASTBOUND |    |    |    | WESTBOUND |       |  |  |
|----------------|----|----|----|----------------|-----|----|----|-----------|----|----|----|-----------|-------|--|--|
| I-215 SB Ramps |    |    |    | I-215 SB Ramps |     |    |    | Nuevo     |    |    |    | Nuevo     |       |  |  |
| LANES:         | NL | NT | NR | SL             | ST  | SR | EL | ET        | ER | WL | WT | WR        | TOTAL |  |  |
|                | X  | X  | X  | 1.5            | 0.5 | 1  | X  | 2         | 0  | 1  | 2  | X         |       |  |  |

|            |    |    |    |     |    |     |    |     |     |     |     |    |       |
|------------|----|----|----|-----|----|-----|----|-----|-----|-----|-----|----|-------|
| 7:00 AM    | 0  | 0  | 0  | 36  | 0  | 17  | 0  | 32  | 9   | 55  | 107 | 0  | 256   |
| 7:15 AM    | 0  | 0  | 0  | 52  | 0  | 12  | 0  | 47  | 21  | 72  | 123 | 0  | 327   |
| 7:30 AM    | 0  | 0  | 0  | 53  | 0  | 15  | 0  | 92  | 26  | 69  | 154 | 0  | 409   |
| 7:45 AM    | 0  | 0  | 0  | 63  | 1  | 23  | 0  | 91  | 27  | 69  | 161 | 0  | 437   |
| 8:00 AM    | 0  | 0  | 0  | 64  | 0  | 11  | 0  | 157 | 26  | 73  | 123 | 0  | 454   |
| 8:15 AM    | 0  | 0  | 0  | 53  | 0  | 7   | 0  | 99  | 14  | 73  | 102 | 0  | 348   |
| 8:30 AM    | 0  | 0  | 0  | 53  | 0  | 8   | 0  | 67  | 11  | 86  | 39  | 0  | 264   |
| 8:45 AM    | 0  | 0  | 0  | 63  | 0  | 9   | 0  | 44  | 9   | 93  | 52  | 0  | 270   |
| VOLUMES    | 0  | 0  | 0  | 439 | 1  | 102 | 0  | 629 | 143 | 590 | 861 | 0  | 2,765 |
| APPROACH % | 0% | 0% | 0% | 81% | 0% | 19% | 0% | 81% | 19% | 41% | 59% | 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 |

| RTOR |     |     |     |  |
|------|-----|-----|-----|--|
| NRR  | SRR | ERR | WRR |  |
| X    | 0   | 0   | X   |  |
| 0    | 10  | 2   | 0   |  |
| 0    | 5   | 7   | 0   |  |
| 0    | 8   | 0   | 0   |  |
| 0    | 13  | 1   | 0   |  |
| 0    | 6   | 3   | 0   |  |
| 0    | 3   | 1   | 0   |  |
| 0    | 5   | 1   | 0   |  |
| 0    | 5   | 4   | 0   |  |
| 0    | 55  | 19  | 0   |  |

|   |    |   |   |
|---|----|---|---|
| 0 | 30 | 5 | 0 |
|---|----|---|---|

|                |         |    |    |       |    |       |       |     |       |       |     |     |       |  |
|----------------|---------|----|----|-------|----|-------|-------|-----|-------|-------|-----|-----|-------|--|
| BEGIN PEAK HR  | 7:30 AM |    |    |       |    |       |       |     |       |       |     |     |       |  |
| VOLUMES        | 0       | 0  | 0  | 235   | 1  | 56    | 0     | 439 | 93    | 284   | 540 | 0   | 1,648 |  |
| APPROACH %     | 0%      | 0% | 0% | 80%   | 0% | 19%   | 0%    | 83% | 17%   | 34%   | 66% | 0%  |       |  |
| PEAK HR FACTOR | 0.000   |    |    | 0.820 |    |       | 0.727 |     |       | 0.896 |     |     | 0.907 |  |
| APP/DEPART     | 0       | /  | 0  | 292   | /  | 378   | 532   | /   | 674   | 824   | /   | 596 | 0     |  |
| 4:00 PM        | 0       | 0  | 0  | 104   | 0  | 14    | 0     | 52  | 21    | 103   | 91  | 0   | 385   |  |
| 4:15 PM        | 0       | 0  | 0  | 97    | 0  | 17    | 0     | 59  | 13    | 111   | 76  | 0   | 373   |  |
| 4:30 PM        | 0       | 0  | 0  | 86    | 1  | 20    | 0     | 80  | 26    | 107   | 73  | 0   | 393   |  |
| 4:45 PM        | 0       | 0  | 0  | 128   | 0  | 21    | 0     | 72  | 13    | 116   | 54  | 0   | 404   |  |
| 5:00 PM        | 0       | 0  | 0  | 111   | 0  | 18    | 0     | 43  | 14    | 127   | 82  | 0   | 395   |  |
| 5:15 PM        | 0       | 0  | 0  | 117   | 0  | 18    | 0     | 53  | 10    | 114   | 67  | 0   | 379   |  |
| 5:30 PM        | 0       | 0  | 0  | 107   | 0  | 9     | 0     | 72  | 10    | 103   | 50  | 0   | 351   |  |
| 5:45 PM        | 0       | 0  | 0  | 103   | 0  | 18    | 0     | 65  | 13    | 107   | 72  | 0   | 378   |  |
| VOLUMES        | 0       | 0  | 0  | 853   | 1  | 135   | 0     | 466 | 120   | 888   | 565 | 0   | 3,058 |  |
| APPROACH %     | 0%      | 0% | 0% | 86%   | 0% | 14%   | 0%    | 81% | 19%   | 61%   | 39% | 0%  |       |  |
| APP/DEPART     | 0       | /  | 0  | 989   | /  | 1,009 | 616   | /   | 1,349 | 1,453 | /   | 700 | 0     |  |
| BEGIN PEAK HR  | 4:30 PM |    |    |       |    |       |       |     |       |       |     |     |       |  |
| VOLUMES        | 0       | 0  | 0  | 442   | 1  | 77    | 0     | 248 | 63    | 464   | 276 | 0   | 1,571 |  |
| APPROACH %     | 0%      | 0% | 0% | 85%   | 0% | 15%   | 0%    | 80% | 20%   | 63%   | 37% | 0%  |       |  |
| PEAK HR FACTOR | 0.000   |    |    | 0.872 |    |       | 0.733 |     |       | 0.885 |     |     | 0.972 |  |
| APP/DEPART     | 0       | /  | 0  | 520   | /  | 528   | 311   | /   | 690   | 740   | /   | 353 | 0     |  |

|   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

|   |    |    |   |   |
|---|----|----|---|---|
| 0 | 7  | 7  | 0 | 0 |
| 0 | 8  | 1  | 1 | 0 |
| 0 | 10 | 5  | 0 | 0 |
| 0 | 8  | 5  | 0 | 0 |
| 0 | 5  | 2  | 0 | 0 |
| 0 | 10 | 2  | 0 | 0 |
| 0 | 2  | 3  | 0 | 0 |
| 0 | 7  | 2  | 0 | 0 |
| 0 | 57 | 27 | 0 | 0 |

|   |    |    |   |
|---|----|----|---|
| 0 | 33 | 14 | 0 |
|---|----|----|---|

NORTH SIDE

Nuevo WEST SIDE

EAST SIDE Nuevo

SOUTH SIDE

I-215 SB Ramps

CATON: Perits  
 RTH & SOUTH: I-215 SB Ramps  
 ST & WEST: Nuevo  
 SIGNAL CONTROL:

PROJECT #: SC4029  
 LOCATION #: 39  
 PREPARED BY: Alim D LLC, Tel: 714 235 7888 CS@alimd.com

|            |  |  |                |   |    |   |    |   |            |     |    |                |    |   |           |   |    |   |    |   |           |   |    |   |    |   |       |
|------------|--|--|----------------|---|----|---|----|---|------------|-----|----|----------------|----|---|-----------|---|----|---|----|---|-----------|---|----|---|----|---|-------|
| LANES:     |  |  | NL             | X | NT | X | NR | X | SL         | 1.5 | ST | 0.5            | SR | 1 | EL        | X | ET | 2 | ER | 0 | WL        | 1 | WT | 2 | WR | X | TOTAL |
| NORTHBOUND |  |  | 1-215 SB Ramps |   |    |   |    |   | SOUTHBOUND |     |    | 1-215 SB Ramps |    |   | EASTBOUND |   |    |   |    |   | WESTBOUND |   |    |   |    |   |       |
|            |  |  |                |   |    |   |    |   |            |     |    |                |    |   | Nuevo     |   |    |   |    |   | Nuevo     |   |    |   |    |   |       |

Diagram illustrating the intersection of I-215 SB Ramps and Nuevo Blvd. The intersection is marked with a central square and four circular islands at the corners. The approaches are labeled as follows:

- Top Approach: I-215 SB Ramps (North Side)
- Bottom Approach: I-215 SB Ramps (South Side)
- Left Approach: Nuevo (East Side)
- Right Approach: Nuevo (West Side)

[illegible]

|   |   |   |   |
|---|---|---|---|
| 0 | 1 | 4 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 |
| 0 | 0 | 1 | 0 |
| 0 | 0 | 2 | 0 |
| 0 | 0 | 0 | 0 |

|                                      |                                      |                                         |
|--------------------------------------|--------------------------------------|-----------------------------------------|
| <p><b>Nuevo</b></p> <p>WEST SIDE</p> | <p><b>Nuevo</b></p> <p>EAST SIDE</p> | <p>I-215 SB Ramps</p> <p>SOUTH SIDE</p> |
|--------------------------------------|--------------------------------------|-----------------------------------------|

# INTERSECTION TURNING MOVEMENT COUNTS

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

|                              |                                             |                                   |                                       |                                                                        |
|------------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------------------------------------------------------|
| DATE:<br>5/16/23<br>TUESDAY  | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 SB Ramps<br>Nuevo | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>39<br>SIGNAL                                                 |
| CLASS 3:<br>3-AXLE<br>TRUCKS | NOTES:                                      |                                   | AM<br>PM<br>MD<br>OTHER<br>OTHER      | <div>▲ N</div> <div>◀ W</div> <div>S</div> <div>▶ E</div> <div>▼</div> |

|        | NORTHBOUND     |         |         | SOUTHBOUND     |           |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|--------|----------------|---------|---------|----------------|-----------|---------|-----------|---------|---------|-----------|---------|---------|-------|
|        | I-215 SB Ramps |         |         | I-215 SB Ramps |           |         | Nuevo     |         |         | Nuevo     |         |         |       |
| LANES: | NL<br>X        | NT<br>X | NR<br>X | SL<br>1.5      | ST<br>0.5 | SR<br>1 | EL<br>X   | ET<br>2 | ER<br>0 | WL<br>1   | WT<br>2 | WR<br>X | TOTAL |

|      |                |         |    |    |       |    |     |       |     |      |       |     |    |
|------|----------------|---------|----|----|-------|----|-----|-------|-----|------|-------|-----|----|
| A.M. | 7:00 AM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 2   | 0    | 1     | 0   | 3  |
|      | 7:15 AM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 4   | 1    | 0     | 0   | 6  |
|      | 7:30 AM        | 0       | 0  | 0  | 0     | 0  | 0   | 5     | 2   | 3    | 0     | 0   | 10 |
|      | 7:45 AM        | 0       | 0  | 0  | 0     | 0  | 0   | 2     | 2   | 0    | 2     | 0   | 6  |
|      | 8:00 AM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 3   | 0    | 1     | 0   | 5  |
|      | 8:15 AM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 2   | 0    | 1     | 0   | 3  |
|      | 8:30 AM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 3   | 0    | 2     | 0   | 7  |
|      | 8:45 AM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 0   | 2    | 2     | 0   | 5  |
|      | VOLUMES        | 0       | 0  | 0  | 4     | 0  | 0   | 10    | 15  | 7    | 9     | 0   | 45 |
|      | APPROACH %     | 0%      | 0% | 0% | 100%  | 0% | 0%  | 0%    | 40% | 60%  | 44%   | 56% | 0% |
| P.M. | APP/DEPART     | 0       | /  | 0  | 4     | /  | 22  | 25    | /   | 14   | 16    | /   | 9  |
|      | BEGIN PEAK HR  | 7:30 AM |    |    |       |    |     |       |     |      |       |     |    |
|      | VOLUMES        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 7   | 9    | 3     | 4   | 24 |
|      | APPROACH %     | 0%      | 0% | 0% | 100%  | 0% | 0%  | 0%    | 44% | 56%  | 43%   | 57% | 0% |
|      | PEAK HR FACTOR | 0.000   |    |    | 0.250 |    |     | 0.571 |     |      | 0.583 |     |    |
|      | APP/DEPART     | 0       | /  | 0  | 1     | /  | 12  | 16    | /   | 8    | 7     | /   | 4  |
|      | 4:00 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 1    | 1     | 0   | 2  |
|      | 4:15 PM        | 0       | 0  | 0  | 0     | 0  | 1   | 0     | 0   | 1    | 0     | 0   | 3  |
|      | 4:30 PM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 0   | 0    | 1     | 0   | 2  |
|      | 4:45 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 1    | 0     | 0   | 1  |
|      | 5:00 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0    | 0     | 0   | 0  |
|      | 5:15 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0    | 1     | 0   | 1  |
|      | 5:30 PM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 0   | 0    | 0     | 0   | 1  |
|      | 5:45 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 0    | 2     | 0   | 2  |
|      | VOLUMES        | 0       | 0  | 0  | 2     | 0  | 1   | 0     | 0   | 1    | 2     | 6   | 12 |
|      | APPROACH %     | 0%      | 0% | 0% | 67%   | 0% | 33% | 0%    | 0%  | 100% | 25%   | 75% | 0% |
|      | APP/DEPART     | 0       | /  | 0  | 3     | /  | 3   | 1     | /   | 2    | 8     | /   | 7  |
|      | BEGIN PEAK HR  | 4:30 PM |    |    |       |    |     |       |     |      |       |     |    |
|      | VOLUMES        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 0   | 0    | 1     | 2   | 4  |
|      | APPROACH %     | 0%      | 0% | 0% | 100%  | 0% | 0%  | 0%    | 0%  | 0%   | 33%   | 67% | 0% |
|      | PEAK HR FACTOR | 0.000   |    |    | 0.250 |    |     | 0.000 |     |      | 0.750 |     |    |
|      | APP/DEPART     | 0       | /  | 0  | 1     | /  | 1   | 0     | /   | 1    | 3     | /   | 2  |

| 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   |

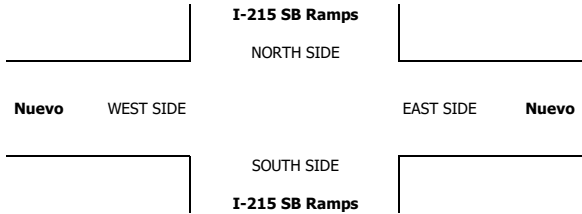
| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>0 | ERR<br>0 | WRR<br>X |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 2        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 1        | 0        |
| 0        | 0        | 1        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |
| 0        | 0        | 0        | 0        |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 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 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 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:<br>5/16/23<br>TUESDAY | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Perris<br>I-215 SB Ramps<br>Nuevo | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC4029<br>39<br>SIGNAL |
|-----------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------|

|                                         |        |                                    |                         |     |
|-----------------------------------------|--------|------------------------------------|-------------------------|-----|
| CLASS 4:<br>4 OR MORE<br>AXLE<br>TRUCKS | NOTES: | AM<br>PM<br>MD<br>OTHER:<br>OTHER: | ▲<br>N<br>◀ W<br>S<br>▼ | ▶ E |
|-----------------------------------------|--------|------------------------------------|-------------------------|-----|

|        | NORTHBOUND     |         |         | SOUTHBOUND     |           |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|--------|----------------|---------|---------|----------------|-----------|---------|-----------|---------|---------|-----------|---------|---------|-------|
|        | I-215 SB Ramps |         |         | I-215 SB Ramps |           |         | Nuevo     |         |         | Nuevo     |         |         |       |
| LANES: | NL<br>X        | NT<br>X | NR<br>X | SL<br>1.5      | ST<br>0.5 | SR<br>1 | EL<br>X   | ET<br>2 | ER<br>0 | WL<br>1   | WT<br>2 | WR<br>X | TOTAL |

|    |                |         |    |    |       |    |     |       |     |      |       |     |    |       |
|----|----------------|---------|----|----|-------|----|-----|-------|-----|------|-------|-----|----|-------|
| AM | 7:00 AM        | 0       | 0  | 0  | 1     | 0  | 1   | 0     | 1   | 0    | 0     | 4   | 0  | 7     |
|    | 7:15 AM        | 0       | 0  | 0  | 2     | 0  | 0   | 0     | 0   | 0    | 1     | 0   | 0  | 3     |
|    | 7:30 AM        | 0       | 0  | 0  | 1     | 0  | 2   | 0     | 2   | 0    | 3     | 2   | 0  | 10    |
|    | 7:45 AM        | 0       | 0  | 0  | 2     | 0  | 1   | 0     | 0   | 0    | 0     | 0   | 0  | 3     |
|    | 8:00 AM        | 0       | 0  | 0  | 1     | 0  | 1   | 0     | 1   | 1    | 2     | 1   | 0  | 7     |
|    | 8:15 AM        | 0       | 0  | 0  | 2     | 0  | 1   | 0     | 0   | 0    | 2     | 1   | 0  | 6     |
|    | 8:30 AM        | 0       | 0  | 0  | 0     | 0  | 2   | 0     | 1   | 0    | 0     | 1   | 0  | 4     |
|    | 8:45 AM        | 0       | 0  | 0  | 1     | 0  | 2   | 0     | 0   | 1    | 0     | 4   | 0  | 8     |
|    | VOLUMES        | 0       | 0  | 0  | 10    | 0  | 10  | 0     | 5   | 2    | 8     | 13  | 0  | 48    |
|    | APPROACH %     | 0%      | 0% | 0% | 50%   | 0% | 50% | 0%    | 71% | 29%  | 38%   | 62% | 0% |       |
| PM | APPROACH %     | 0%      | 0% | 0% | 50%   | 0% | 50% | 0%    | 71% | 29%  | 38%   | 62% | 0% |       |
|    | APP/DEPART     | 0       | /  | 0  | 20    | /  | 10  | 7     | /   | 15   | 21    | /   | 23 | 0     |
|    | BEGIN PEAK HR  | 7:30 AM |    |    |       |    |     |       |     |      |       |     |    |       |
|    | VOLUMES        | 0       | 0  | 0  | 6     | 0  | 5   | 0     | 3   | 1    | 7     | 4   | 0  | 26    |
|    | APPROACH %     | 0%      | 0% | 0% | 55%   | 0% | 45% | 0%    | 75% | 25%  | 64%   | 36% | 0% |       |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.917 |    |     | 0.500 |     |      | 0.550 |     |    | 0.650 |
|    | APP/DEPART     | 0       | /  | 0  | 11    | /  | 8   | 4     | /   | 9    | 11    | /   | 9  | 0     |
|    | 4:00 PM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 1   | 1    | 0     | 1   | 0  | 4     |
|    | 4:15 PM        | 0       | 0  | 0  | 0     | 0  | 1   | 0     | 1   | 1    | 0     | 1   | 0  | 4     |
|    | 4:30 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 0   | 1    | 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  | 2     | 0  | 0   | 0     | 0   | 0    | 0     | 1   | 0  | 3     |
|    | 5:15 PM        | 0       | 0  | 0  | 1     | 0  | 0   | 0     | 0   | 1    | 2     | 1   | 0  | 5     |
|    | 5:30 PM        | 0       | 0  | 0  | 0     | 0  | 0   | 0     | 1   | 2    | 3     | 0   | 0  | 6     |
|    | 5:45 PM        | 0       | 0  | 0  | 3     | 0  | 0   | 0     | 0   | 0    | 0     | 0   | 0  | 3     |
|    | VOLUMES        | 0       | 0  | 0  | 8     | 0  | 1   | 0     | 3   | 6    | 5     | 6   | 0  | 29    |
|    | APPROACH %     | 0%      | 0% | 0% | 89%   | 0% | 11% | 0%    | 33% | 67%  | 45%   | 55% | 0% |       |
|    | APP/DEPART     | 0       | /  | 0  | 9     | /  | 11  | 9     | /   | 11   | 11    | /   | 7  | 0     |
|    | BEGIN PEAK HR  | 4:30 PM |    |    |       |    |     |       |     |      |       |     |    |       |
|    | VOLUMES        | 0       | 0  | 0  | 4     | 0  | 0   | 0     | 0   | 2    | 2     | 4   | 0  | 12    |
|    | APPROACH %     | 0%      | 0% | 0% | 100%  | 0% | 0%  | 0%    | 0%  | 100% | 33%   | 67% | 0% |       |
|    | PEAK HR FACTOR | 0.000   |    |    | 0.500 |    |     | 0.500 |     |      | 0.500 |     |    | 0.600 |
|    | APP/DEPART     | 0       | /  | 0  | 4     | /  | 4   | 2     | /   | 4    | 6     | /   | 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 |

| RTOR     |          |          |          |
|----------|----------|----------|----------|
| NRR<br>X | SRR<br>0 | ERR<br>0 | WRR<br>X |

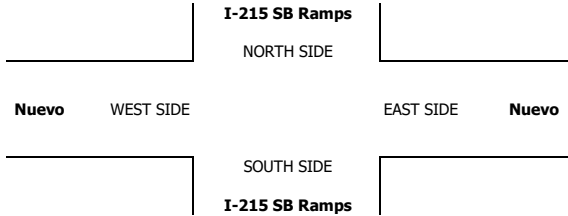
|   |   |   |   |
|---|---|---|---|
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 2 | 0 | 0 |
| 0 | 1 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 |
| 0 | 2 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |

|   |   |   |   |
|---|---|---|---|
| 0 | 4 | 0 | 0 |
|---|---|---|---|

|   |   |   |   |   |
|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 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 | 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 |
|---|---|---|---|



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|             |        |
|-------------|--------|
| PROJECT #:  | SC4029 |
| LOCATION #: | 39     |
| CONTROL:    | SIGNAL |

Perris  
I-215 SB Ramps  
Nuevo

|            |  |    |   |                |    |     |    |            |    |   |    |                |    |   |    |           |    |   |    |           |    |   |       |       |  |  |  |
|------------|--|----|---|----------------|----|-----|----|------------|----|---|----|----------------|----|---|----|-----------|----|---|----|-----------|----|---|-------|-------|--|--|--|
| LANES:     |  | NL | X | NR             | SL | 1.5 | ST | 0.5        | SR | 1 | EL | X              | ET | 2 | ER | 0         | WL | 1 | WT | 2         | WR | X | TOTAL |       |  |  |  |
| NORTHBOUND |  |    |   | 1-215 SB Ramps |    |     |    | SOUTHBOUND |    |   |    | 1-215 SB Ramps |    |   |    | EASTBOUND |    |   |    | WESTBOUND |    |   |       | Nuevo |  |  |  |

[illegible][illegible][illegible][illegible][illegible]

|                                                |                                      |
|------------------------------------------------|--------------------------------------|
| <p><b>I-215 SB Ramps</b></p> <p>NORTH SIDE</p> | <p><b>Nuevo</b></p> <p>WEST SIDE</p> |
| <p><b>I-215 SB Ramps</b></p> <p>SOUTH SIDE</p> | <p><b>Nuevo</b></p> <p>EAST SIDE</p> |

|                                      |                       |                                      |
|--------------------------------------|-----------------------|--------------------------------------|
| <p><b>Nuevo</b></p> <p>EAST SIDE</p> | <p>SOUTH SIDE</p>     | <p><b>Nuevo</b></p> <p>WEST SIDE</p> |
|                                      | <p>I-215 SB Ramps</p> |                                      |



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*ATTACHMENT B – LEVEL OF SERVICE CALCULATIONS*

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## Harvest Landing

Vistro File: C:\...\Harvest Landing\_OY.vistro

Scenario 5 Opening Year II AM

Report File: C:\...\OY II AM.pdf

12/2/2024

**Intersection Analysis Summary**

| ID | Intersection Name      | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 15 | Placentia Ave/I-215 NB | Signalized   | HCM 7th Edition | EB Left    | 0.363 | 15.3          | B   |
| 16 | Placentia Ave/I-215 SB | Signalized   | HCM 7th Edition | WB Left    | 0.371 | 17.0          | B   |
| 28 | Nuevo Rd/I-215 NB      | Signalized   | HCM 7th Edition | EB Left    | 0.592 | 21.1          | C   |
| 29 | NuevoRd/I-215 SB       | Signalized   | HCM 7th Edition | SB Left    | 0.637 | 19.5          | B   |

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

**Intersection Level Of Service Report**  
**Intersection 15: Placentia Ave/I-215 NB**

Control Type: Signalized  
Analysis Method: HCM 7th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 15.3  
Level Of Service: B  
Volume to Capacity (v/c): 0.363

**Intersection Setup**

| Name                         | I-215 NB                                                                          |        |        |            |        |        | Placentia Ave                                                                       |        |        | Placentia Ave                                                                       |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |            |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left       | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 2                                                                                 | 0      | 0      | 0          | 0      | 0      | 2                                                                                   | 0      | 0      | 0                                                                                   | 0      | 1      |
| Entry Pocket Length [ft]     | 635.00                                                                            | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 250.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 350.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0          | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00      |        |        | 45.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00       |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        |            |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes        |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        | I-215 NB |        |        |        |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|---------------------------------------------|----------|--------|--------|--------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h]                   | 118      | 28     | 613    | 0      | 0      | 0      | 43            | 361    | 0      | 0             | 307    | 224    |
| Base Volume Adjustment Factor               | 1.0000   | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00     | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00     |        |        |        |        |        |               |        |        |               |        |        |
| Growth Factor                               | 1.2100   | 1.2100 | 1.2100 | 1.0000 | 1.0000 | 1.0000 | 1.2100        | 1.2100 | 1.0000 | 1.0000        | 1.2100 | 1.2100 |
| In-Process Volume [veh/h]                   | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Site-Generated Trips [veh/h]                | 100      | 0      | 280    | 0      | 0      | 0      | 50            | 313    | 0      | 0             | 200    | 134    |
| Diverted Trips [veh/h]                      | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Other Volume [veh/h]                        | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0        | 0      | 256    | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 101    |
| Total Hourly Volume [veh/h]                 | 243      | 34     | 766    | 0      | 0      | 0      | 102           | 750    | 0      | 0             | 571    | 304    |
| Peak Hour Factor                            | 0.8478   | 0.8478 | 0.8478 | 1.0000 | 1.0000 | 1.0000 | 0.8478        | 0.8478 | 1.0000 | 1.0000        | 0.8478 | 0.8478 |
| Other Adjustment Factor                     | 1.0000   | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 72       | 10     | 226    | 0      | 0      | 0      | 30            | 221    | 0      | 0             | 168    | 90     |
| Total Analysis Volume [veh/h]               | 287      | 40     | 903    | 0      | 0      | 0      | 120           | 885    | 0      | 0             | 673    | 359    |
| Presence of On-Street Parking               | No       |        | No     |        |        |        | No            |        | No     | No            |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| Bicycle Volume [bicycles/h]                 | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 60                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|-------|-------|-------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| Signal Group                    | 0     | 6     | 0     | 0       | 0       | 0       | 3        | 8       | 0       | 0       | 4       | 0       |
| Auxiliary Signal Groups         |       |       |       |         |         |         |          |         |         |         |         |         |
| Maximum Green [s]               | 0     | 31    | 0     | 0       | 0       | 0       | 5        | 21      | 0       | 0       | 12      | 0       |
| Amber [s]                       | 0.0   | 3.0   | 0.0   | 0.0     | 0.0     | 0.0     | 3.0      | 3.0     | 0.0     | 0.0     | 3.0     | 0.0     |
| All red [s]                     | 0.0   | 1.0   | 0.0   | 0.0     | 0.0     | 0.0     | 1.0      | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0     | 5     | 0     | 0       | 0       | 0       | 0        | 5       | 0       | 0       | 5       | 0       |
| Pedestrian Clearance [s]        | 0     | 10    | 0     | 0       | 0       | 0       | 0        | 10      | 0       | 0       | 7       | 0       |
| Delayed Vehicle Green [s]       | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Rest In Walk                    |       | No    |       |         |         |         |          | No      |         |         | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |      |     |     |     |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Split [s]             | 0   | 21  | 0   | 0   | 0   | 0   | 9    | 39  | 0   | 0   | 30  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | Lead | -   | -   | -   | -   | -   |
| Minimum Green [s]     | 0   | 10  | 0   | 0   | 0   | 0   | 5    | 10  | 0   | 0   | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0  | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Minimum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Maximum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Pedestrian Recall     |     | No  |     |     |     |     | No   | No  |     |     | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              | L     | C     | R     |  | L     | C     | C     | R     |
|-----------------------------------------|-------|-------|-------|--|-------|-------|-------|-------|
| C, Calculated Cycle Length [s]          | 60    | 60    | 60    |  | 60    | 60    | 60    | 60    |
| L, Total Lost Time per Cycle [s]        | 4.00  | 4.00  | 4.00  |  | 4.00  | 4.00  | 4.00  | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  | 0.00  | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| l2, Clearance Lost Time [s]             | 2.00  | 2.00  | 2.00  |  | 2.00  | 2.00  | 2.00  | 2.00  |
| g_i, Effective Green Time [s]           | 27    | 27    | 27    |  | 4     | 25    | 17    | 17    |
| g / C, Green / Cycle                    | 0.45  | 0.45  | 0.45  |  | 0.07  | 0.42  | 0.28  | 0.28  |
| (v / s)_i Volume / Saturation Flow Rate | 0.09  | 0.09  | 0.11  |  | 0.03  | 0.24  | 0.19  | 0.22  |
| s, saturation flow rate [veh/h]         | 1810  | 1831  | 8500  |  | 3514  | 3618  | 3618  | 1615  |
| c, Capacity [veh/h]                     | 809   | 819   | 3800  |  | 254   | 1518  | 1015  | 453   |
| d1, Uniform Delay [s]                   | 10.08 | 10.07 | 10.26 |  | 26.73 | 13.38 | 19.08 | 19.97 |
| k, delay calibration                    | 0.50  | 0.50  | 0.50  |  | 0.11  | 0.11  | 0.11  | 0.11  |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| d2, Incremental Delay [s]               | 0.56  | 0.55  | 0.15  |  | 1.36  | 0.36  | 0.75  | 3.17  |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |

**Lane Group Results**

|                                       |       |       |        |  |       |        |        |        |
|---------------------------------------|-------|-------|--------|--|-------|--------|--------|--------|
| X, volume / capacity                  | 0.20  | 0.20  | 0.24   |  | 0.47  | 0.58   | 0.66   | 0.79   |
| d, Delay for Lane Group [s/veh]       | 10.64 | 10.62 | 10.41  |  | 28.08 | 13.74  | 19.83  | 23.14  |
| Lane Group LOS                        | B     | B     | B      |  | C     | B      | B      | C      |
| Critical Lane Group                   | No    | No    | Yes    |  | Yes   | No     | No     | Yes    |
| 50th-Percentile Queue Length [veh/ln] | 1.26  | 1.26  | 6.54   |  | 0.79  | 3.66   | 3.88   | 4.61   |
| 50th-Percentile Queue Length [ft/ln]  | 31.55 | 31.47 | 163.46 |  | 19.68 | 91.55  | 96.88  | 115.20 |
| 95th-Percentile Queue Length [veh/ln] | 2.27  | 2.27  | 10.73  |  | 1.42  | 6.59   | 6.98   | 8.13   |
| 95th-Percentile Queue Length [ft/ln]  | 56.79 | 56.65 | 268.30 |  | 35.42 | 164.78 | 174.39 | 203.22 |

**Movement, Approach, & Intersection Results**

|                                 |       |       |       |      |      |      |       |       |      |       |       |       |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 10.64 | 10.62 | 10.41 | 0.00 | 0.00 | 0.00 | 28.08 | 13.74 | 0.00 | 0.00  | 19.83 | 23.14 |
| Movement LOS                    | B     | B     | B     |      |      |      | C     | B     |      |       | B     | C     |
| d_A, Approach Delay [s/veh]     | 10.47 |       |       | 0.00 |      |      | 15.45 |       |      | 20.98 |       |       |
| Approach LOS                    | B     |       |       | A    |      |      | B     |       |      | C     |       |       |
| d_I, Intersection Delay [s/veh] | 15.32 |       |       |      |      |      |       |       |      |       |       |       |
| Intersection LOS                | B     |       |       |      |      |      |       |       |      |       |       |       |
| Intersection V/C                | 0.363 |       |       |      |      |      |       |       |      |       |       |       |

**Emissions**

|                              |        |        |        |  |        |        |        |        |
|------------------------------|--------|--------|--------|--|--------|--------|--------|--------|
| Vehicle Miles Traveled [mph] | 24.48  | 24.48  | 135.20 |  | 17.25  | 127.20 | 78.81  | 42.04  |
| Stops [stops/h]              | 75.72  | 75.53  | 392.31 |  | 94.44  | 439.42 | 465.04 | 276.49 |
| Fuel consumption [US gal/h]  | 1.78   | 1.78   | 9.65   |  | 2.45   | 12.30  | 8.53   | 4.95   |
| CO [g/h]                     | 124.44 | 124.31 | 674.25 |  | 171.34 | 859.65 | 596.25 | 345.94 |
| NOx [g/h]                    | 24.21  | 24.19  | 131.18 |  | 33.34  | 167.26 | 116.01 | 67.31  |
| VOC [g/h]                    | 28.84  | 28.81  | 156.26 |  | 39.71  | 199.23 | 138.19 | 80.18  |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 21.68 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.122 | 0.000 | 0.000 |
| Crosswalk LOS                                            | F     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 567   | 0     | 1167  | 867   |
| d_b, Bicycle Delay [s]                                   | 15.41 | 30.00 | 5.21  | 9.63  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.012 | 4.132 | 2.389 | 2.494 |
| Bicycle LOS                                              | D     | D     | B     | B     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Placentia Ave/I-215 SB**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
HCM 7th Edition  
15 minutes

Delay (sec / veh): 17.0  
Level Of Service: B  
Volume to Capacity (v/c): 0.371

**Intersection Setup**

| Name                         |            |        |        | I-215 SB                                                                          |        |        | Placentia Ave                                                                       |        |        | Placentia Ave                                                                       |        |        |
|------------------------------|------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |            |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 2                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 300.00 | 270.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00      |        |        | 40.00                                                                             |        |        | 45.00                                                                               |        |        | 45.00                                                                               |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 |            |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No         |        |        | Yes                                                                               |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        | I-215 SB |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|---------------------------------------------|--------|--------|--------|----------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h]                   | 0      | 0      | 0      | 187      | 4      | 37     | 0             | 218    | 29     | 130           | 295    | 0      |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00     | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |          |        |        |               |        |        |               |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.2100   | 1.2100 | 1.2100 | 1.0000        | 1.2100 | 1.2100 | 1.2100        | 1.2100 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 280      | 0      | 100    | 0             | 83     | 50     | 134           | 166    | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0        | 0      | 36     | 0             | 0      | 21     | 0             | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 0      | 0      | 0      | 506      | 5      | 109    | 0             | 347    | 64     | 291           | 523    | 0      |
| Peak Hour Factor                            | 1.0000 | 1.0000 | 1.0000 | 0.8617   | 0.8617 | 0.8617 | 1.0000        | 0.8328 | 0.8328 | 0.8983        | 0.8983 | 1.0000 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 0      | 0      | 0      | 147      | 1      | 32     | 0             | 104    | 19     | 81            | 146    | 0      |
| Total Analysis Volume [veh/h]               | 0      | 0      | 0      | 587      | 6      | 126    | 0             | 417    | 77     | 324           | 582    | 0      |
| Presence of On-Street Parking               |        |        |        | No       |        | No     | No            |        | No     | No            |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 60                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Permiss | Permiss | Permiss | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss |
|---------------------------------|---------|---------|---------|-------|-------|-------|---------|---------|---------|----------|---------|---------|
| Signal Group                    | 0       | 0       | 0       | 0     | 2     | 0     | 0       | 8       | 0       | 7        | 4       | 0       |
| Auxiliary Signal Groups         |         |         |         |       |       |       |         |         |         |          |         |         |
| Maximum Green [s]               | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 10      | 0       | 28       | 42      | 0       |
| Amber [s]                       | 0.0     | 0.0     | 0.0     | 0.0   | 3.0   | 0.0   | 0.0     | 3.0     | 0.0     | 3.0      | 3.0     | 0.0     |
| All red [s]                     | 0.0     | 0.0     | 0.0     | 0.0   | 1.0   | 0.0   | 0.0     | 1.0     | 0.0     | 1.0      | 1.0     | 0.0     |
| Walk [s]                        | 0       | 0       | 0       | 0     | 5     | 0     | 0       | 5       | 0       | 0        | 5       | 0       |
| Pedestrian Clearance [s]        | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 10      | 0       | 0        | 14      | 0       |
| Delayed Vehicle Green [s]       | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Rest In Walk                    |         |         |         |       | No    |       |         | No      |         |          | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Split [s]             | 0   | 0   | 0   | 0   | 14  | 0   | 0   | 14  | 0   | 32   | 46  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | -   | -   | -   | Lead | -   | -   |
| Minimum Green [s]     | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 10  | 0   | 5    | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0  | 3.0 | 0.0 |
| Minimum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Maximum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Pedestrian Recall     |     |     |     |     | No  |     |     | No  |     | No   | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              |  | L    | C    | R    | C     | R     | L     | C     |
|-----------------------------------------|--|------|------|------|-------|-------|-------|-------|
| C, Calculated Cycle Length [s]          |  | 60   | 60   | 60   | 60    | 60    | 60    | 60    |
| L, Total Lost Time per Cycle [s]        |  | 4.00 | 4.00 | 4.00 | 4.00  | 4.00  | 4.00  | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  |  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00  | 0.00  |
| l2, Clearance Lost Time [s]             |  | 2.00 | 2.00 | 2.00 | 2.00  | 2.00  | 2.00  | 2.00  |
| g_i, Effective Green Time [s]           |  | 30   | 30   | 30   | 10    | 10    | 8     | 22    |
| g / C, Green / Cycle                    |  | 0.50 | 0.50 | 0.50 | 0.17  | 0.17  | 0.14  | 0.37  |
| (v / s)_i Volume / Saturation Flow Rate |  | 0.16 | 0.16 | 0.08 | 0.12  | 0.05  | 0.09  | 0.16  |
| s, saturation flow rate [veh/h]         |  | 1810 | 1811 | 1615 | 3618  | 1615  | 3514  | 3618  |
| c, Capacity [veh/h]                     |  | 896  | 897  | 799  | 603   | 269   | 486   | 1345  |
| d1, Uniform Delay [s]                   |  | 9.15 | 9.15 | 8.30 | 23.55 | 21.88 | 24.53 | 14.11 |
| k, delay calibration                    |  | 0.50 | 0.50 | 0.50 | 0.11  | 0.11  | 0.11  | 0.11  |
| l, Upstream Filtering Factor            |  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  |
| d2, Incremental Delay [s]               |  | 0.99 | 0.99 | 0.42 | 1.43  | 0.58  | 1.58  | 0.22  |
| d3, Initial Queue Delay [s]             |  | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00  | 0.00  |
| Rp, platoon ratio                       |  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  |
| PF, progression factor                  |  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  |

**Lane Group Results**

|                                       |  |       |       |       |        |       |       |        |
|---------------------------------------|--|-------|-------|-------|--------|-------|-------|--------|
| X, volume / capacity                  |  | 0.33  | 0.33  | 0.16  | 0.69   | 0.29  | 0.67  | 0.43   |
| d, Delay for Lane Group [s/veh]       |  | 10.14 | 10.14 | 8.72  | 24.98  | 22.46 | 26.11 | 14.34  |
| Lane Group LOS                        |  | B     | B     | A     | C      | C     | C     | B      |
| Critical Lane Group                   |  | Yes   | No    | No    | Yes    | No    | Yes   | No     |
| 50th-Percentile Queue Length [veh/ln] |  | 2.04  | 2.04  | 0.78  | 2.55   | 0.88  | 2.04  | 2.45   |
| 50th-Percentile Queue Length [ft/ln]  |  | 50.95 | 50.98 | 19.60 | 63.83  | 21.95 | 50.94 | 61.13  |
| 95th-Percentile Queue Length [veh/ln] |  | 3.67  | 3.67  | 1.41  | 4.60   | 1.58  | 3.67  | 4.40   |
| 95th-Percentile Queue Length [ft/ln]  |  | 91.70 | 91.76 | 35.29 | 114.89 | 39.51 | 91.69 | 110.03 |

**Movement, Approach, & Intersection Results**

|                                 |       |      |      |       |       |      |       |       |       |       |       |      |
|---------------------------------|-------|------|------|-------|-------|------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 0.00  | 0.00 | 0.00 | 10.14 | 10.14 | 8.72 | 0.00  | 24.98 | 22.46 | 26.11 | 14.34 | 0.00 |
| Movement LOS                    |       |      |      | B     | B     | A    |       | C     | C     | C     | B     |      |
| d_A, Approach Delay [s/veh]     | 0.00  |      |      | 9.89  |       |      | 24.59 |       |       | 18.55 |       |      |
| Approach LOS                    | A     |      |      | A     |       |      | C     |       |       | B     |       |      |
| d_I, Intersection Delay [s/veh] | 17.02 |      |      |       |       |      |       |       |       |       |       |      |
| Intersection LOS                | B     |      |      |       |       |      |       |       |       |       |       |      |
| Intersection V/C                | 0.371 |      |      |       |       |      |       |       |       |       |       |      |

**Emissions**

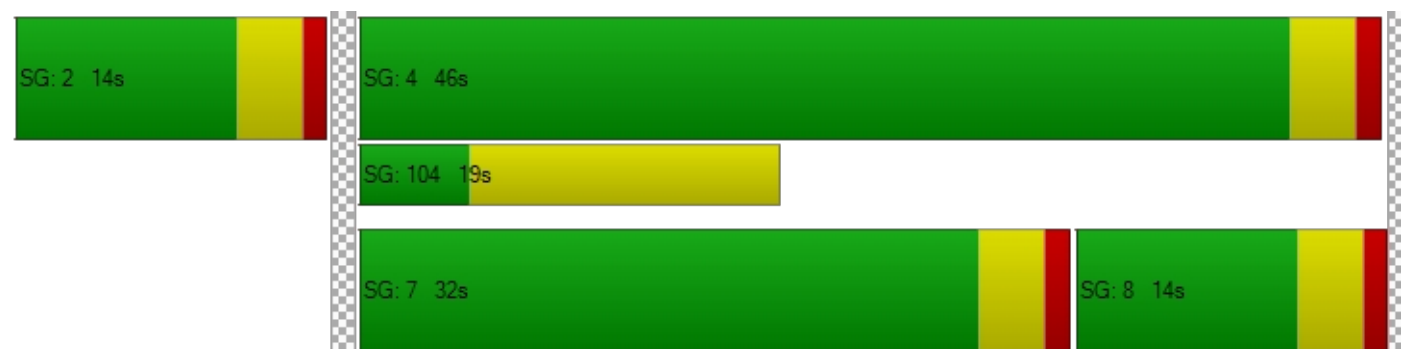
|                              |  |        |        |       |        |       |        |        |
|------------------------------|--|--------|--------|-------|--------|-------|--------|--------|
| Vehicle Miles Traveled [mph] |  | 19.87  | 19.88  | 8.45  | 47.47  | 8.77  | 46.57  | 83.65  |
| Stops [stops/h]              |  | 122.27 | 122.34 | 47.05 | 306.38 | 52.68 | 244.51 | 293.42 |
| Fuel consumption [US gal/h]  |  | 2.52   | 2.53   | 0.99  | 7.56   | 1.31  | 6.36   | 8.21   |
| CO [g/h]                     |  | 176.47 | 176.58 | 69.09 | 528.21 | 91.39 | 444.44 | 574.13 |
| NOx [g/h]                    |  | 34.33  | 34.36  | 13.44 | 102.77 | 17.78 | 86.47  | 111.70 |
| VOC [g/h]                    |  | 40.90  | 40.92  | 16.01 | 122.42 | 21.18 | 103.00 | 133.06 |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 21.68 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.299 | 0.000 | 0.000 |
| Crosswalk LOS                                            | F     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 0     | 333   | 333   | 1400  |
| d_b, Bicycle Delay [s]                                   | 30.00 | 20.83 | 20.83 | 2.70  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.132 | 2.805 | 1.984 | 2.307 |
| Bicycle LOS                                              | D     | C     | A     | B     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 28: Nuevo Rd/I-215 NB**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
HCM 7th Edition  
15 minutes

Delay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):

21.1  
C  
0.592

**Intersection Setup**

| Name                         |                                                                                   |        |        |            |        |        | NuevoRd                                                                             |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |            |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left       | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 2      | 0          | 0      | 0      | 1                                                                                   | 0      | 0      | 0                                                                                   | 0      | 1      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 400.00 | 100.00     | 100.00 | 100.00 | 125.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0          | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 40.00                                                                             |        |        | 30.00      |        |        | 40.00                                                                               |        |        | 40.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00       |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        |            |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes        |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        | NuevoRd |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|---------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 192    | 0      | 423    | 0      | 0      | 0      | 69      | 686    | 0      | 0      | 719    | 372    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |         |        |        |        |        |        |
| Growth Factor                               | 1.2100 | 1.2100 | 1.2100 | 1.0000 | 1.0000 | 1.0000 | 1.2100  | 1.2100 | 1.0000 | 1.0000 | 1.2100 | 1.2100 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 89     | 0      | 168    | 0      | 0      | 0      | 45      | 169    | 0      | 0      | 149    | 148    |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 170    | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 150    |
| Total Hourly Volume [veh/h]                 | 321    | 0      | 510    | 0      | 0      | 0      | 128     | 999    | 0      | 0      | 1019   | 448    |
| Peak Hour Factor                            | 0.8887 | 0.8887 | 0.8887 | 1.0000 | 1.0000 | 1.0000 | 0.8887  | 0.8887 | 1.0000 | 1.0000 | 0.8887 | 0.8887 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 90     | 0      | 143    | 0      | 0      | 0      | 36      | 281    | 0      | 0      | 287    | 126    |
| Total Analysis Volume [veh/h]               | 361    | 0      | 574    | 0      | 0      | 0      | 144     | 1124   | 0      | 0      | 1147   | 504    |
| Presence of On-Street Parking               | No     |        | No     |        |        |        | No      |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 80                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|-------|-------|-------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| Signal Group                    | 0     | 6     | 0     | 0       | 0       | 0       | 3        | 8       | 0       | 0       | 4       | 0       |
| Auxiliary Signal Groups         |       |       |       |         |         |         |          |         |         |         |         |         |
| Maximum Green [s]               | 0     | 17    | 0     | 0       | 0       | 0       | 5        | 35      | 0       | 0       | 26      | 0       |
| Amber [s]                       | 0.0   | 3.0   | 0.0   | 0.0     | 0.0     | 0.0     | 3.0      | 3.0     | 0.0     | 0.0     | 3.0     | 0.0     |
| All red [s]                     | 0.0   | 1.0   | 0.0   | 0.0     | 0.0     | 0.0     | 1.0      | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0     | 5     | 0     | 0       | 0       | 0       | 0        | 5       | 0       | 0       | 5       | 0       |
| Pedestrian Clearance [s]        | 0     | 10    | 0     | 0       | 0       | 0       | 0        | 10      | 0       | 0       | 7       | 0       |
| Delayed Vehicle Green [s]       | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Rest In Walk                    |       | No    |       |         |         |         |          | No      |         |         | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |      |     |     |     |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Split [s]             | 0   | 28  | 0   | 0   | 0   | 0   | 12   | 52  | 0   | 0   | 40  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | Lead | -   | -   | -   | -   | -   |
| Minimum Green [s]     | 0   | 10  | 0   | 0   | 0   | 0   | 5    | 10  | 0   | 0   | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0  | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Minimum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Maximum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Pedestrian Recall     |     | No  |     |     |     |     | No   | No  |     |     | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              | C     | R     |  | L     | C     | C     | R     |
|-----------------------------------------|-------|-------|--|-------|-------|-------|-------|
| C, Calculated Cycle Length [s]          | 80    | 80    |  | 80    | 80    | 80    | 80    |
| L, Total Lost Time per Cycle [s]        | 4.00  | 4.00  |  | 4.00  | 4.00  | 4.00  | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| l2, Clearance Lost Time [s]             | 2.00  | 2.00  |  | 2.00  | 2.00  | 2.00  | 2.00  |
| g_i, Effective Green Time [s]           | 31    | 31    |  | 8     | 41    | 30    | 30    |
| g / C, Green / Cycle                    | 0.38  | 0.38  |  | 0.10  | 0.52  | 0.37  | 0.37  |
| (v / s)_i Volume / Saturation Flow Rate | 0.20  | 0.20  |  | 0.08  | 0.31  | 0.22  | 0.31  |
| s, saturation flow rate [veh/h]         | 1810  | 2859  |  | 1810  | 3618  | 5176  | 1615  |
| c, Capacity [veh/h]                     | 689   | 1089  |  | 179   | 1877  | 1916  | 598   |
| d1, Uniform Delay [s]                   | 19.14 | 19.18 |  | 35.30 | 13.43 | 20.38 | 23.06 |
| k, delay calibration                    | 0.50  | 0.50  |  | 0.22  | 0.11  | 0.11  | 0.23  |
| l, Upstream Filtering Factor            | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| d2, Incremental Delay [s]               | 2.83  | 1.83  |  | 15.28 | 0.31  | 0.30  | 6.78  |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| Rp, platoon ratio                       | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| PF, progression factor                  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |

**Lane Group Results**

|                                       |        |        |  |        |        |        |        |
|---------------------------------------|--------|--------|--|--------|--------|--------|--------|
| X, volume / capacity                  | 0.52   | 0.53   |  | 0.81   | 0.60   | 0.60   | 0.84   |
| d, Delay for Lane Group [s/veh]       | 21.98  | 21.00  |  | 50.58  | 13.74  | 20.69  | 29.85  |
| Lane Group LOS                        | C      | C      |  | D      | B      | C      | C      |
| Critical Lane Group                   | No     | Yes    |  | Yes    | No     | No     | Yes    |
| 50th-Percentile Queue Length [veh/ln] | 5.23   | 4.01   |  | 3.37   | 6.09   | 5.29   | 8.94   |
| 50th-Percentile Queue Length [ft/ln]  | 130.86 | 100.31 |  | 84.25  | 152.13 | 132.37 | 223.60 |
| 95th-Percentile Queue Length [veh/ln] | 8.99   | 7.22   |  | 6.07   | 10.13  | 9.07   | 13.85  |
| 95th-Percentile Queue Length [ft/ln]  | 224.66 | 180.56 |  | 151.65 | 253.27 | 226.72 | 346.21 |

**Movement, Approach, & Intersection Results**

|                                 |       |       |       |      |      |      |       |       |      |       |       |       |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 21.98 | 21.98 | 21.00 | 0.00 | 0.00 | 0.00 | 50.58 | 13.74 | 0.00 | 0.00  | 20.69 | 29.85 |
| Movement LOS                    | C     | C     | C     |      |      |      | D     | B     |      |       | C     | C     |
| d_A, Approach Delay [s/veh]     | 21.38 |       |       | 0.00 |      |      | 17.92 |       |      | 23.48 |       |       |
| Approach LOS                    | C     |       |       | A    |      |      | B     |       |      | C     |       |       |
| d_I, Intersection Delay [s/veh] | 21.14 |       |       |      |      |      |       |       |      |       |       |       |
| Intersection LOS                | C     |       |       |      |      |      |       |       |      |       |       |       |
| Intersection V/C                | 0.592 |       |       |      |      |      |       |       |      |       |       |       |

**Emissions**

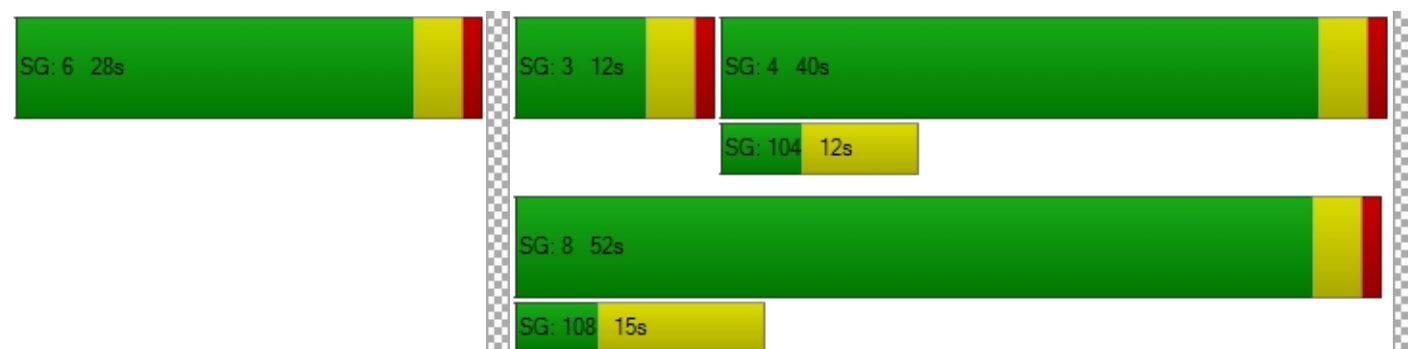
|                              |        |        |  |        |        |        |        |
|------------------------------|--------|--------|--|--------|--------|--------|--------|
| Vehicle Miles Traveled [mph] | 62.75  | 99.77  |  | 11.93  | 93.12  | 63.04  | 27.70  |
| Stops [stops/h]              | 235.54 | 361.11 |  | 151.65 | 547.67 | 714.81 | 402.48 |
| Fuel consumption [US gal/h]  | 6.18   | 9.57   |  | 3.40   | 11.86  | 14.11  | 8.01   |
| CO [g/h]                     | 431.71 | 669.26 |  | 237.60 | 828.87 | 986.21 | 559.70 |
| NOx [g/h]                    | 83.99  | 130.21 |  | 46.23  | 161.27 | 191.88 | 108.90 |
| VOC [g/h]                    | 100.05 | 155.11 |  | 55.07  | 192.10 | 228.56 | 129.72 |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 9.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 31.51 | 31.51 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 2.657 | 2.100 | 0.000 | 0.000 |
| Crosswalk LOS                                            | B     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 600   | 0     | 1200  | 900   |
| d_b, Bicycle Delay [s]                                   | 19.60 | 40.00 | 6.40  | 12.10 |
| I_b,int, Bicycle LOS Score for Intersection              | 3.383 | 4.132 | 2.606 | 2.550 |
| Bicycle LOS                                              | C     | D     | B     | B     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 29: NuevoRd/I-215 SB**

Control Type: Signalized  
Analysis Method: HCM 7th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 19.5  
Level Of Service: B  
Volume to Capacity (v/c): 0.637

**Intersection Setup**

| Name                         |            |        |        | I-215 SB                                                                          |        |        | NuevoRd                                                                             |        |        | NuevoRd                                                                             |        |        |
|------------------------------|------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |            |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0                                                                                 | 0      | 1      | 0                                                                                   | 0      | 0      | 1                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 250.00 | 100.00                                                                              | 100.00 | 100.00 | 115.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00      |        |        | 40.00                                                                             |        |        | 40.00                                                                               |        |        | 40.00                                                                               |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 |            |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | Yes        |        |        | Yes                                                                               |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        | I-215 SB |        |        | NuevoRd |        |        | NuevoRd |        |        |
|---------------------------------------------|--------|--------|--------|----------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h]                   | 0      | 0      | 0      | 276      | 1      | 77     | 0       | 479    | 130    | 325     | 586    | 0      |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00     | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |          |        |        |         |        |        |         |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.2100   | 1.2100 | 1.2100 | 1.0000  | 1.2100 | 1.2100 | 1.2100  | 1.2100 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 168      | 0      | 89     | 0       | 46     | 45     | 148     | 89     | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0        | 0      | 46     | 0       | 0      | 51     | 0       | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 0      | 0      | 0      | 502      | 1      | 136    | 0       | 626    | 151    | 541     | 798    | 0      |
| Peak Hour Factor                            | 1.0000 | 1.0000 | 1.0000 | 0.8189   | 0.8189 | 0.8189 | 1.0000  | 0.7346 | 0.7346 | 0.9069  | 0.9069 | 1.0000 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 0      | 0      | 0      | 153      | 0      | 42     | 0       | 213    | 51     | 149     | 220    | 0      |
| Total Analysis Volume [veh/h]               | 0      | 0      | 0      | 613      | 1      | 166    | 0       | 852    | 206    | 597     | 880    | 0      |
| Presence of On-Street Parking               |        |        |        | No       |        | No     | No      |        | No     | No      |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 60                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Permiss | Permiss | Permiss | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss |
|---------------------------------|---------|---------|---------|-------|-------|-------|---------|---------|---------|----------|---------|---------|
| Signal Group                    | 0       | 0       | 0       | 0     | 2     | 0     | 0       | 8       | 0       | 7        | 4       | 0       |
| Auxiliary Signal Groups         |         |         |         |       |       |       |         |         |         |          |         |         |
| Maximum Green [s]               | 0       | 0       | 0       | 0     | 13    | 0     | 0       | 21      | 0       | 14       | 39      | 0       |
| Amber [s]                       | 0.0     | 0.0     | 0.0     | 0.0   | 3.0   | 0.0   | 0.0     | 3.0     | 0.0     | 3.0      | 3.0     | 0.0     |
| All red [s]                     | 0.0     | 0.0     | 0.0     | 0.0   | 1.0   | 0.0   | 0.0     | 1.0     | 0.0     | 1.0      | 1.0     | 0.0     |
| Walk [s]                        | 0       | 0       | 0       | 0     | 5     | 0     | 0       | 5       | 0       | 0        | 5       | 0       |
| Pedestrian Clearance [s]        | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 7       | 0       | 0        | 10      | 0       |
| Delayed Vehicle Green [s]       | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Rest In Walk                    |         |         |         |       | No    |       |         | No      |         |          | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Split [s]             | 0   | 0   | 0   | 0   | 30  | 0   | 0   | 18  | 0   | 12   | 30  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | -   | -   | -   | Lead | -   | -   |
| Minimum Green [s]     | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 10  | 0   | 5    | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0  | 3.0 | 0.0 |
| Minimum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Maximum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Pedestrian Recall     |     |     |     |     | No  |     |     | No  |     | No   | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              |  | L     | C     | R     | C     | C     | L     | C    |
|-----------------------------------------|--|-------|-------|-------|-------|-------|-------|------|
| C, Calculated Cycle Length [s]          |  | 60    | 60    | 60    | 60    | 60    | 60    | 60   |
| L, Total Lost Time per Cycle [s]        |  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s]  |  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| l2, Clearance Lost Time [s]             |  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00 |
| g_i, Effective Green Time [s]           |  | 14    | 14    | 14    | 21    | 21    | 13    | 38   |
| g / C, Green / Cycle                    |  | 0.23  | 0.23  | 0.23  | 0.35  | 0.35  | 0.22  | 0.64 |
| (v / s)_i Volume / Saturation Flow Rate |  | 0.17  | 0.17  | 0.10  | 0.28  | 0.30  | 0.17  | 0.24 |
| s, saturation flow rate [veh/h]         |  | 1810  | 1810  | 1615  | 1900  | 1778  | 3514  | 3618 |
| c, Capacity [veh/h]                     |  | 413   | 413   | 368   | 668   | 625   | 775   | 2310 |
| d1, Uniform Delay [s]                   |  | 21.53 | 21.53 | 19.92 | 17.49 | 17.97 | 21.96 | 5.18 |
| k, delay calibration                    |  | 0.50  | 0.50  | 0.50  | 0.11  | 0.11  | 0.11  | 0.11 |
| l, Upstream Filtering Factor            |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               |  | 11.50 | 11.50 | 3.94  | 2.17  | 3.28  | 1.66  | 0.10 |
| d3, Initial Queue Delay [s]             |  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |  |        |        |       |        |        |        |       |
|---------------------------------------|--|--------|--------|-------|--------|--------|--------|-------|
| X, volume / capacity                  |  | 0.74   | 0.74   | 0.45  | 0.79   | 0.85   | 0.77   | 0.38  |
| d, Delay for Lane Group [s/veh]       |  | 33.03  | 33.02  | 23.86 | 19.66  | 21.25  | 23.62  | 5.28  |
| Lane Group LOS                        |  | C      | C      | C     | B      | C      | C      | A     |
| Critical Lane Group                   |  | Yes    | No     | No    | No     | Yes    | Yes    | No    |
| 50th-Percentile Queue Length [veh/ln] |  | 4.85   | 4.85   | 2.17  | 5.87   | 6.19   | 3.64   | 1.58  |
| 50th-Percentile Queue Length [ft/ln]  |  | 121.28 | 121.28 | 54.28 | 146.82 | 154.72 | 91.11  | 39.49 |
| 95th-Percentile Queue Length [veh/ln] |  | 8.46   | 8.46   | 3.91  | 9.85   | 10.27  | 6.56   | 2.84  |
| 95th-Percentile Queue Length [ft/ln]  |  | 211.58 | 211.59 | 97.71 | 246.17 | 256.71 | 164.00 | 71.08 |

**Movement, Approach, & Intersection Results**

|                                 |       |      |      |       |       |       |       |       |       |       |      |      |
|---------------------------------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00  | 0.00 | 0.00 | 33.03 | 33.02 | 23.86 | 0.00  | 20.26 | 21.25 | 23.62 | 5.28 | 0.00 |
| Movement LOS                    |       |      |      | C     | C     | C     |       | C     | C     | C     | A    |      |
| d_A, Approach Delay [s/veh]     | 0.00  |      |      | 31.08 |       |       | 20.46 |       |       | 12.70 |      |      |
| Approach LOS                    | A     |      |      | C     |       |       | C     |       |       | B     |      |      |
| d_I, Intersection Delay [s/veh] | 19.50 |      |      |       |       |       |       |       |       |       |      |      |
| Intersection LOS                | B     |      |      |       |       |       |       |       |       |       |      |      |
| Intersection V/C                | 0.637 |      |      |       |       |       |       |       |       |       |      |      |

**Emissions**

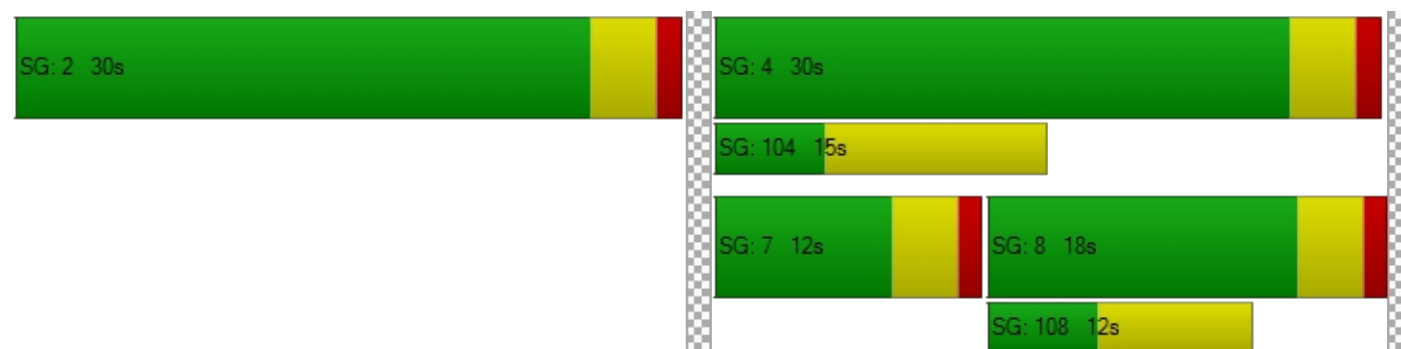
|                              |  |        |        |        |        |        |        |        |
|------------------------------|--|--------|--------|--------|--------|--------|--------|--------|
| Vehicle Miles Traveled [mph] |  | 26.54  | 26.55  | 14.35  | 140.20 | 140.20 | 49.46  | 72.91  |
| Stops [stops/h]              |  | 291.07 | 291.08 | 130.28 | 352.36 | 371.32 | 437.32 | 189.53 |
| Fuel consumption [US gal/h]  |  | 5.87   | 5.87   | 2.60   | 10.60  | 10.96  | 8.94   | 5.42   |
| CO [g/h]                     |  | 410.56 | 410.57 | 181.75 | 740.96 | 765.93 | 624.73 | 378.83 |
| NOx [g/h]                    |  | 79.88  | 79.88  | 35.36  | 144.16 | 149.02 | 121.55 | 73.71  |
| VOC [g/h]                    |  | 95.15  | 95.15  | 42.12  | 171.73 | 177.51 | 144.79 | 87.80  |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 9.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 21.68 | 21.68 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 2.112 | 2.344 | 0.000 | 0.000 |
| Crosswalk LOS                                            | B     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 0     | 867   | 467   | 867   |
| d_b, Bicycle Delay [s]                                   | 30.00 | 9.63  | 17.63 | 9.63  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.132 | 2.923 | 2.475 | 2.778 |
| Bicycle LOS                                              | D     | C     | B     | C     |

**Sequence**

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



## Table of Contents

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## Harvest Landing

Vistro File: C:\...\Harvest Landing\_OY.vistro

Scenario 6 Opening Year II PM

Report File: C:\...\OY II PM.pdf

12/2/2024

**Intersection Analysis Summary**

| ID | Intersection Name      | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 15 | Placentia Ave/I-215 NB | Signalized   | HCM 7th Edition | EB Left    | 0.483 | 28.2          | C   |
| 16 | Placentia Ave/I-215 SB | Signalized   | HCM 7th Edition | EB Thru    | 0.587 | 22.8          | C   |
| 28 | Nuevo Rd/I-215 NB      | Signalized   | HCM 7th Edition | EB Left    | 0.658 | 23.0          | C   |
| 29 | NuevoRd/I-215 SB       | Signalized   | HCM 7th Edition | SB Left    | 0.730 | 30.1          | C   |

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

**Intersection Level Of Service Report**  
**Intersection 15: Placentia Ave/I-215 NB**

Control Type: Signalized  
Analysis Method: HCM 7th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 28.2  
Level Of Service: C  
Volume to Capacity (v/c): 0.483

**Intersection Setup**

| Name                         | I-215 NB                                                                          |        |        |            |        |        | Placentia Ave                                                                       |        |        | Placentia Ave                                                                       |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |            |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left       | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 2                                                                                 | 0      | 0      | 0          | 0      | 0      | 2                                                                                   | 0      | 0      | 0                                                                                   | 0      | 1      |
| Entry Pocket Length [ft]     | 635.00                                                                            | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 250.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 350.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0          | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00      |        |        | 45.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00       |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        |            |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes        |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        | I-215 NB |        |        |        |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|---------------------------------------------|----------|--------|--------|--------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h]                   | 34       | 3      | 170    | 0      | 0      | 0      | 46            | 522    | 0      | 0             | 421    | 257    |
| Base Volume Adjustment Factor               | 1.0000   | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00     | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00     |        |        |        |        |        |               |        |        |               |        |        |
| Growth Factor                               | 1.2100   | 1.2100 | 1.2100 | 1.0000 | 1.0000 | 1.0000 | 1.2100        | 1.2100 | 1.0000 | 1.0000        | 1.2100 | 1.2100 |
| In-Process Volume [veh/h]                   | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Site-Generated Trips [veh/h]                | 70       | 0      | 281    | 0      | 0      | 0      | 107           | 353    | 0      | 0             | 439    | 394    |
| Diverted Trips [veh/h]                      | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Other Volume [veh/h]                        | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0        | 0      | 122    | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 176    |
| Total Hourly Volume [veh/h]                 | 111      | 4      | 365    | 0      | 0      | 0      | 163           | 985    | 0      | 0             | 948    | 529    |
| Peak Hour Factor                            | 0.8655   | 0.8655 | 0.8655 | 1.0000 | 1.0000 | 1.0000 | 0.9008        | 0.9008 | 1.0000 | 1.0000        | 0.8591 | 0.8591 |
| Other Adjustment Factor                     | 1.0000   | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 32       | 1      | 105    | 0      | 0      | 0      | 45            | 273    | 0      | 0             | 276    | 154    |
| Total Analysis Volume [veh/h]               | 128      | 5      | 422    | 0      | 0      | 0      | 181           | 1093   | 0      | 0             | 1103   | 616    |
| Presence of On-Street Parking               | No       |        | No     |        |        |        | No            |        | No     | No            |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| Bicycle Volume [bicycles/h]                 | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 110                                   |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|-------|-------|-------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| Signal Group                    | 0     | 6     | 0     | 0       | 0       | 0       | 3        | 8       | 0       | 0       | 4       | 0       |
| Auxiliary Signal Groups         |       |       |       |         |         |         |          |         |         |         |         |         |
| Maximum Green [s]               | 0     | 38    | 0     | 0       | 0       | 0       | 6        | 64      | 0       | 0       | 54      | 0       |
| Amber [s]                       | 0.0   | 3.0   | 0.0   | 0.0     | 0.0     | 0.0     | 3.0      | 3.0     | 0.0     | 0.0     | 3.0     | 0.0     |
| All red [s]                     | 0.0   | 1.0   | 0.0   | 0.0     | 0.0     | 0.0     | 1.0      | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0     | 5     | 0     | 0       | 0       | 0       | 0        | 5       | 0       | 0       | 5       | 0       |
| Pedestrian Clearance [s]        | 0     | 10    | 0     | 0       | 0       | 0       | 0        | 10      | 0       | 0       | 7       | 0       |
| Delayed Vehicle Green [s]       | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Rest In Walk                    |       | No    |       |         |         |         |          | No      |         |         | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |      |     |     |     |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Split [s]             | 0   | 42  | 0   | 0   | 0   | 0   | 10   | 68  | 0   | 0   | 58  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | Lead | -   | -   | -   | -   | -   |
| Minimum Green [s]     | 0   | 10  | 0   | 0   | 0   | 0   | 5    | 10  | 0   | 0   | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0  | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Minimum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Maximum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Pedestrian Recall     |     | No  |     |     |     |     | No   | No  |     |     | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              | L     | C     | R     |  | L     | C     | C     | R     |
|-----------------------------------------|-------|-------|-------|--|-------|-------|-------|-------|
| C, Calculated Cycle Length [s]          | 110   | 110   | 110   |  | 110   | 110   | 110   | 110   |
| L, Total Lost Time per Cycle [s]        | 4.00  | 4.00  | 4.00  |  | 4.00  | 4.00  | 4.00  | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  | 0.00  | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| l2, Clearance Lost Time [s]             | 2.00  | 2.00  | 2.00  |  | 2.00  | 2.00  | 2.00  | 2.00  |
| g_i, Effective Green Time [s]           | 46    | 46    | 46    |  | 6     | 56    | 46    | 46    |
| g / C, Green / Cycle                    | 0.41  | 0.41  | 0.41  |  | 0.05  | 0.51  | 0.42  | 0.42  |
| (v / s)_i Volume / Saturation Flow Rate | 0.04  | 0.04  | 0.05  |  | 0.05  | 0.30  | 0.30  | 0.38  |
| s, saturation flow rate [veh/h]         | 1810  | 1816  | 8500  |  | 3514  | 3618  | 3618  | 1615  |
| c, Capacity [veh/h]                     | 749   | 752   | 3519  |  | 192   | 1857  | 1528  | 682   |
| d1, Uniform Delay [s]                   | 19.60 | 19.60 | 19.87 |  | 51.83 | 18.67 | 26.40 | 29.67 |
| k, delay calibration                    | 0.50  | 0.50  | 0.50  |  | 0.11  | 0.11  | 0.11  | 0.30  |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| d2, Incremental Delay [s]               | 0.23  | 0.23  | 0.07  |  | 19.39 | 0.30  | 0.66  | 11.76 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |

**Lane Group Results**

|                                       |       |       |        |  |        |        |        |        |
|---------------------------------------|-------|-------|--------|--|--------|--------|--------|--------|
| X, volume / capacity                  | 0.09  | 0.09  | 0.12   |  | 0.94   | 0.59   | 0.72   | 0.90   |
| d, Delay for Lane Group [s/veh]       | 19.84 | 19.84 | 19.94  |  | 71.23  | 18.97  | 27.06  | 41.43  |
| Lane Group LOS                        | B     | B     | B      |  | E      | B      | C      | D      |
| Critical Lane Group                   | No    | No    | Yes    |  | Yes    | No     | No     | Yes    |
| 50th-Percentile Queue Length [veh/ln] | 1.08  | 1.09  | 6.73   |  | 2.93   | 8.95   | 11.87  | 16.96  |
| 50th-Percentile Queue Length [ft/ln]  | 27.05 | 27.14 | 168.18 |  | 73.31  | 223.78 | 296.86 | 423.93 |
| 95th-Percentile Queue Length [veh/ln] | 1.95  | 1.95  | 10.98  |  | 5.28   | 13.86  | 17.53  | 23.71  |
| 95th-Percentile Queue Length [ft/ln]  | 48.69 | 48.85 | 274.53 |  | 131.96 | 346.44 | 438.14 | 592.76 |

**Movement, Approach, & Intersection Results**

|                                 |       |       |       |      |      |      |       |       |      |       |       |       |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 19.84 | 19.84 | 19.94 | 0.00 | 0.00 | 0.00 | 71.23 | 18.97 | 0.00 | 0.00  | 27.06 | 41.43 |
| Movement LOS                    | B     | B     | B     |      |      |      | E     | B     |      |       | C     | D     |
| d_A, Approach Delay [s/veh]     | 19.92 |       |       | 0.00 |      |      | 26.40 |       |      | 32.21 |       |       |
| Approach LOS                    | B     |       |       | A    |      |      | C     |       |      | C     |       |       |
| d_I, Intersection Delay [s/veh] | 28.20 |       |       |      |      |      |       |       |      |       |       |       |
| Intersection LOS                | C     |       |       |      |      |      |       |       |      |       |       |       |
| Intersection V/C                | 0.483 |       |       |      |      |      |       |       |      |       |       |       |

**Emissions**

|                              |       |       |        |  |        |         |         |        |
|------------------------------|-------|-------|--------|--|--------|---------|---------|--------|
| Vehicle Miles Traveled [mph] | 9.94  | 9.97  | 63.18  |  | 26.02  | 157.10  | 129.17  | 72.14  |
| Stops [stops/h]              | 35.41 | 35.53 | 220.17 |  | 191.95 | 585.89  | 777.23  | 554.96 |
| Fuel consumption [US gal/h]  | 0.87  | 0.88  | 5.53   |  | 5.90   | 16.89   | 15.69   | 11.23  |
| CO [g/h]                     | 61.01 | 61.22 | 386.53 |  | 412.51 | 1180.60 | 1096.44 | 784.92 |
| NOx [g/h]                    | 11.87 | 11.91 | 75.20  |  | 80.26  | 229.70  | 213.33  | 152.72 |
| VOC [g/h]                    | 14.14 | 14.19 | 89.58  |  | 95.60  | 273.61  | 254.11  | 181.91 |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 46.37 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.269 | 0.000 | 0.000 |
| Crosswalk LOS                                            | F     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 691   | 0     | 1164  | 982   |
| d_b, Bicycle Delay [s]                                   | 23.56 | 55.00 | 9.62  | 14.25 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.677 | 4.132 | 2.611 | 3.123 |
| Bicycle LOS                                              | B     | D     | B     | C     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Placentia Ave/I-215 SB**Control Type:  
Analysis Method:  
Analysis Period:Signalized  
HCM 7th Edition  
15 minutesDelay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):22.8  
C  
0.587**Intersection Setup**

| Name                         |            |        |        | I-215 SB                                                                          |        |        | Placentia Ave                                                                       |        |        | Placentia Ave                                                                       |        |        |
|------------------------------|------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |            |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 2                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 300.00 | 270.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00      |        |        | 40.00                                                                             |        |        | 45.00                                                                               |        |        | 45.00                                                                               |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 |            |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No         |        |        | Yes                                                                               |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        | I-215 SB |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|---------------------------------------------|--------|--------|--------|----------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h]                   | 0      | 0      | 0      | 343      | 1      | 34     | 0             | 228    | 87     | 292           | 160    | 0      |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00     | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |          |        |        |               |        |        |               |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.2100   | 1.2100 | 1.2100 | 1.0000        | 1.2100 | 1.2100 | 1.2100        | 1.2100 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 281      | 0      | 70     | 0             | 179    | 107    | 394           | 115    | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0        | 0      | 28     | 0             | 0      | 53     | 0             | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 0      | 0      | 0      | 696      | 1      | 83     | 0             | 455    | 159    | 747           | 309    | 0      |
| Peak Hour Factor                            | 1.0000 | 1.0000 | 1.0000 | 0.9087   | 0.9087 | 0.9087 | 1.0000        | 0.9128 | 0.9128 | 0.8958        | 0.8958 | 1.0000 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 0      | 0      | 0      | 191      | 0      | 23     | 0             | 125    | 44     | 208           | 86     | 0      |
| Total Analysis Volume [veh/h]               | 0      | 0      | 0      | 766      | 1      | 91     | 0             | 498    | 174    | 834           | 345    | 0      |
| Presence of On-Street Parking               |        |        |        | No       |        | No     | No            |        | No     | No            |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 70                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Permiss | Permiss | Permiss | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss |
|---------------------------------|---------|---------|---------|-------|-------|-------|---------|---------|---------|----------|---------|---------|
| Signal Group                    | 0       | 0       | 0       | 0     | 2     | 0     | 0       | 8       | 0       | 7        | 4       | 0       |
| Auxiliary Signal Groups         |         |         |         |       |       |       |         |         |         |          |         |         |
| Maximum Green [s]               | 0       | 0       | 0       | 0     | 21    | 0     | 0       | 14      | 0       | 23       | 41      | 0       |
| Amber [s]                       | 0.0     | 0.0     | 0.0     | 0.0   | 3.0   | 0.0   | 0.0     | 3.0     | 0.0     | 3.0      | 3.0     | 0.0     |
| All red [s]                     | 0.0     | 0.0     | 0.0     | 0.0   | 1.0   | 0.0   | 0.0     | 1.0     | 0.0     | 1.0      | 1.0     | 0.0     |
| Walk [s]                        | 0       | 0       | 0       | 0     | 5     | 0     | 0       | 5       | 0       | 0        | 5       | 0       |
| Pedestrian Clearance [s]        | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 10      | 0       | 0        | 14      | 0       |
| Delayed Vehicle Green [s]       | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Rest In Walk                    |         |         |         |       | No    |       |         | No      |         |          | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Split [s]             | 0   | 0   | 0   | 0   | 29  | 0   | 0   | 17  | 0   | 24   | 41  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | -   | -   | -   | Lead | -   | -   |
| Minimum Green [s]     | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 10  | 0   | 5    | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0  | 3.0 | 0.0 |
| Minimum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Maximum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Pedestrian Recall     |     |     |     |     | No  |     |     | No  |     | No   | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              |  | L     | C     | R     | C     | R     | L     | C    |
|-----------------------------------------|--|-------|-------|-------|-------|-------|-------|------|
| C, Calculated Cycle Length [s]          |  | 70    | 70    | 70    | 70    | 70    | 70    | 70   |
| L, Total Lost Time per Cycle [s]        |  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s]  |  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| l2, Clearance Lost Time [s]             |  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00 |
| g_i, Effective Green Time [s]           |  | 25    | 25    | 25    | 13    | 13    | 20    | 37   |
| g / C, Green / Cycle                    |  | 0.36  | 0.36  | 0.36  | 0.18  | 0.18  | 0.29  | 0.53 |
| (v / s)_i Volume / Saturation Flow Rate |  | 0.21  | 0.21  | 0.06  | 0.14  | 0.11  | 0.24  | 0.10 |
| s, saturation flow rate [veh/h]         |  | 1810  | 1810  | 1615  | 3618  | 1615  | 3514  | 3618 |
| c, Capacity [veh/h]                     |  | 649   | 649   | 580   | 659   | 294   | 1011  | 1906 |
| d1, Uniform Delay [s]                   |  | 18.26 | 18.26 | 15.25 | 27.15 | 26.24 | 23.29 | 8.66 |
| k, delay calibration                    |  | 0.50  | 0.50  | 0.50  | 0.11  | 0.11  | 0.11  | 0.11 |
| l, Upstream Filtering Factor            |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               |  | 3.92  | 3.91  | 0.58  | 1.80  | 1.90  | 1.77  | 0.05 |
| d3, Initial Queue Delay [s]             |  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |  |        |        |       |        |        |        |       |
|---------------------------------------|--|--------|--------|-------|--------|--------|--------|-------|
| X, volume / capacity                  |  | 0.59   | 0.59   | 0.16  | 0.76   | 0.59   | 0.83   | 0.18  |
| d, Delay for Lane Group [s/veh]       |  | 22.17  | 22.17  | 15.82 | 28.95  | 28.14  | 25.06  | 8.71  |
| Lane Group LOS                        |  | C      | C      | B     | C      | C      | C      | A     |
| Critical Lane Group                   |  | Yes    | No     | No    | Yes    | No     | Yes    | No    |
| 50th-Percentile Queue Length [veh/ln] |  | 5.15   | 5.15   | 0.97  | 3.73   | 2.56   | 5.87   | 1.09  |
| 50th-Percentile Queue Length [ft/ln]  |  | 128.65 | 128.65 | 24.32 | 93.25  | 64.07  | 146.79 | 27.19 |
| 95th-Percentile Queue Length [veh/ln] |  | 8.87   | 8.87   | 1.75  | 6.71   | 4.61   | 9.85   | 1.96  |
| 95th-Percentile Queue Length [ft/ln]  |  | 221.66 | 221.66 | 43.78 | 167.85 | 115.33 | 246.14 | 48.93 |

**Movement, Approach, & Intersection Results**

|                                 |       |      |      |       |       |       |       |       |       |       |      |      |
|---------------------------------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00  | 0.00 | 0.00 | 22.17 | 22.17 | 15.82 | 0.00  | 28.95 | 28.14 | 25.06 | 8.71 | 0.00 |
| Movement LOS                    |       |      |      | C     | C     | B     |       | C     | C     | C     | A    |      |
| d_A, Approach Delay [s/veh]     | 0.00  |      |      | 21.50 |       |       | 28.74 |       |       | 20.28 |      |      |
| Approach LOS                    | A     |      |      | C     |       |       | C     |       |       | C     |      |      |
| d_I, Intersection Delay [s/veh] | 22.76 |      |      |       |       |       |       |       |       |       |      |      |
| Intersection LOS                | C     |      |      |       |       |       |       |       |       |       |      |      |
| Intersection V/C                | 0.587 |      |      |       |       |       |       |       |       |       |      |      |

**Emissions**

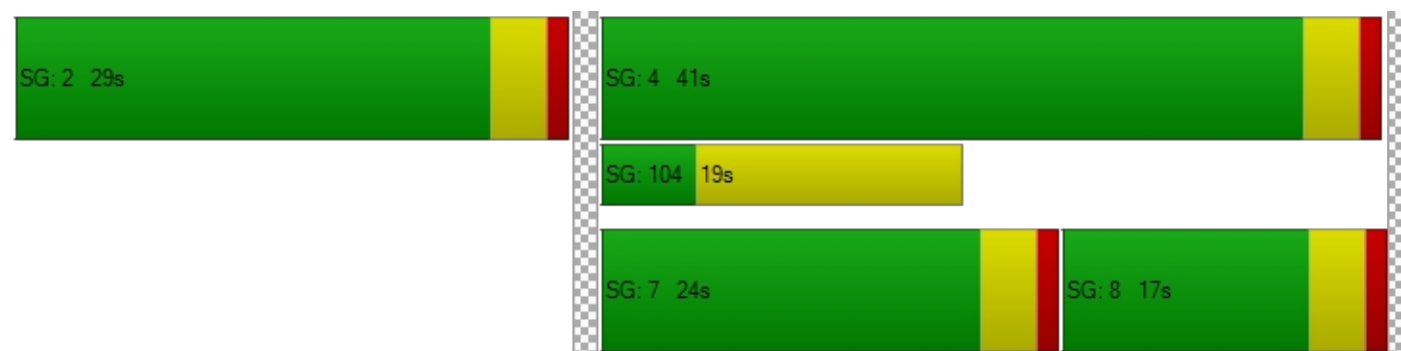
|                              |  |        |        |       |        |        |         |        |
|------------------------------|--|--------|--------|-------|--------|--------|---------|--------|
| Vehicle Miles Traveled [mph] |  | 25.71  | 25.71  | 6.10  | 56.69  | 19.81  | 119.87  | 49.59  |
| Stops [stops/h]              |  | 264.66 | 264.66 | 50.03 | 383.66 | 131.80 | 603.93  | 111.85 |
| Fuel consumption [US gal/h]  |  | 5.25   | 5.25   | 1.00  | 9.65   | 3.31   | 15.87   | 3.70   |
| CO [g/h]                     |  | 367.06 | 367.06 | 70.12 | 674.37 | 231.66 | 1109.43 | 258.75 |
| NOx [g/h]                    |  | 71.42  | 71.42  | 13.64 | 131.21 | 45.07  | 215.85  | 50.34  |
| VOC [g/h]                    |  | 85.07  | 85.07  | 16.25 | 156.29 | 53.69  | 257.12  | 59.97  |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 26.58 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.353 | 0.000 | 0.000 |
| Crosswalk LOS                                            | F     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 0     | 714   | 371   | 1057  |
| d_b, Bicycle Delay [s]                                   | 35.00 | 14.46 | 23.21 | 7.78  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.132 | 3.022 | 2.158 | 2.532 |
| Bicycle LOS                                              | D     | C     | B     | B     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 28: Nuevo Rd/I-215 NB**Control Type:  
Analysis Method:  
Analysis Period:Signalized  
HCM 7th Edition  
15 minutesDelay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):23.0  
C  
0.658**Intersection Setup**

| Name                         |                                                                                   |        |        |            |        |        | NuevoRd                                                                             |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |            |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left       | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 2      | 0          | 0      | 0      | 1                                                                                   | 0      | 0      | 0                                                                                   | 0      | 1      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 400.00 | 100.00     | 100.00 | 100.00 | 125.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0          | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 40.00                                                                             |        |        | 30.00      |        |        | 40.00                                                                               |        |        | 40.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00       |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        |            |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes        |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        | NuevoRd |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|---------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 63     | 4      | 409    | 0      | 0      | 0      | 54      | 686    | 0      | 0      | 750    | 383    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |         |        |        |        |        |        |
| Growth Factor                               | 1.2100 | 1.2100 | 1.2100 | 1.0000 | 1.0000 | 1.0000 | 1.2100  | 1.2100 | 1.0000 | 1.0000 | 1.2100 | 1.2100 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 62     | 0      | 232    | 0      | 0      | 0      | 95      | 234    | 0      | 0      | 230    | 228    |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 182    | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 173    |
| Total Hourly Volume [veh/h]                 | 138    | 5      | 545    | 0      | 0      | 0      | 160     | 1064   | 0      | 0      | 1138   | 518    |
| Peak Hour Factor                            | 0.9006 | 0.9006 | 0.9006 | 1.0000 | 1.0000 | 1.0000 | 0.8783  | 0.8783 | 1.0000 | 1.0000 | 0.9261 | 0.9261 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 38     | 1      | 151    | 0      | 0      | 0      | 46      | 303    | 0      | 0      | 307    | 140    |
| Total Analysis Volume [veh/h]               | 153    | 6      | 605    | 0      | 0      | 0      | 182     | 1211   | 0      | 0      | 1229   | 559    |
| Presence of On-Street Parking               | No     |        | No     |        |        |        | No      |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|-------|-------|-------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| Signal Group                    | 0     | 6     | 0     | 0       | 0       | 0       | 3        | 8       | 0       | 0       | 4       | 0       |
| Auxiliary Signal Groups         |       |       |       |         |         |         |          |         |         |         |         |         |
| Maximum Green [s]               | 0     | 33    | 0     | 0       | 0       | 0       | 12       | 69      | 0       | 0       | 53      | 0       |
| Amber [s]                       | 0.0   | 3.0   | 0.0   | 0.0     | 0.0     | 0.0     | 3.0      | 3.0     | 0.0     | 0.0     | 3.0     | 0.0     |
| All red [s]                     | 0.0   | 1.0   | 0.0   | 0.0     | 0.0     | 0.0     | 1.0      | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0     | 5     | 0     | 0       | 0       | 0       | 0        | 5       | 0       | 0       | 5       | 0       |
| Pedestrian Clearance [s]        | 0     | 10    | 0     | 0       | 0       | 0       | 0        | 10      | 0       | 0       | 7       | 0       |
| Delayed Vehicle Green [s]       | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Rest In Walk                    |       | No    |       |         |         |         |          | No      |         |         | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |      |     |     |     |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Split [s]             | 0   | 30  | 0   | 0   | 0   | 0   | 14   | 60  | 0   | 0   | 46  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | Lead | -   | -   | -   | -   | -   |
| Minimum Green [s]     | 0   | 10  | 0   | 0   | 0   | 0   | 5    | 10  | 0   | 0   | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0  | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Minimum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Maximum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Pedestrian Recall     |     | No  |     |     |     |     | No   | No  |     |     | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              | C     | R     |  | L     | C     | C     | R     |
|-----------------------------------------|-------|-------|--|-------|-------|-------|-------|
| C, Calculated Cycle Length [s]          | 90    | 90    |  | 90    | 90    | 90    | 90    |
| L, Total Lost Time per Cycle [s]        | 4.00  | 4.00  |  | 4.00  | 4.00  | 4.00  | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| l2, Clearance Lost Time [s]             | 2.00  | 2.00  |  | 2.00  | 2.00  | 2.00  | 2.00  |
| g_i, Effective Green Time [s]           | 32    | 32    |  | 10    | 50    | 36    | 36    |
| g / C, Green / Cycle                    | 0.36  | 0.36  |  | 0.11  | 0.55  | 0.40  | 0.40  |
| (v / s)_i Volume / Saturation Flow Rate | 0.09  | 0.21  |  | 0.10  | 0.33  | 0.24  | 0.35  |
| s, saturation flow rate [veh/h]         | 1813  | 2859  |  | 1810  | 3618  | 5176  | 1615  |
| c, Capacity [veh/h]                     | 646   | 1018  |  | 201   | 2007  | 2066  | 645   |
| d1, Uniform Delay [s]                   | 20.44 | 23.65 |  | 39.53 | 13.41 | 21.30 | 24.84 |
| k, delay calibration                    | 0.50  | 0.50  |  | 0.22  | 0.11  | 0.11  | 0.16  |
| l, Upstream Filtering Factor            | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| d2, Incremental Delay [s]               | 0.91  | 2.55  |  | 24.29 | 0.29  | 0.28  | 5.35  |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| Rp, platoon ratio                       | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| PF, progression factor                  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |

**Lane Group Results**

|                                       |        |        |  |        |        |        |        |
|---------------------------------------|--------|--------|--|--------|--------|--------|--------|
| X, volume / capacity                  | 0.25   | 0.59   |  | 0.91   | 0.60   | 0.59   | 0.87   |
| d, Delay for Lane Group [s/veh]       | 21.35  | 26.20  |  | 63.82  | 13.70  | 21.57  | 30.18  |
| Lane Group LOS                        | C      | C      |  | E      | B      | C      | C      |
| Critical Lane Group                   | No     | Yes    |  | Yes    | No     | No     | Yes    |
| 50th-Percentile Queue Length [veh/ln] | 2.38   | 5.25   |  | 5.18   | 7.18   | 6.33   | 10.95  |
| 50th-Percentile Queue Length [ft/ln]  | 59.60  | 131.28 |  | 129.45 | 179.57 | 158.33 | 273.79 |
| 95th-Percentile Queue Length [veh/ln] | 4.29   | 9.01   |  | 8.91   | 11.58  | 10.46  | 16.38  |
| 95th-Percentile Queue Length [ft/ln]  | 107.29 | 225.24 |  | 222.74 | 289.45 | 261.51 | 409.47 |

**Movement, Approach, & Intersection Results**

|                                 |       |       |       |      |      |      |       |       |      |       |       |       |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 21.35 | 21.35 | 26.20 | 0.00 | 0.00 | 0.00 | 63.82 | 13.70 | 0.00 | 0.00  | 21.57 | 30.18 |
| Movement LOS                    | C     | C     | C     |      |      |      | E     | B     |      |       | C     | C     |
| d_A, Approach Delay [s/veh]     | 25.19 |       |       | 0.00 |      |      | 20.25 |       |      | 24.26 |       |       |
| Approach LOS                    | C     |       |       | A    |      |      | C     |       |      | C     |       |       |
| d_I, Intersection Delay [s/veh] | 23.03 |       |       |      |      |      |       |       |      |       |       |       |
| Intersection LOS                | C     |       |       |      |      |      |       |       |      |       |       |       |
| Intersection V/C                | 0.658 |       |       |      |      |      |       |       |      |       |       |       |

**Emissions**

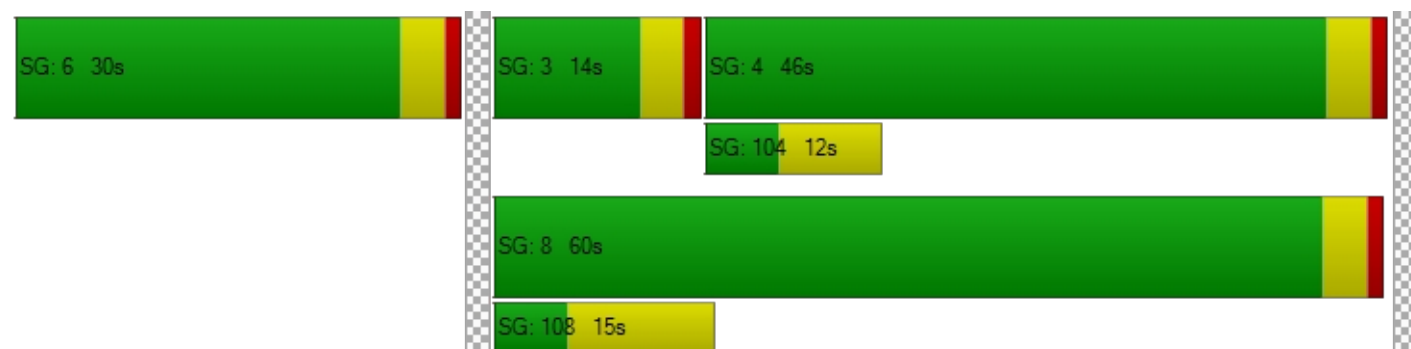
|                              |        |        |  |        |        |         |        |
|------------------------------|--------|--------|--|--------|--------|---------|--------|
| Vehicle Miles Traveled [mph] | 27.64  | 105.16 |  | 15.08  | 100.33 | 67.55   | 30.72  |
| Stops [stops/h]              | 95.37  | 420.10 |  | 207.11 | 574.62 | 759.99  | 438.06 |
| Fuel consumption [US gal/h]  | 2.62   | 11.12  |  | 4.94   | 12.62  | 15.28   | 8.84   |
| CO [g/h]                     | 182.97 | 777.27 |  | 345.18 | 881.81 | 1068.14 | 617.72 |
| NOx [g/h]                    | 35.60  | 151.23 |  | 67.16  | 171.57 | 207.82  | 120.19 |
| VOC [g/h]                    | 42.40  | 180.14 |  | 80.00  | 204.37 | 247.55  | 143.16 |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 9.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 36.45 | 36.45 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 2.611 | 2.165 | 0.000 | 0.000 |
| Crosswalk LOS                                            | B     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 578   | 0     | 1244  | 933   |
| d_b, Bicycle Delay [s]                                   | 22.76 | 45.00 | 6.42  | 12.80 |
| I_b,int, Bicycle LOS Score for Intersection              | 3.121 | 4.132 | 2.709 | 2.638 |
| Bicycle LOS                                              | C     | D     | B     | B     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 29: NuevoRd/I-215 SB**Control Type:  
Analysis Method:  
Analysis Period:Signalized  
HCM 7th Edition  
15 minutesDelay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):30.1  
C  
0.730**Intersection Setup**

| Name                         |            |        |        | I-215 SB                                                                          |        |        | NuevoRd                                                                             |        |        | NuevoRd                                                                             |        |        |
|------------------------------|------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |            |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0                                                                                 | 0      | 1      | 0                                                                                   | 0      | 0      | 1                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 250.00 | 100.00                                                                              | 100.00 | 100.00 | 115.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00      |        |        | 40.00                                                                             |        |        | 40.00                                                                               |        |        | 40.00                                                                               |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 |            |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | Yes        |        |        | Yes                                                                               |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        | I-215 SB |        |        | NuevoRd |        |        | NuevoRd |        |        |
|---------------------------------------------|--------|--------|--------|----------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h]                   | 0      | 0      | 0      | 487      | 1      | 83     | 0       | 272    | 77     | 486     | 335    | 0      |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00     | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |          |        |        |         |        |        |         |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.2100   | 1.2100 | 1.2100 | 1.0000  | 1.2100 | 1.2100 | 1.2100  | 1.2100 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 232      | 0      | 62     | 0       | 97     | 95     | 228     | 63     | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0        | 0      | 41     | 0       | 0      | 47     | 0       | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 0      | 0      | 0      | 821      | 1      | 121    | 0       | 426    | 141    | 816     | 468    | 0      |
| Peak Hour Factor                            | 1.0000 | 1.0000 | 1.0000 | 0.8912   | 0.8912 | 0.8912 | 1.0000  | 0.7591 | 0.7591 | 0.8880  | 0.8880 | 1.0000 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 0      | 0      | 0      | 230      | 0      | 34     | 0       | 140    | 46     | 230     | 132    | 0      |
| Total Analysis Volume [veh/h]               | 0      | 0      | 0      | 921      | 1      | 136    | 0       | 561    | 186    | 919     | 527    | 0      |
| Presence of On-Street Parking               |        |        |        | No       |        | No     | No      |        | No     | No      |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 80                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Permiss | Permiss | Permiss | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss |
|---------------------------------|---------|---------|---------|-------|-------|-------|---------|---------|---------|----------|---------|---------|
| Signal Group                    | 0       | 0       | 0       | 0     | 2     | 0     | 0       | 8       | 0       | 7        | 4       | 0       |
| Auxiliary Signal Groups         |         |         |         |       |       |       |         |         |         |          |         |         |
| Maximum Green [s]               | 0       | 0       | 0       | 0     | 36    | 0     | 0       | 29      | 0       | 33       | 66      | 0       |
| Amber [s]                       | 0.0     | 0.0     | 0.0     | 0.0   | 3.0   | 0.0   | 0.0     | 3.0     | 0.0     | 3.0      | 3.0     | 0.0     |
| All red [s]                     | 0.0     | 0.0     | 0.0     | 0.0   | 1.0   | 0.0   | 0.0     | 1.0     | 0.0     | 1.0      | 1.0     | 0.0     |
| Walk [s]                        | 0       | 0       | 0       | 0     | 5     | 0     | 0       | 5       | 0       | 0        | 5       | 0       |
| Pedestrian Clearance [s]        | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 7       | 0       | 0        | 10      | 0       |
| Delayed Vehicle Green [s]       | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Rest In Walk                    |         |         |         |       | No    |       |         | No      |         |          | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Split [s]             | 0   | 0   | 0   | 0   | 35  | 0   | 0   | 22  | 0   | 23   | 45  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | -   | -   | -   | Lead | -   | -   |
| Minimum Green [s]     | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 10  | 0   | 5    | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0  | 3.0 | 0.0 |
| Minimum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Maximum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Pedestrian Recall     |     |     |     |     | No  |     |     | No  |     | No   | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              |  | L     | C     | R     | C     | C     | L     | C    |
|-----------------------------------------|--|-------|-------|-------|-------|-------|-------|------|
| C, Calculated Cycle Length [s]          |  | 80    | 80    | 80    | 80    | 80    | 80    | 80   |
| L, Total Lost Time per Cycle [s]        |  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s]  |  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| l2, Clearance Lost Time [s]             |  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00 |
| g_i, Effective Green Time [s]           |  | 23    | 23    | 23    | 20    | 20    | 25    | 49   |
| g / C, Green / Cycle                    |  | 0.29  | 0.29  | 0.29  | 0.25  | 0.25  | 0.31  | 0.61 |
| (v / s)_i Volume / Saturation Flow Rate |  | 0.25  | 0.25  | 0.08  | 0.20  | 0.21  | 0.26  | 0.15 |
| s, saturation flow rate [veh/h]         |  | 1810  | 1810  | 1615  | 1900  | 1747  | 3514  | 3618 |
| c, Capacity [veh/h]                     |  | 530   | 530   | 473   | 477   | 438   | 1077  | 2197 |
| d1, Uniform Delay [s]                   |  | 26.86 | 26.85 | 21.85 | 27.94 | 28.56 | 26.05 | 7.22 |
| k, delay calibration                    |  | 0.50  | 0.50  | 0.50  | 0.11  | 0.11  | 0.11  | 0.11 |
| l, Upstream Filtering Factor            |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               |  | 17.56 | 17.55 | 1.53  | 2.87  | 4.79  | 2.04  | 0.06 |
| d3, Initial Queue Delay [s]             |  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |  |        |        |       |        |        |        |       |
|---------------------------------------|--|--------|--------|-------|--------|--------|--------|-------|
| X, volume / capacity                  |  | 0.87   | 0.87   | 0.29  | 0.78   | 0.85   | 0.85   | 0.24  |
| d, Delay for Lane Group [s/veh]       |  | 44.42  | 44.41  | 23.39 | 30.81  | 33.34  | 28.09  | 7.27  |
| Lane Group LOS                        |  | D      | D      | C     | C      | C      | C      | A     |
| Critical Lane Group                   |  | Yes    | No     | No    | No     | Yes    | Yes    | No    |
| 50th-Percentile Queue Length [veh/ln] |  | 10.26  | 10.26  | 2.04  | 6.56   | 6.90   | 7.80   | 1.67  |
| 50th-Percentile Queue Length [ft/ln]  |  | 256.47 | 256.43 | 51.09 | 164.12 | 172.57 | 195.12 | 41.77 |
| 95th-Percentile Queue Length [veh/ln] |  | 15.51  | 15.51  | 3.68  | 10.77  | 11.21  | 12.39  | 3.01  |
| 95th-Percentile Queue Length [ft/ln]  |  | 387.79 | 387.74 | 91.96 | 269.17 | 280.29 | 309.66 | 75.18 |

**Movement, Approach, & Intersection Results**

|                                 |       |      |      |       |       |       |       |       |       |       |      |      |
|---------------------------------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00  | 0.00 | 0.00 | 44.41 | 44.41 | 23.39 | 0.00  | 31.66 | 33.34 | 28.09 | 7.27 | 0.00 |
| Movement LOS                    |       |      |      | D     | D     | C     |       | C     | C     | C     | A    |      |
| d_A, Approach Delay [s/veh]     | 0.00  |      |      | 41.71 |       |       | 32.08 |       |       | 20.50 |      |      |
| Approach LOS                    | A     |      |      | D     |       |       | C     |       |       | C     |      |      |
| d_I, Intersection Delay [s/veh] | 30.06 |      |      |       |       |       |       |       |       |       |      |      |
| Intersection LOS                | C     |      |      |       |       |       |       |       |       |       |      |      |
| Intersection V/C                | 0.730 |      |      |       |       |       |       |       |       |       |      |      |

**Emissions**

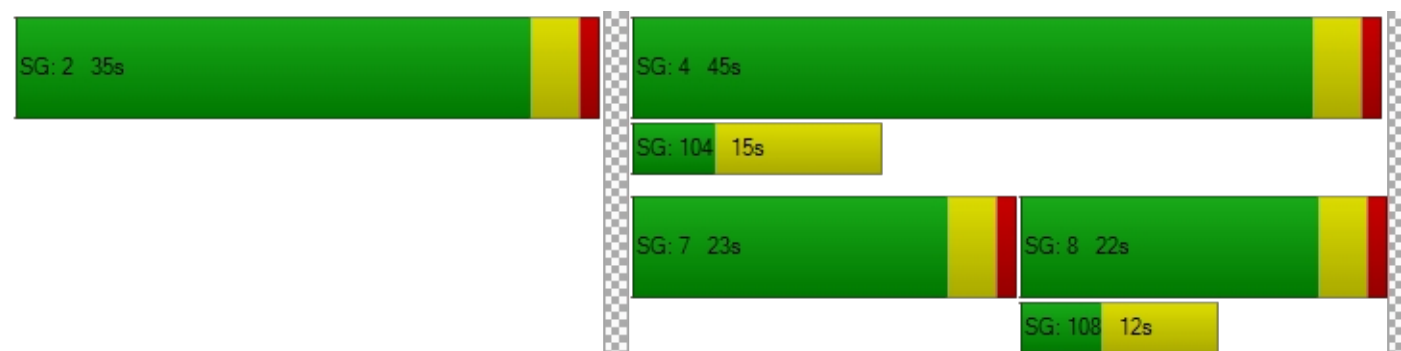
|                              |  |        |        |        |        |        |         |        |
|------------------------------|--|--------|--------|--------|--------|--------|---------|--------|
| Vehicle Miles Traveled [mph] |  | 39.86  | 39.86  | 11.76  | 98.99  | 98.99  | 76.14   | 43.66  |
| Stops [stops/h]              |  | 461.64 | 461.57 | 91.96  | 295.41 | 310.63 | 702.42  | 150.36 |
| Fuel consumption [US gal/h]  |  | 10.13  | 10.13  | 1.97   | 8.79   | 9.13   | 14.88   | 3.82   |
| CO [g/h]                     |  | 708.08 | 707.95 | 137.83 | 614.40 | 638.29 | 1040.14 | 267.11 |
| NOx [g/h]                    |  | 137.77 | 137.74 | 26.82  | 119.54 | 124.19 | 202.37  | 51.97  |
| VOC [g/h]                    |  | 164.10 | 164.07 | 31.94  | 142.39 | 147.93 | 241.06  | 61.90  |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 9.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 31.51 | 31.51 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 2.273 | 2.470 | 0.000 | 0.000 |
| Crosswalk LOS                                            | B     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 0     | 775   | 450   | 1025  |
| d_b, Bicycle Delay [s]                                   | 40.00 | 15.01 | 24.03 | 9.51  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.132 | 3.373 | 2.215 | 2.753 |
| Bicycle LOS                                              | D     | C     | B     | C     |

**Sequence**

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



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## Harvest Landing

Vistro File: C:\...\Harvest Landing\_OY.vistro

Scenario 7 Opening Year II PP AM

Report File: C:\...\OY II PP AM.pdf

12/2/2024

**Intersection Analysis Summary**

| ID | Intersection Name      | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 15 | Placentia Ave/I-215 NB | Signalized   | HCM 7th Edition | EB Left    | 0.620 | 14.2          | B   |
| 16 | Placentia Ave/I-215 SB | Signalized   | HCM 7th Edition | EB Thru    | 0.638 | 22.1          | C   |
| 28 | Nuevo Rd/I-215 NB      | Signalized   | HCM 7th Edition | EB Left    | 0.651 | 21.6          | C   |
| 29 | NuevoRd/I-215 SB       | Signalized   | HCM 7th Edition | SB Left    | 0.698 | 29.4          | C   |

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

**Intersection Level Of Service Report**  
**Intersection 15: Placentia Ave/I-215 NB**Control Type:  
Analysis Method:  
Analysis Period:Signalized  
HCM 7th Edition  
15 minutesDelay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):14.2  
B  
0.620**Intersection Setup**

| Name                         | I-215 NB                                                                          |        |        |            |        |        | Placentia Ave                                                                       |        |        | Placentia Ave                                                                       |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |            |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left       | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 2                                                                                 | 0      | 0      | 0          | 0      | 0      | 2                                                                                   | 0      | 0      | 0                                                                                   | 0      | 1      |
| Entry Pocket Length [ft]     | 635.00                                                                            | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 250.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 350.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0          | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00      |        |        | 45.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00       |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        |            |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes        |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        | I-215 NB |        |        |        |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|---------------------------------------------|----------|--------|--------|--------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h]                   | 118      | 28     | 613    | 0      | 0      | 0      | 43            | 361    | 0      | 0             | 307    | 224    |
| Base Volume Adjustment Factor               | 1.0000   | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00     | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00     |        |        |        |        |        |               |        |        |               |        |        |
| Growth Factor                               | 1.2100   | 1.2100 | 1.2100 | 1.0000 | 1.0000 | 1.0000 | 1.2100        | 1.2100 | 1.0000 | 1.0000        | 1.2100 | 1.2100 |
| In-Process Volume [veh/h]                   | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Site-Generated Trips [veh/h]                | 100      | 0      | 728    | 0      | 0      | 0      | 50            | 1067   | 0      | 0             | 326    | 383    |
| Diverted Trips [veh/h]                      | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Other Volume [veh/h]                        | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0        | 0      | 368    | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 164    |
| Total Hourly Volume [veh/h]                 | 243      | 34     | 1102   | 0      | 0      | 0      | 102           | 1504   | 0      | 0             | 697    | 490    |
| Peak Hour Factor                            | 0.8478   | 0.8478 | 0.8478 | 1.0000 | 1.0000 | 1.0000 | 0.8478        | 0.8478 | 1.0000 | 1.0000        | 0.8478 | 0.8478 |
| Other Adjustment Factor                     | 1.0000   | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 72       | 10     | 325    | 0      | 0      | 0      | 30            | 443    | 0      | 0             | 206    | 144    |
| Total Analysis Volume [veh/h]               | 287      | 40     | 1300   | 0      | 0      | 0      | 120           | 1774   | 0      | 0             | 822    | 578    |
| Presence of On-Street Parking               | No       |        | No     |        |        |        | No            |        | No     | No            |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| Bicycle Volume [bicycles/h]                 | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 60                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|-------|-------|-------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| Signal Group                    | 0     | 6     | 0     | 0       | 0       | 0       | 3        | 8       | 0       | 0       | 4       | 0       |
| Auxiliary Signal Groups         |       |       |       |         |         |         |          |         |         |         |         |         |
| Maximum Green [s]               | 0     | 31    | 0     | 0       | 0       | 0       | 5        | 21      | 0       | 0       | 12      | 0       |
| Amber [s]                       | 0.0   | 3.0   | 0.0   | 0.0     | 0.0     | 0.0     | 3.0      | 3.0     | 0.0     | 0.0     | 3.0     | 0.0     |
| All red [s]                     | 0.0   | 1.0   | 0.0   | 0.0     | 0.0     | 0.0     | 1.0      | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0     | 5     | 0     | 0       | 0       | 0       | 0        | 5       | 0       | 0       | 5       | 0       |
| Pedestrian Clearance [s]        | 0     | 10    | 0     | 0       | 0       | 0       | 0        | 10      | 0       | 0       | 7       | 0       |
| Delayed Vehicle Green [s]       | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Rest In Walk                    |       | No    |       |         |         |         |          | No      |         |         | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |      |     |     |     |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Split [s]             | 0   | 21  | 0   | 0   | 0   | 0   | 9    | 39  | 0   | 0   | 30  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | Lead | -   | -   | -   | -   | -   |
| Minimum Green [s]     | 0   | 10  | 0   | 0   | 0   | 0   | 5    | 10  | 0   | 0   | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0  | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Minimum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Maximum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Pedestrian Recall     |     | No  |     |     |     |     | No   | No  |     |     | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              | L     | C     | R     |  | L     | C    | C    | R     |
|-----------------------------------------|-------|-------|-------|--|-------|------|------|-------|
| C, Calculated Cycle Length [s]          | 60    | 60    | 60    |  | 60    | 60   | 60   | 60    |
| L, Total Lost Time per Cycle [s]        | 4.00  | 4.00  | 4.00  |  | 4.00  | 4.00 | 4.00 | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  | 0.00  | 0.00  | 0.00  |  | 0.00  | 0.00 | 0.00 | 0.00  |
| l2, Clearance Lost Time [s]             | 2.00  | 2.00  | 2.00  |  | 2.00  | 2.00 | 2.00 | 2.00  |
| g_i, Effective Green Time [s]           | 12    | 12    | 12    |  | 4     | 40   | 31   | 31    |
| g / C, Green / Cycle                    | 0.21  | 0.21  | 0.21  |  | 0.07  | 0.66 | 0.52 | 0.52  |
| (v / s)_i Volume / Saturation Flow Rate | 0.09  | 0.09  | 0.13  |  | 0.03  | 0.49 | 0.23 | 0.36  |
| s, saturation flow rate [veh/h]         | 1810  | 1831  | 10000 |  | 3514  | 3618 | 3618 | 1615  |
| c, Capacity [veh/h]                     | 373   | 378   | 2063  |  | 258   | 2389 | 1882 | 840   |
| d1, Uniform Delay [s]                   | 20.78 | 20.75 | 21.72 |  | 26.66 | 6.79 | 8.93 | 10.75 |
| k, delay calibration                    | 0.50  | 0.50  | 0.50  |  | 0.11  | 0.11 | 0.11 | 0.31  |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00 | 1.00 | 1.00  |
| d2, Incremental Delay [s]               | 3.71  | 3.59  | 1.47  |  | 1.30  | 0.47 | 0.16 | 2.84  |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  |  | 0.00  | 0.00 | 0.00 | 0.00  |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00 | 1.00 | 1.00  |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00 | 1.00 | 1.00  |

**Lane Group Results**

|                                       |        |        |        |  |       |        |        |        |
|---------------------------------------|--------|--------|--------|--|-------|--------|--------|--------|
| X, volume / capacity                  | 0.44   | 0.43   | 0.63   |  | 0.46  | 0.74   | 0.44   | 0.69   |
| d, Delay for Lane Group [s/veh]       | 24.48  | 24.34  | 23.20  |  | 27.97 | 7.26   | 9.09   | 13.59  |
| Lane Group LOS                        | C      | C      | C      |  | C     | A      | A      | B      |
| Critical Lane Group                   | No     | No     | Yes    |  | No    | Yes    | No     | No     |
| 50th-Percentile Queue Length [veh/ln] | 2.24   | 2.23   | 16.31  |  | 0.79  | 3.79   | 2.75   | 5.25   |
| 50th-Percentile Queue Length [ft/ln]  | 56.11  | 55.86  | 407.71 |  | 19.63 | 94.86  | 68.80  | 131.23 |
| 95th-Percentile Queue Length [veh/ln] | 4.04   | 4.02   | 22.93  |  | 1.41  | 6.83   | 4.95   | 9.01   |
| 95th-Percentile Queue Length [ft/ln]  | 100.99 | 100.55 | 573.29 |  | 35.33 | 170.74 | 123.83 | 225.16 |

**Movement, Approach, & Intersection Results**

|                                 |       |       |       |      |      |      |       |      |      |       |      |       |
|---------------------------------|-------|-------|-------|------|------|------|-------|------|------|-------|------|-------|
| d_M, Delay for Movement [s/veh] | 24.48 | 24.34 | 23.20 | 0.00 | 0.00 | 0.00 | 27.97 | 7.26 | 0.00 | 0.00  | 9.09 | 13.59 |
| Movement LOS                    | C     | C     | C     |      |      |      | C     | A    |      |       | A    | B     |
| d_A, Approach Delay [s/veh]     | 23.44 |       |       | 0.00 |      |      | 8.57  |      |      | 10.95 |      |       |
| Approach LOS                    | C     |       |       | A    |      |      | A     |      |      | B     |      |       |
| d_I, Intersection Delay [s/veh] | 14.16 |       |       |      |      |      |       |      |      |       |      |       |
| Intersection LOS                | B     |       |       |      |      |      |       |      |      |       |      |       |
| Intersection V/C                | 0.620 |       |       |      |      |      |       |      |      |       |      |       |

**Emissions**

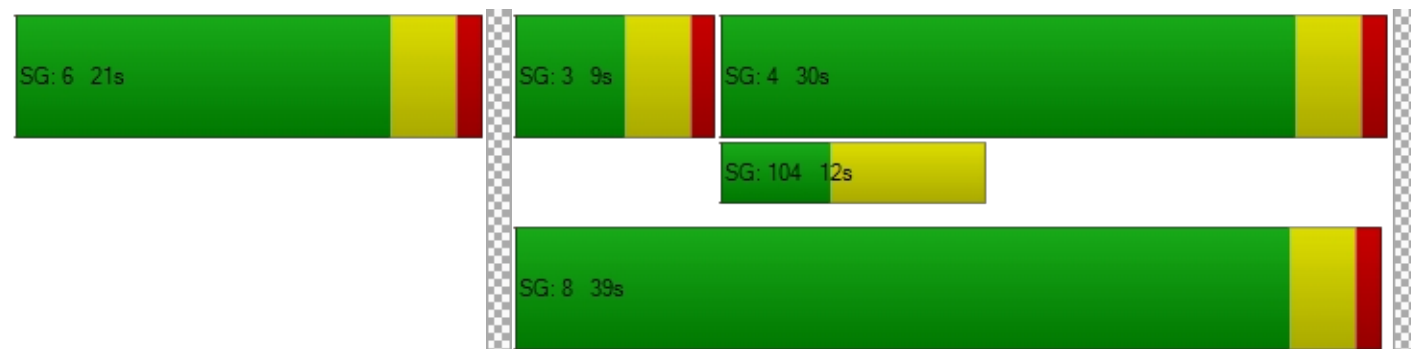
|                              |        |        |         |  |        |         |        |        |
|------------------------------|--------|--------|---------|--|--------|---------|--------|--------|
| Vehicle Miles Traveled [mph] | 24.48  | 24.48  | 194.64  |  | 17.25  | 254.98  | 96.26  | 67.69  |
| Stops [stops/h]              | 134.66 | 134.07 | 978.52  |  | 94.23  | 455.31  | 330.23 | 314.95 |
| Fuel consumption [US gal/h]  | 2.57   | 2.56   | 19.56   |  | 2.45   | 17.02   | 7.31   | 6.13   |
| CO [g/h]                     | 179.39 | 178.83 | 1366.99 |  | 170.96 | 1189.77 | 510.88 | 428.15 |
| NOx [g/h]                    | 34.90  | 34.79  | 265.97  |  | 33.26  | 231.49  | 99.40  | 83.30  |
| VOC [g/h]                    | 41.57  | 41.45  | 316.81  |  | 39.62  | 275.74  | 118.40 | 99.23  |

**Other Modes**

|                                                          |       |  |       |  |       |  |       |
|----------------------------------------------------------|-------|--|-------|--|-------|--|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   |  | 9.0   |  | 0.0   |  | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  |  | 0.00  |  | 0.00  |  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  |  | 0.00  |  | 0.00  |  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  |  | 21.68 |  | 0.00  |  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 |  | 2.214 |  | 0.000 |  | 0.000 |
| Crosswalk LOS                                            | F     |  | B     |  | F     |  | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  |  | 2000  |  | 2000  |  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 567   |  | 0     |  | 1167  |  | 867   |
| d_b, Bicycle Delay [s]                                   | 15.41 |  | 30.00 |  | 5.21  |  | 9.63  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.851 |  | 4.132 |  | 3.122 |  | 2.850 |
| Bicycle LOS                                              | E     |  | D     |  | C     |  | C     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Placentia Ave/I-215 SB**Control Type:  
Analysis Method:  
Analysis Period:Signalized  
HCM 7th Edition  
15 minutesDelay (sec / veh): 22.1  
Level Of Service: C  
Volume to Capacity (v/c): 0.638**Intersection Setup**

| Name                         |            |        |        | I-215 SB   |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|------------------------------|------------|--------|--------|------------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Approach                     | Northbound |        |        | Southbound |        |        | Eastbound     |        |        | Westbound     |        |        |
| Lane Configuration           |            |        |        | ⇐⇐⇐        |        |        | ⇐⇐            |        |        | ⇐⇐⇐           |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left       | Thru   | Right  | Left          | Thru   | Right  | Left          | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00         | 12.00  | 12.00  | 12.00         | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0          | 0      | 0      | 0             | 0      | 1      | 2             | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 100.00        | 100.00 | 300.00 | 270.00        | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0          | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Speed [mph]                  | 30.00      |        |        | 40.00      |        |        | 45.00         |        |        | 45.00         |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00       |        |        | 0.00          |        |        | 0.00          |        |        |
| Curb Present                 |            |        |        | No         |        |        | No            |        |        | No            |        |        |
| Crosswalk                    | No         |        |        | Yes        |        |        | No            |        |        | No            |        |        |

**Volumes**

| Name                                        |        |        |        | I-215 SB |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|---------------------------------------------|--------|--------|--------|----------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h]                   | 0      | 0      | 0      | 187      | 4      | 37     | 0             | 218    | 29     | 130           | 295    | 0      |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00     | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |          |        |        |               |        |        |               |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.2100   | 1.2100 | 1.2100 | 1.0000        | 1.2100 | 1.2100 | 1.2100        | 1.2100 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 32     | 982      | 0      | 100    | 0             | 103    | 50     | 243           | 183    | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 32     | 0        | 0      | 36     | 0             | 0      | 21     | 0             | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 0      | 0      | 32     | 1208     | 5      | 109    | 0             | 367    | 64     | 400           | 540    | 0      |
| Peak Hour Factor                            | 1.0000 | 1.0000 | 1.0000 | 0.8617   | 0.8617 | 0.8617 | 1.0000        | 0.8328 | 0.8328 | 0.8983        | 0.8983 | 1.0000 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 0      | 0      | 8      | 350      | 1      | 32     | 0             | 110    | 19     | 111           | 150    | 0      |
| Total Analysis Volume [veh/h]               | 0      | 0      | 32     | 1402     | 6      | 126    | 0             | 441    | 77     | 445           | 601    | 0      |
| Presence of On-Street Parking               |        |        |        | No       |        | No     | No            |        | No     | No            |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 60                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Permiss | Permiss | Permiss | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss |
|---------------------------------|---------|---------|---------|-------|-------|-------|---------|---------|---------|----------|---------|---------|
| Signal Group                    | 0       | 0       | 0       | 0     | 2     | 0     | 0       | 8       | 0       | 7        | 4       | 0       |
| Auxiliary Signal Groups         |         |         |         |       |       |       |         |         |         |          |         |         |
| Maximum Green [s]               | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 10      | 0       | 28       | 42      | 0       |
| Amber [s]                       | 0.0     | 0.0     | 0.0     | 0.0   | 3.0   | 0.0   | 0.0     | 3.0     | 0.0     | 3.0      | 3.0     | 0.0     |
| All red [s]                     | 0.0     | 0.0     | 0.0     | 0.0   | 1.0   | 0.0   | 0.0     | 1.0     | 0.0     | 1.0      | 1.0     | 0.0     |
| Walk [s]                        | 0       | 0       | 0       | 0     | 5     | 0     | 0       | 5       | 0       | 0        | 5       | 0       |
| Pedestrian Clearance [s]        | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 10      | 0       | 0        | 14      | 0       |
| Delayed Vehicle Green [s]       | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Rest In Walk                    |         |         |         |       | No    |       |         | No      |         |          | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Split [s]             | 0   | 0   | 0   | 0   | 14  | 0   | 0   | 14  | 0   | 32   | 46  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | -   | -   | -   | Lead | -   | -   |
| Minimum Green [s]     | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 10  | 0   | 5    | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0  | 3.0 | 0.0 |
| Minimum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Maximum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Pedestrian Recall     |     |     |     |     | No  |     |     | No  |     | No   | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              |  | L     | C     | R    | C     | R     | L     | C     |
|-----------------------------------------|--|-------|-------|------|-------|-------|-------|-------|
| C, Calculated Cycle Length [s]          |  | 60    | 60    | 60   | 60    | 60    | 60    | 60    |
| L, Total Lost Time per Cycle [s]        |  | 4.00  | 4.00  | 4.00 | 4.00  | 4.00  | 4.00  | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  |  | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00  | 0.00  |
| l2, Clearance Lost Time [s]             |  | 2.00  | 2.00  | 2.00 | 2.00  | 2.00  | 2.00  | 2.00  |
| g_i, Effective Green Time [s]           |  | 27    | 27    | 27   | 10    | 10    | 11    | 25    |
| g / C, Green / Cycle                    |  | 0.46  | 0.46  | 0.46 | 0.17  | 0.17  | 0.18  | 0.41  |
| (v / s)_i Volume / Saturation Flow Rate |  | 0.39  | 0.39  | 0.08 | 0.12  | 0.05  | 0.13  | 0.17  |
| s, saturation flow rate [veh/h]         |  | 1810  | 1810  | 1615 | 3618  | 1615  | 3514  | 3618  |
| c, Capacity [veh/h]                     |  | 826   | 826   | 737  | 606   | 271   | 619   | 1484  |
| d1, Uniform Delay [s]                   |  | 14.51 | 14.51 | 9.62 | 23.68 | 21.83 | 23.32 | 12.51 |
| k, delay calibration                    |  | 0.50  | 0.50  | 0.50 | 0.11  | 0.11  | 0.11  | 0.11  |
| l, Upstream Filtering Factor            |  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  |
| d2, Incremental Delay [s]               |  | 10.83 | 10.80 | 0.50 | 1.69  | 0.57  | 1.59  | 0.18  |
| d3, Initial Queue Delay [s]             |  | 0.00  | 0.00  | 0.00 | 0.00  | 0.00  | 0.00  | 0.00  |
| Rp, platoon ratio                       |  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  |
| PF, progression factor                  |  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  |

**Lane Group Results**

|                                       |  |        |        |       |        |       |        |        |
|---------------------------------------|--|--------|--------|-------|--------|-------|--------|--------|
| X, volume / capacity                  |  | 0.85   | 0.85   | 0.17  | 0.73   | 0.28  | 0.72   | 0.40   |
| d, Delay for Lane Group [s/veh]       |  | 25.34  | 25.31  | 10.12 | 25.37  | 22.40 | 24.91  | 12.69  |
| Lane Group LOS                        |  | C      | C      | B     | C      | C     | C      | B      |
| Critical Lane Group                   |  | Yes    | No     | No    | Yes    | No    | Yes    | No     |
| 50th-Percentile Queue Length [veh/ln] |  | 9.06   | 9.05   | 0.88  | 2.73   | 0.88  | 2.73   | 2.30   |
| 50th-Percentile Queue Length [ft/ln]  |  | 226.46 | 226.29 | 22.07 | 68.28  | 21.91 | 68.28  | 57.50  |
| 95th-Percentile Queue Length [veh/ln] |  | 13.99  | 13.99  | 1.59  | 4.92   | 1.58  | 4.92   | 4.14   |
| 95th-Percentile Queue Length [ft/ln]  |  | 349.86 | 349.64 | 39.72 | 122.90 | 39.44 | 122.90 | 103.50 |

**Movement, Approach, & Intersection Results**

|                                 |       |      |      |       |       |       |       |       |       |       |       |      |
|---------------------------------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| d_M, Delay for Movement [s/veh] | 0.00  | 0.00 | 0.00 | 25.32 | 25.31 | 10.12 | 0.00  | 25.37 | 22.40 | 24.91 | 12.69 | 0.00 |
| Movement LOS                    |       |      |      | C     | C     | B     |       | C     | C     | C     | B     |      |
| d_A, Approach Delay [s/veh]     | 0.00  |      |      | 24.07 |       |       | 24.93 |       |       | 17.89 |       |      |
| Approach LOS                    | A     |      |      | C     |       |       | C     |       |       | B     |       |      |
| d_I, Intersection Delay [s/veh] | 22.13 |      |      |       |       |       |       |       |       |       |       |      |
| Intersection LOS                | C     |      |      |       |       |       |       |       |       |       |       |      |
| Intersection V/C                | 0.638 |      |      |       |       |       |       |       |       |       |       |      |

**Emissions**

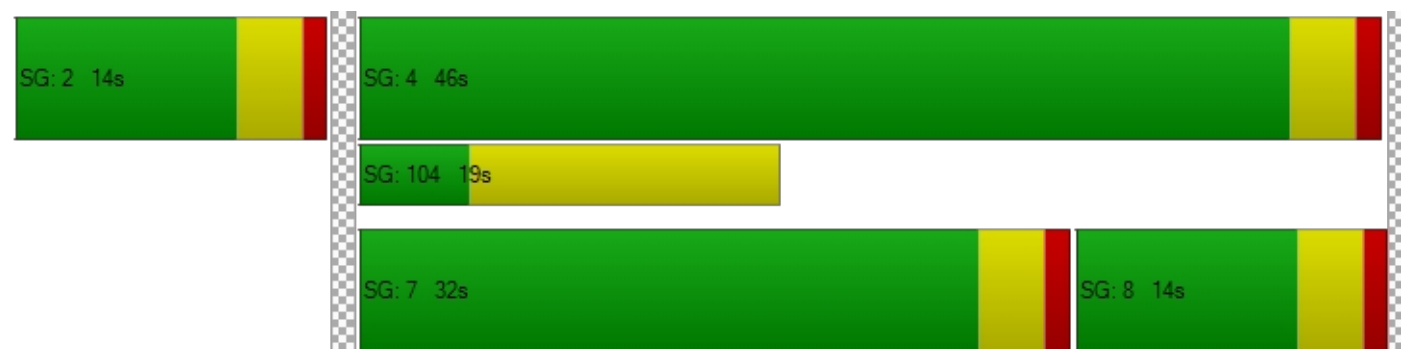
|                              |  |        |        |       |        |       |        |        |
|------------------------------|--|--------|--------|-------|--------|-------|--------|--------|
| Vehicle Miles Traveled [mph] |  | 47.20  | 47.20  | 8.45  | 50.20  | 8.77  | 63.96  | 86.38  |
| Stops [stops/h]              |  | 543.50 | 543.09 | 52.96 | 327.74 | 52.59 | 327.72 | 276.00 |
| Fuel consumption [US gal/h]  |  | 10.66  | 10.65  | 1.08  | 8.07   | 1.31  | 8.52   | 7.94   |
| CO [g/h]                     |  | 745.12 | 744.53 | 75.66 | 564.27 | 91.25 | 595.74 | 555.35 |
| NOx [g/h]                    |  | 144.97 | 144.86 | 14.72 | 109.79 | 17.75 | 115.91 | 108.05 |
| VOC [g/h]                    |  | 172.69 | 172.55 | 17.53 | 130.78 | 21.15 | 138.07 | 128.71 |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 21.68 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.652 | 0.000 | 0.000 |
| Crosswalk LOS                                            | F     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 0     | 333   | 333   | 1400  |
| d_b, Bicycle Delay [s]                                   | 30.00 | 20.83 | 20.83 | 2.70  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.132 | 4.150 | 2.004 | 2.423 |
| Bicycle LOS                                              | D     | D     | B     | B     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 28: Nuevo Rd/I-215 NB**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
HCM 7th Edition  
15 minutes

Delay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):

21.6  
C  
0.651

**Intersection Setup**

| Name                         |                                                                                   |        |        |            |        |        | NuevoRd                                                                             |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |            |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left       | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 2      | 0          | 0      | 0      | 1                                                                                   | 0      | 0      | 0                                                                                   | 0      | 1      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 400.00 | 100.00     | 100.00 | 100.00 | 125.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0          | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 40.00                                                                             |        |        | 30.00      |        |        | 40.00                                                                               |        |        | 40.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00       |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        |            |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes        |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        | NuevoRd |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|---------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 192    | 0      | 423    | 0      | 0      | 0      | 69      | 686    | 0      | 0      | 719    | 372    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |         |        |        |        |        |        |
| Growth Factor                               | 1.2100 | 1.2100 | 1.2100 | 1.0000 | 1.0000 | 1.0000 | 1.2100  | 1.2100 | 1.0000 | 1.0000 | 1.2100 | 1.2100 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 89     | 0      | 328    | 0      | 0      | 0      | 45      | 194    | 0      | 0      | 315    | 169    |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 210    | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 155    |
| Total Hourly Volume [veh/h]                 | 321    | 0      | 630    | 0      | 0      | 0      | 128     | 1024   | 0      | 0      | 1185   | 464    |
| Peak Hour Factor                            | 0.8887 | 0.8887 | 0.8887 | 1.0000 | 1.0000 | 1.0000 | 0.8887  | 0.8887 | 1.0000 | 1.0000 | 0.8887 | 0.8887 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 90     | 0      | 177    | 0      | 0      | 0      | 36      | 288    | 0      | 0      | 333    | 131    |
| Total Analysis Volume [veh/h]               | 361    | 0      | 709    | 0      | 0      | 0      | 144     | 1152   | 0      | 0      | 1333   | 522    |
| Presence of On-Street Parking               | No     |        | No     |        |        |        | No      |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 80                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|-------|-------|-------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| Signal Group                    | 0     | 6     | 0     | 0       | 0       | 0       | 3        | 8       | 0       | 0       | 4       | 0       |
| Auxiliary Signal Groups         |       |       |       |         |         |         |          |         |         |         |         |         |
| Maximum Green [s]               | 0     | 17    | 0     | 0       | 0       | 0       | 5        | 35      | 0       | 0       | 26      | 0       |
| Amber [s]                       | 0.0   | 3.0   | 0.0   | 0.0     | 0.0     | 0.0     | 3.0      | 3.0     | 0.0     | 0.0     | 3.0     | 0.0     |
| All red [s]                     | 0.0   | 1.0   | 0.0   | 0.0     | 0.0     | 0.0     | 1.0      | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0     | 5     | 0     | 0       | 0       | 0       | 0        | 5       | 0       | 0       | 5       | 0       |
| Pedestrian Clearance [s]        | 0     | 10    | 0     | 0       | 0       | 0       | 0        | 10      | 0       | 0       | 7       | 0       |
| Delayed Vehicle Green [s]       | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Rest In Walk                    |       | No    |       |         |         |         |          | No      |         |         | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |      |     |     |     |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Split [s]             | 0   | 28  | 0   | 0   | 0   | 0   | 12   | 52  | 0   | 0   | 40  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | Lead | -   | -   | -   | -   | -   |
| Minimum Green [s]     | 0   | 10  | 0   | 0   | 0   | 0   | 5    | 10  | 0   | 0   | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0  | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Minimum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Maximum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Pedestrian Recall     |     | No  |     |     |     |     | No   | No  |     |     | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              | C     | R     |  | L     | C     | C     | R     |
|-----------------------------------------|-------|-------|--|-------|-------|-------|-------|
| C, Calculated Cycle Length [s]          | 80    | 80    |  | 80    | 80    | 80    | 80    |
| L, Total Lost Time per Cycle [s]        | 4.00  | 4.00  |  | 4.00  | 4.00  | 4.00  | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| l2, Clearance Lost Time [s]             | 2.00  | 2.00  |  | 2.00  | 2.00  | 2.00  | 2.00  |
| g_i, Effective Green Time [s]           | 29    | 29    |  | 8     | 43    | 31    | 31    |
| g / C, Green / Cycle                    | 0.36  | 0.36  |  | 0.10  | 0.54  | 0.39  | 0.39  |
| (v / s)_i Volume / Saturation Flow Rate | 0.20  | 0.25  |  | 0.08  | 0.32  | 0.26  | 0.32  |
| s, saturation flow rate [veh/h]         | 1810  | 2859  |  | 1810  | 3618  | 5176  | 1615  |
| c, Capacity [veh/h]                     | 659   | 1041  |  | 179   | 1938  | 2002  | 625   |
| d1, Uniform Delay [s]                   | 20.19 | 21.50 |  | 35.30 | 12.65 | 20.25 | 22.22 |
| k, delay calibration                    | 0.50  | 0.50  |  | 0.22  | 0.11  | 0.11  | 0.25  |
| l, Upstream Filtering Factor            | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| d2, Incremental Delay [s]               | 3.25  | 3.60  |  | 15.28 | 0.29  | 0.39  | 6.66  |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| Rp, platoon ratio                       | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| PF, progression factor                  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |

**Lane Group Results**

|                                       |        |        |  |        |        |        |        |
|---------------------------------------|--------|--------|--|--------|--------|--------|--------|
| X, volume / capacity                  | 0.55   | 0.68   |  | 0.81   | 0.59   | 0.67   | 0.84   |
| d, Delay for Lane Group [s/veh]       | 23.45  | 25.09  |  | 50.58  | 12.95  | 20.64  | 28.88  |
| Lane Group LOS                        | C      | C      |  | D      | B      | C      | C      |
| Critical Lane Group                   | No     | Yes    |  | Yes    | No     | No     | Yes    |
| 50th-Percentile Queue Length [veh/ln] | 5.46   | 5.60   |  | 3.37   | 5.99   | 6.23   | 9.10   |
| 50th-Percentile Queue Length [ft/ln]  | 136.39 | 140.02 |  | 84.25  | 149.71 | 155.86 | 227.47 |
| 95th-Percentile Queue Length [veh/ln] | 9.29   | 9.48   |  | 6.07   | 10.00  | 10.33  | 14.05  |
| 95th-Percentile Queue Length [ft/ln]  | 232.16 | 237.05 |  | 151.65 | 250.04 | 258.24 | 351.14 |

**Movement, Approach, & Intersection Results**

|                                 |       |       |       |      |      |      |       |       |      |       |       |       |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 23.45 | 23.45 | 25.09 | 0.00 | 0.00 | 0.00 | 50.58 | 12.95 | 0.00 | 0.00  | 20.64 | 28.88 |
| Movement LOS                    | C     | C     | C     |      |      |      | D     | B     |      |       | C     | C     |
| d_A, Approach Delay [s/veh]     | 24.54 |       |       | 0.00 |      |      | 17.13 |       |      | 22.96 |       |       |
| Approach LOS                    | C     |       |       | A    |      |      | B     |       |      | C     |       |       |
| d_I, Intersection Delay [s/veh] | 21.57 |       |       |      |      |      |       |       |      |       |       |       |
| Intersection LOS                | C     |       |       |      |      |      |       |       |      |       |       |       |
| Intersection V/C                | 0.651 |       |       |      |      |      |       |       |      |       |       |       |

**Emissions**

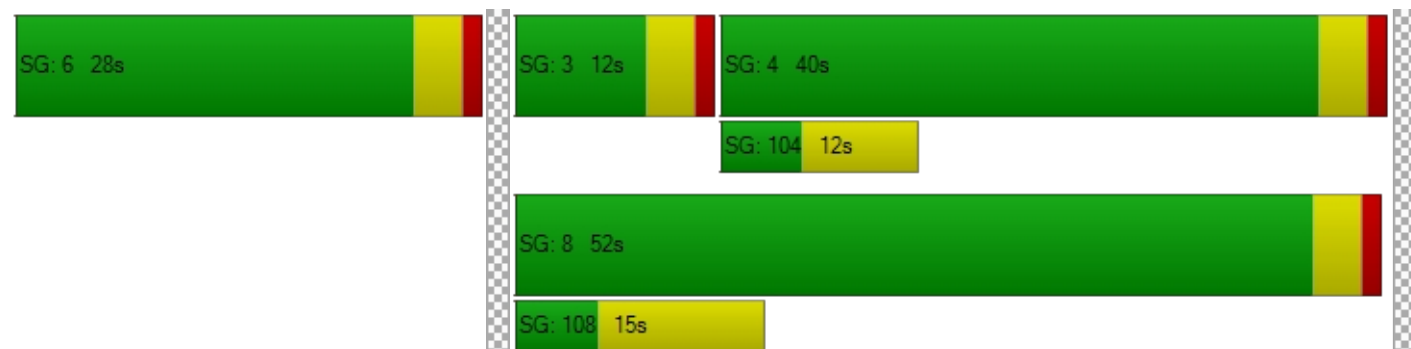
|                              |        |        |  |        |        |         |        |
|------------------------------|--------|--------|--|--------|--------|---------|--------|
| Vehicle Miles Traveled [mph] | 62.75  | 123.24 |  | 11.93  | 95.44  | 73.26   | 28.69  |
| Stops [stops/h]              | 245.51 | 504.06 |  | 151.65 | 538.95 | 841.66  | 409.44 |
| Fuel consumption [US gal/h]  | 6.38   | 12.99  |  | 3.40   | 11.75  | 16.49   | 8.12   |
| CO [g/h]                     | 446.09 | 907.75 |  | 237.60 | 821.22 | 1152.71 | 567.40 |
| NOx [g/h]                    | 86.79  | 176.62 |  | 46.23  | 159.78 | 224.28  | 110.40 |
| VOC [g/h]                    | 103.39 | 210.38 |  | 55.07  | 190.33 | 267.15  | 131.50 |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 9.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 31.51 | 31.51 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 2.789 | 2.111 | 0.000 | 0.000 |
| Crosswalk LOS                                            | C     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 600   | 0     | 1200  | 900   |
| d_b, Bicycle Delay [s]                                   | 19.60 | 40.00 | 6.40  | 12.10 |
| I_b,int, Bicycle LOS Score for Intersection              | 3.672 | 4.132 | 2.629 | 2.665 |
| Bicycle LOS                                              | D     | D     | B     | B     |

**Sequence**

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



Intersection Level Of Service Report  
Intersection 29: NuevoRd/I-215 SB

|                  |                 |                           |       |
|------------------|-----------------|---------------------------|-------|
| Control Type:    | Signalized      | Delay (sec / veh):        | 29.4  |
| Analysis Method: | HCM 7th Edition | Level Of Service:         | C     |
| Analysis Period: | 15 minutes      | Volume to Capacity (v/c): | 0.698 |

|                              |            |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
|------------------------------|------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Intersection Setup           |            |        |        |                                                                                   |        |        |                                                                                     |        |        |                                                                                     |        |        |
| Name                         |            |        |        | I-215 SB                                                                          |        |        | NuevoRd                                                                             |        |        | NuevoRd                                                                             |        |        |
| Approach                     | Northbound |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |            |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0                                                                                 | 0      | 1      | 0                                                                                   | 0      | 0      | 1                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 250.00 | 100.00                                                                              | 100.00 | 100.00 | 115.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00      |        |        | 40.00                                                                             |        |        | 40.00                                                                               |        |        | 40.00                                                                               |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 |            |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | Yes        |        |        | Yes                                                                               |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        | I-215 SB |        |        | NuevoRd |        |        | NuevoRd |        |        |
|---------------------------------------------|--------|--------|--------|----------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h]                   | 0      | 0      | 0      | 276      | 1      | 77     | 0       | 479    | 130    | 325     | 586    | 0      |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00     | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |          |        |        |         |        |        |         |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.2100   | 1.2100 | 1.2100 | 1.0000  | 1.2100 | 1.2100 | 1.2100  | 1.2100 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 193      | 0      | 89     | 0       | 46     | 45     | 315     | 89     | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0        | 0      | 46     | 0       | 0      | 51     | 0       | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 0      | 0      | 0      | 527      | 1      | 136    | 0       | 626    | 151    | 708     | 798    | 0      |
| Peak Hour Factor                            | 1.0000 | 1.0000 | 1.0000 | 0.8189   | 0.8189 | 0.8189 | 1.0000  | 0.7346 | 0.7346 | 0.9069  | 0.9069 | 1.0000 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 0      | 0      | 0      | 161      | 0      | 42     | 0       | 213    | 51     | 195     | 220    | 0      |
| Total Analysis Volume [veh/h]               | 0      | 0      | 0      | 644      | 1      | 166    | 0       | 852    | 206    | 781     | 880    | 0      |
| Presence of On-Street Parking               |        |        |        | No       |        | No     | No      |        | No     | No      |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 60                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Permiss | Permiss | Permiss | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss |
|---------------------------------|---------|---------|---------|-------|-------|-------|---------|---------|---------|----------|---------|---------|
| Signal Group                    | 0       | 0       | 0       | 0     | 2     | 0     | 0       | 8       | 0       | 7        | 4       | 0       |
| Auxiliary Signal Groups         |         |         |         |       |       |       |         |         |         |          |         |         |
| Maximum Green [s]               | 0       | 0       | 0       | 0     | 13    | 0     | 0       | 21      | 0       | 14       | 39      | 0       |
| Amber [s]                       | 0.0     | 0.0     | 0.0     | 0.0   | 3.0   | 0.0   | 0.0     | 3.0     | 0.0     | 3.0      | 3.0     | 0.0     |
| All red [s]                     | 0.0     | 0.0     | 0.0     | 0.0   | 1.0   | 0.0   | 0.0     | 1.0     | 0.0     | 1.0      | 1.0     | 0.0     |
| Walk [s]                        | 0       | 0       | 0       | 0     | 5     | 0     | 0       | 5       | 0       | 0        | 5       | 0       |
| Pedestrian Clearance [s]        | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 7       | 0       | 0        | 10      | 0       |
| Delayed Vehicle Green [s]       | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Rest In Walk                    |         |         |         |       | No    |       |         | No      |         |          | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Split [s]             | 0   | 0   | 0   | 0   | 30  | 0   | 0   | 18  | 0   | 12   | 30  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | -   | -   | -   | Lead | -   | -   |
| Minimum Green [s]     | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 10  | 0   | 5    | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0  | 3.0 | 0.0 |
| Minimum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Maximum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Pedestrian Recall     |     |     |     |     | No  |     |     | No  |     | No   | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              |  | L     | C     | R     | C     | C     | L     | C    |
|-----------------------------------------|--|-------|-------|-------|-------|-------|-------|------|
| C, Calculated Cycle Length [s]          |  | 60    | 60    | 60    | 60    | 60    | 60    | 60   |
| L, Total Lost Time per Cycle [s]        |  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00  | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s]  |  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| l2, Clearance Lost Time [s]             |  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00  | 2.00 |
| g_i, Effective Green Time [s]           |  | 10    | 10    | 10    | 21    | 21    | 17    | 42   |
| g / C, Green / Cycle                    |  | 0.17  | 0.17  | 0.17  | 0.35  | 0.35  | 0.28  | 0.70 |
| (v / s)_i Volume / Saturation Flow Rate |  | 0.18  | 0.18  | 0.10  | 0.28  | 0.30  | 0.22  | 0.24 |
| s, saturation flow rate [veh/h]         |  | 1810  | 1810  | 1615  | 1900  | 1778  | 3514  | 3618 |
| c, Capacity [veh/h]                     |  | 309   | 310   | 276   | 667   | 624   | 976   | 2517 |
| d1, Uniform Delay [s]                   |  | 24.87 | 24.87 | 22.98 | 17.50 | 17.98 | 20.12 | 3.67 |
| k, delay calibration                    |  | 0.50  | 0.50  | 0.50  | 0.11  | 0.11  | 0.11  | 0.11 |
| l, Upstream Filtering Factor            |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               |  | 62.53 | 62.50 | 9.33  | 2.18  | 3.29  | 1.57  | 0.08 |
| d3, Initial Queue Delay [s]             |  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  |  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |  |        |        |        |        |        |        |       |
|---------------------------------------|--|--------|--------|--------|--------|--------|--------|-------|
| X, volume / capacity                  |  | 1.04   | 1.04   | 0.60   | 0.79   | 0.85   | 0.80   | 0.35  |
| d, Delay for Lane Group [s/veh]       |  | 87.40  | 87.37  | 32.31  | 19.68  | 21.27  | 21.69  | 3.76  |
| Lane Group LOS                        |  | F      | F      | C      | B      | C      | C      | A     |
| Critical Lane Group                   |  | Yes    | No     | No     | No     | Yes    | Yes    | No    |
| 50th-Percentile Queue Length [veh/ln] |  | 9.29   | 9.29   | 2.66   | 5.88   | 6.20   | 4.57   | 1.03  |
| 50th-Percentile Queue Length [ft/ln]  |  | 232.36 | 232.34 | 66.45  | 147.06 | 154.99 | 114.30 | 25.67 |
| 95th-Percentile Queue Length [veh/ln] |  | 14.58  | 14.58  | 4.78   | 9.86   | 10.28  | 8.08   | 1.85  |
| 95th-Percentile Queue Length [ft/ln]  |  | 364.41 | 364.38 | 119.62 | 246.50 | 257.07 | 201.97 | 46.20 |

**Movement, Approach, & Intersection Results**

|                                 |       |      |      |       |       |       |       |       |       |       |      |      |
|---------------------------------|-------|------|------|-------|-------|-------|-------|-------|-------|-------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00  | 0.00 | 0.00 | 87.39 | 87.37 | 32.31 | 0.00  | 20.28 | 21.27 | 21.69 | 3.76 | 0.00 |
| Movement LOS                    |       |      |      | F     | F     | C     |       | C     | C     | C     | A    |      |
| d_A, Approach Delay [s/veh]     | 0.00  |      |      | 76.11 |       |       | 20.47 |       |       | 12.19 |      |      |
| Approach LOS                    | A     |      |      | E     |       |       | C     |       |       | B     |      |      |
| d_I, Intersection Delay [s/veh] | 29.36 |      |      |       |       |       |       |       |       |       |      |      |
| Intersection LOS                | C     |      |      |       |       |       |       |       |       |       |      |      |
| Intersection V/C                | 0.698 |      |      |       |       |       |       |       |       |       |      |      |

**Emissions**

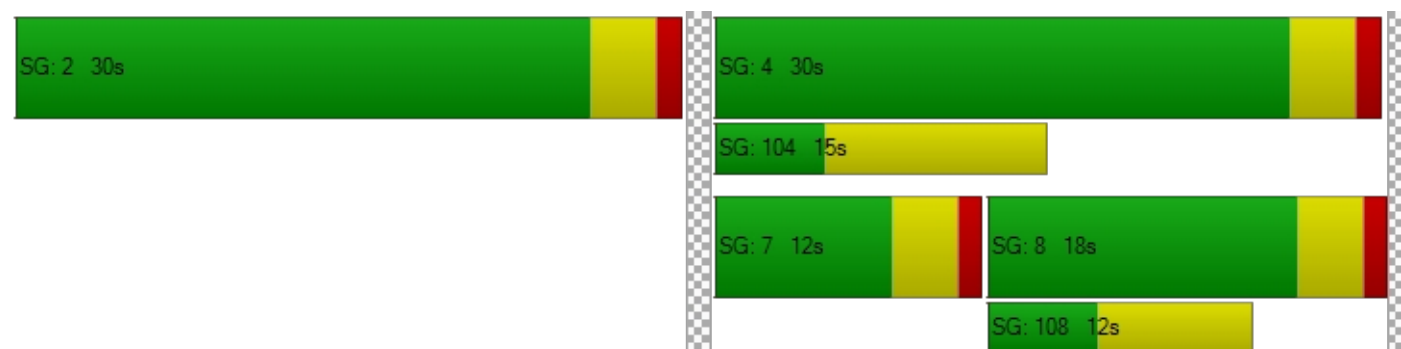
|                              |  |        |        |        |        |        |        |        |
|------------------------------|--|--------|--------|--------|--------|--------|--------|--------|
| Vehicle Miles Traveled [mph] |  | 27.88  | 27.89  | 14.35  | 140.20 | 140.20 | 64.70  | 72.91  |
| Stops [stops/h]              |  | 557.66 | 557.63 | 159.49 | 352.95 | 371.97 | 548.65 | 123.21 |
| Fuel consumption [US gal/h]  |  | 12.21  | 12.21  | 3.17   | 10.61  | 10.97  | 11.16  | 4.49   |
| CO [g/h]                     |  | 853.63 | 853.54 | 221.75 | 741.48 | 766.53 | 779.74 | 314.16 |
| NOx [g/h]                    |  | 166.09 | 166.07 | 43.14  | 144.26 | 149.14 | 151.71 | 61.12  |
| VOC [g/h]                    |  | 197.84 | 197.82 | 51.39  | 171.84 | 177.65 | 180.71 | 72.81  |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 9.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 21.68 | 21.68 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 2.202 | 2.358 | 0.000 | 0.000 |
| Crosswalk LOS                                            | B     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 0     | 867   | 467   | 867   |
| d_b, Bicycle Delay [s]                                   | 30.00 | 9.63  | 17.63 | 9.63  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.132 | 2.974 | 2.475 | 2.930 |
| Bicycle LOS                                              | D     | C     | B     | C     |

**Sequence**

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



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## Harvest Landing

Vistro File: C:\...\Harvest Landing\_OY.vistro

Scenario 8 Opening Year II PP PM

Report File: C:\...\OY II PP PM.pdf

12/2/2024

**Intersection Analysis Summary**

| ID | Intersection Name      | Control Type | Method          | Worst Mvmt | V/C   | Delay (s/veh) | LOS |
|----|------------------------|--------------|-----------------|------------|-------|---------------|-----|
| 15 | Placentia Ave/I-215 NB | Signalized   | HCM 7th Edition | EB Left    | 0.860 | 23.4          | C   |
| 16 | Placentia Ave/I-215 SB | Signalized   | HCM 7th Edition | SB Left    | 0.800 | 71.0          | E   |
| 28 | Nuevo Rd/I-215 NB      | Signalized   | HCM 7th Edition | EB Left    | 0.732 | 24.1          | C   |
| 29 | NuevoRd/I-215 SB       | Signalized   | HCM 7th Edition | SB Left    | 0.836 | 76.1          | E   |

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

**Intersection Level Of Service Report**  
**Intersection 15: Placentia Ave/I-215 NB**Control Type:  
Analysis Method:  
Analysis Period:Signalized  
HCM 7th Edition  
15 minutesDelay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):23.4  
C  
0.860**Intersection Setup**

| Name                         | I-215 NB                                                                          |        |        |            |        |        | Placentia Ave                                                                       |        |        | Placentia Ave                                                                       |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |            |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left       | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 2                                                                                 | 0      | 0      | 0          | 0      | 0      | 2                                                                                   | 0      | 0      | 0                                                                                   | 0      | 1      |
| Entry Pocket Length [ft]     | 635.00                                                                            | 100.00 | 100.00 | 100.00     | 100.00 | 100.00 | 250.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 350.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0          | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00                                                                             |        |        | 30.00      |        |        | 45.00                                                                               |        |        | 30.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00       |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        |            |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No                                                                                |        |        | Yes        |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        | I-215 NB |        |        |        |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|---------------------------------------------|----------|--------|--------|--------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h]                   | 34       | 3      | 170    | 0      | 0      | 0      | 46            | 522    | 0      | 0             | 421    | 257    |
| Base Volume Adjustment Factor               | 1.0000   | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00     | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00     |        |        |        |        |        |               |        |        |               |        |        |
| Growth Factor                               | 1.2100   | 1.2100 | 1.2100 | 1.0000 | 1.0000 | 1.0000 | 1.2100        | 1.2100 | 1.0000 | 1.0000        | 1.2100 | 1.2100 |
| In-Process Volume [veh/h]                   | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Site-Generated Trips [veh/h]                | 70       | 0      | 431    | 0      | 0      | 0      | 107           | 712    | 0      | 0             | 806    | 1065   |
| Diverted Trips [veh/h]                      | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Other Volume [veh/h]                        | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0        | 0      | 159    | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 344    |
| Total Hourly Volume [veh/h]                 | 111      | 4      | 478    | 0      | 0      | 0      | 163           | 1344   | 0      | 0             | 1315   | 1032   |
| Peak Hour Factor                            | 0.8655   | 0.8655 | 0.8655 | 1.0000 | 1.0000 | 1.0000 | 0.9008        | 0.9008 | 1.0000 | 1.0000        | 0.8591 | 0.8591 |
| Other Adjustment Factor                     | 1.0000   | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 32       | 1      | 138    | 0      | 0      | 0      | 45            | 373    | 0      | 0             | 383    | 300    |
| Total Analysis Volume [veh/h]               | 128      | 5      | 552    | 0      | 0      | 0      | 181           | 1492   | 0      | 0             | 1531   | 1201   |
| Presence of On-Street Parking               | No       |        | No     |        |        |        | No            |        | No     | No            |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0        | 0      | 0      | 0      | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |
| Bicycle Volume [bicycles/h]                 | 0        |        |        | 0      |        |        | 0             |        |        | 0             |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 120                                   |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|-------|-------|-------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| Signal Group                    | 0     | 6     | 0     | 0       | 0       | 0       | 3        | 8       | 0       | 0       | 4       | 0       |
| Auxiliary Signal Groups         |       |       |       |         |         |         |          |         |         |         |         |         |
| Maximum Green [s]               | 0     | 10    | 0     | 0       | 0       | 0       | 6        | 92      | 0       | 0       | 82      | 0       |
| Amber [s]                       | 0.0   | 3.0   | 0.0   | 0.0     | 0.0     | 0.0     | 3.0      | 3.0     | 0.0     | 0.0     | 3.0     | 0.0     |
| All red [s]                     | 0.0   | 1.0   | 0.0   | 0.0     | 0.0     | 0.0     | 1.0      | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0     | 5     | 0     | 0       | 0       | 0       | 0        | 5       | 0       | 0       | 5       | 0       |
| Pedestrian Clearance [s]        | 0     | 10    | 0     | 0       | 0       | 0       | 0        | 10      | 0       | 0       | 7       | 0       |
| Delayed Vehicle Green [s]       | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Rest In Walk                    |       | No    |       |         |         |         |          | No      |         |         | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |      |     |     |     |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Split [s]             | 0   | 15  | 0   | 0   | 0   | 0   | 79   | 105 | 0   | 0   | 26  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | Lead | -   | -   | -   | -   | -   |
| Minimum Green [s]     | 0   | 10  | 0   | 0   | 0   | 0   | 5    | 10  | 0   | 0   | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0  | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Minimum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Maximum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Pedestrian Recall     |     | No  |     |     |     |     | No   | No  |     |     | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              | L     | C     | R     |  | L     | C    | C    | R     |
|-----------------------------------------|-------|-------|-------|--|-------|------|------|-------|
| C, Calculated Cycle Length [s]          | 120   | 120   | 120   |  | 120   | 120  | 120  | 120   |
| L, Total Lost Time per Cycle [s]        | 4.00  | 4.00  | 4.00  |  | 4.00  | 4.00 | 4.00 | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  | 0.00  | 0.00  | 0.00  |  | 0.00  | 0.00 | 0.00 | 0.00  |
| l2, Clearance Lost Time [s]             | 2.00  | 2.00  | 2.00  |  | 2.00  | 2.00 | 2.00 | 2.00  |
| g_i, Effective Green Time [s]           | 11    | 11    | 11    |  | 9     | 101  | 88   | 88    |
| g / C, Green / Cycle                    | 0.09  | 0.09  | 0.09  |  | 0.07  | 0.84 | 0.74 | 0.74  |
| (v / s)_i Volume / Saturation Flow Rate | 0.04  | 0.04  | 0.06  |  | 0.05  | 0.41 | 0.42 | 0.74  |
| s, saturation flow rate [veh/h]         | 1810  | 1816  | 8500  |  | 3514  | 3618 | 3618 | 1615  |
| c, Capacity [veh/h]                     | 169   | 169   | 793   |  | 250   | 3039 | 2661 | 1188  |
| d1, Uniform Delay [s]                   | 51.20 | 51.20 | 52.75 |  | 54.58 | 2.61 | 7.28 | 15.87 |
| k, delay calibration                    | 0.50  | 0.50  | 0.50  |  | 0.11  | 0.11 | 0.11 | 0.49  |
| l, Upstream Filtering Factor            | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00 | 1.00 | 1.00  |
| d2, Incremental Delay [s]               | 6.74  | 6.71  | 5.01  |  | 3.95  | 0.12 | 0.20 | 28.58 |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  | 0.00  |  | 0.00  | 0.00 | 0.00 | 0.00  |
| Rp, platoon ratio                       | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00 | 1.00 | 1.00  |
| PF, progression factor                  | 1.00  | 1.00  | 1.00  |  | 1.00  | 1.00 | 1.00 | 1.00  |

**Lane Group Results**

|                                       |       |       |        |  |        |        |        |         |
|---------------------------------------|-------|-------|--------|--|--------|--------|--------|---------|
| X, volume / capacity                  | 0.39  | 0.39  | 0.70   |  | 0.72   | 0.49   | 0.58   | 1.01    |
| d, Delay for Lane Group [s/veh]       | 57.95 | 57.92 | 57.76  |  | 58.53  | 2.74   | 7.47   | 44.44   |
| Lane Group LOS                        | E     | E     | E      |  | E      | A      | A      | F       |
| Critical Lane Group                   | No    | No    | Yes    |  | Yes    | No     | No     | Yes     |
| 50th-Percentile Queue Length [veh/ln] | 2.20  | 2.21  | 17.26  |  | 2.75   | 2.26   | 7.91   | 35.95   |
| 50th-Percentile Queue Length [ft/ln]  | 55.06 | 55.20 | 431.48 |  | 68.78  | 56.55  | 197.71 | 898.70  |
| 95th-Percentile Queue Length [veh/ln] | 3.96  | 3.97  | 24.07  |  | 4.95   | 4.07   | 12.52  | 46.26   |
| 95th-Percentile Queue Length [ft/ln]  | 99.12 | 99.36 | 601.81 |  | 123.81 | 101.79 | 313.01 | 1156.49 |

**Movement, Approach, & Intersection Results**

|                                 |       |       |       |      |      |      |       |      |      |       |      |       |
|---------------------------------|-------|-------|-------|------|------|------|-------|------|------|-------|------|-------|
| d_M, Delay for Movement [s/veh] | 57.95 | 57.92 | 57.76 | 0.00 | 0.00 | 0.00 | 58.53 | 2.74 | 0.00 | 0.00  | 7.47 | 44.44 |
| Movement LOS                    | E     | E     | E     |      |      |      | E     | A    |      |       | A    | F     |
| d_A, Approach Delay [s/veh]     | 57.80 |       |       | 0.00 |      |      | 8.77  |      |      | 23.73 |      |       |
| Approach LOS                    | E     |       |       | A    |      |      | A     |      |      | C     |      |       |
| d_I, Intersection Delay [s/veh] | 23.40 |       |       |      |      |      |       |      |      |       |      |       |
| Intersection LOS                | C     |       |       |      |      |      |       |      |      |       |      |       |
| Intersection V/C                | 0.860 |       |       |      |      |      |       |      |      |       |      |       |

**Emissions**

|                              |        |        |        |  |        |        |        |         |
|------------------------------|--------|--------|--------|--|--------|--------|--------|---------|
| Vehicle Miles Traveled [mph] | 9.94   | 9.97   | 82.65  |  | 26.02  | 214.45 | 179.29 | 140.65  |
| Stops [stops/h]              | 66.08  | 66.24  | 517.77 |  | 165.08 | 135.72 | 474.50 | 1078.44 |
| Fuel consumption [US gal/h]  | 1.56   | 1.56   | 12.75  |  | 5.10   | 9.87   | 12.33  | 22.61   |
| CO [g/h]                     | 108.85 | 109.14 | 891.27 |  | 356.48 | 689.86 | 861.93 | 1580.41 |
| NOx [g/h]                    | 21.18  | 21.23  | 173.41 |  | 69.36  | 134.22 | 167.70 | 307.49  |
| VOC [g/h]                    | 25.23  | 25.29  | 206.56 |  | 82.62  | 159.88 | 199.76 | 366.28  |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 51.34 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.518 | 0.000 | 0.000 |
| Crosswalk LOS                                            | F     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 183   | 0     | 1683  | 367   |
| d_b, Bicycle Delay [s]                                   | 49.50 | 60.00 | 1.50  | 40.02 |
| I_b,int, Bicycle LOS Score for Intersection              | 2.952 | 4.132 | 2.940 | 4.097 |
| Bicycle LOS                                              | C     | D     | C     | D     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 16: Placentia Ave/I-215 SB**Control Type:  
Analysis Method:  
Analysis Period:Signalized  
HCM 7th Edition  
15 minutesDelay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):71.0  
E  
0.800**Intersection Setup**

| Name                         |            |        |        | I-215 SB                                                                          |        |        | Placentia Ave                                                                       |        |        | Placentia Ave                                                                       |        |        |
|------------------------------|------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |            |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 1      | 2                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 300.00 | 270.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00      |        |        | 40.00                                                                             |        |        | 45.00                                                                               |        |        | 45.00                                                                               |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 |            |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | No         |        |        | Yes                                                                               |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        | I-215 SB |        |        | Placentia Ave |        |        | Placentia Ave |        |        |
|---------------------------------------------|--------|--------|--------|----------|--------|--------|---------------|--------|--------|---------------|--------|--------|
| Base Volume Input [veh/h]                   | 0      | 0      | 0      | 343      | 1      | 34     | 0             | 228    | 87     | 292           | 160    | 0      |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00     | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   | 0.00          | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |          |        |        |               |        |        |               |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.2100   | 1.2100 | 1.2100 | 1.0000        | 1.2100 | 1.2100 | 1.2100        | 1.2100 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 18     | 597      | 0      | 70     | 0             | 204    | 107    | 736           | 140    | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 18     | 0        | 0      | 28     | 0             | 0      | 53     | 0             | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 0      | 0      | 18     | 1012     | 1      | 83     | 0             | 480    | 159    | 1089          | 334    | 0      |
| Peak Hour Factor                            | 1.0000 | 1.0000 | 1.0000 | 0.9087   | 0.9087 | 0.9087 | 1.0000        | 0.9128 | 0.9128 | 0.8958        | 0.8958 | 1.0000 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 | 1.0000        | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 0      | 0      | 5      | 278      | 0      | 23     | 0             | 131    | 44     | 304           | 93     | 0      |
| Total Analysis Volume [veh/h]               | 0      | 0      | 18     | 1114     | 1      | 91     | 0             | 526    | 174    | 1216          | 373    | 0      |
| Presence of On-Street Parking               |        |        |        | No       |        | No     | No            |        | No     | No            |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0        | 0      | 0      | 0             | 0      | 0      | 0             | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0        |        |        | 0             |        |        | 0             |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 70                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Permiss | Permiss | Permiss | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss |
|---------------------------------|---------|---------|---------|-------|-------|-------|---------|---------|---------|----------|---------|---------|
| Signal Group                    | 0       | 0       | 0       | 0     | 2     | 0     | 0       | 8       | 0       | 7        | 4       | 0       |
| Auxiliary Signal Groups         |         |         |         |       |       |       |         |         |         |          |         |         |
| Maximum Green [s]               | 0       | 0       | 0       | 0     | 21    | 0     | 0       | 14      | 0       | 23       | 41      | 0       |
| Amber [s]                       | 0.0     | 0.0     | 0.0     | 0.0   | 3.0   | 0.0   | 0.0     | 3.0     | 0.0     | 3.0      | 3.0     | 0.0     |
| All red [s]                     | 0.0     | 0.0     | 0.0     | 0.0   | 1.0   | 0.0   | 0.0     | 1.0     | 0.0     | 1.0      | 1.0     | 0.0     |
| Walk [s]                        | 0       | 0       | 0       | 0     | 5     | 0     | 0       | 5       | 0       | 0        | 5       | 0       |
| Pedestrian Clearance [s]        | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 10      | 0       | 0        | 14      | 0       |
| Delayed Vehicle Green [s]       | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Rest In Walk                    |         |         |         |       | No    |       |         | No      |         |          | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Split [s]             | 0   | 0   | 0   | 0   | 29  | 0   | 0   | 17  | 0   | 24   | 41  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | -   | -   | -   | Lead | -   | -   |
| Minimum Green [s]     | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 10  | 0   | 5    | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0  | 3.0 | 0.0 |
| Minimum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Maximum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Pedestrian Recall     |     |     |     |     | No  |     |     | No  |     | No   | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              |  | L      | C      | R     | C     | R     | L     | C    |
|-----------------------------------------|--|--------|--------|-------|-------|-------|-------|------|
| C, Calculated Cycle Length [s]          |  | 70     | 70     | 70    | 70    | 70    | 70    | 70   |
| L, Total Lost Time per Cycle [s]        |  | 4.00   | 4.00   | 4.00  | 4.00  | 4.00  | 4.00  | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s]  |  | 0.00   | 0.00   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| l2, Clearance Lost Time [s]             |  | 2.00   | 2.00   | 2.00  | 2.00  | 2.00  | 2.00  | 2.00 |
| g_i, Effective Green Time [s]           |  | 16     | 16     | 16    | 13    | 13    | 28    | 46   |
| g / C, Green / Cycle                    |  | 0.24   | 0.24   | 0.24  | 0.19  | 0.19  | 0.40  | 0.65 |
| (v / s)_i Volume / Saturation Flow Rate |  | 0.31   | 0.31   | 0.06  | 0.15  | 0.11  | 0.35  | 0.10 |
| s, saturation flow rate [veh/h]         |  | 1810   | 1810   | 1615  | 3618  | 1615  | 3514  | 3618 |
| c, Capacity [veh/h]                     |  | 428    | 428    | 382   | 685   | 306   | 1415  | 2348 |
| d1, Uniform Delay [s]                   |  | 26.71  | 26.71  | 21.61 | 26.92 | 25.78 | 19.10 | 4.81 |
| k, delay calibration                    |  | 0.50   | 0.50   | 0.50  | 0.11  | 0.11  | 0.11  | 0.11 |
| l, Upstream Filtering Factor            |  | 1.00   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               |  | 151.78 | 151.74 | 1.46  | 1.85  | 1.67  | 1.64  | 0.03 |
| d3, Initial Queue Delay [s]             |  | 0.00   | 0.00   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       |  | 1.00   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  |  | 1.00   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |  |        |        |       |        |        |        |       |
|---------------------------------------|--|--------|--------|-------|--------|--------|--------|-------|
| X, volume / capacity                  |  | 1.30   | 1.30   | 0.24  | 0.77   | 0.57   | 0.86   | 0.16  |
| d, Delay for Lane Group [s/veh]       |  | 178.50 | 178.45 | 23.07 | 28.77  | 27.45  | 20.74  | 4.84  |
| Lane Group LOS                        |  | F      | F      | C     | C      | C      | C      | A     |
| Critical Lane Group                   |  | Yes    | No     | No    | Yes    | No     | Yes    | No    |
| 50th-Percentile Queue Length [veh/ln] |  | 24.53  | 24.53  | 1.27  | 3.93   | 2.52   | 7.78   | 0.68  |
| 50th-Percentile Queue Length [ft/ln]  |  | 613.37 | 613.28 | 31.68 | 98.26  | 63.02  | 194.61 | 17.07 |
| 95th-Percentile Queue Length [veh/ln] |  | 37.31  | 37.31  | 2.28  | 7.07   | 4.54   | 12.36  | 1.23  |
| 95th-Percentile Queue Length [ft/ln]  |  | 932.82 | 932.67 | 57.03 | 176.87 | 113.43 | 309.00 | 30.73 |

**Movement, Approach, & Intersection Results**

|                                 |       |      |      |        |        |       |       |       |       |       |      |      |
|---------------------------------|-------|------|------|--------|--------|-------|-------|-------|-------|-------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00  | 0.00 | 0.00 | 178.47 | 178.45 | 23.07 | 0.00  | 28.77 | 27.45 | 20.74 | 4.84 | 0.00 |
| Movement LOS                    |       |      |      | F      | F      | C     |       | C     | C     | C     | A    |      |
| d_A, Approach Delay [s/veh]     | 0.00  |      |      | 166.75 |        |       | 28.44 |       |       | 17.01 |      |      |
| Approach LOS                    | A     |      |      | F      |        |       | C     |       |       | B     |      |      |
| d_I, Intersection Delay [s/veh] | 70.97 |      |      |        |        |       |       |       |       |       |      |      |
| Intersection LOS                | E     |      |      |        |        |       |       |       |       |       |      |      |
| Intersection V/C                | 0.800 |      |      |        |        |       |       |       |       |       |      |      |

**Emissions**

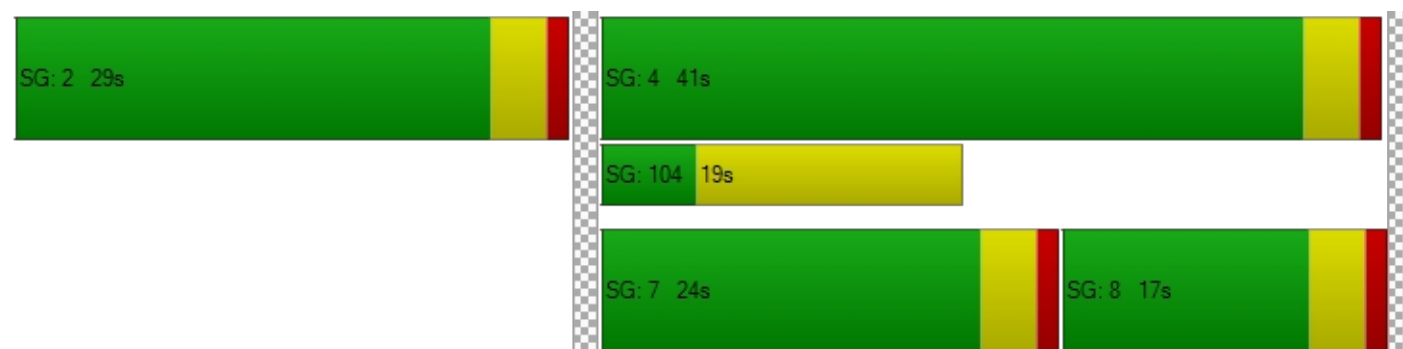
|                              |  |         |         |       |        |        |         |        |
|------------------------------|--|---------|---------|-------|--------|--------|---------|--------|
| Vehicle Miles Traveled [mph] |  | 37.37   | 37.37   | 6.10  | 59.88  | 19.81  | 174.78  | 53.61  |
| Stops [stops/h]              |  | 1261.78 | 1261.60 | 65.17 | 404.27 | 129.63 | 800.67  | 70.25  |
| Fuel consumption [US gal/h]  |  | 33.98   | 33.97   | 1.29  | 10.16  | 3.26   | 21.08   | 3.08   |
| CO [g/h]                     |  | 2375.32 | 2374.82 | 89.89 | 710.11 | 228.07 | 1473.44 | 215.19 |
| NOx [g/h]                    |  | 462.15  | 462.05  | 17.49 | 138.16 | 44.37  | 286.68  | 41.87  |
| VOC [g/h]                    |  | 550.50  | 550.39  | 20.83 | 164.57 | 52.86  | 341.48  | 49.87  |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 0.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 0.00  | 26.58 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 0.000 | 2.504 | 0.000 | 0.000 |
| Crosswalk LOS                                            | F     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 0     | 714   | 371   | 1057  |
| d_b, Bicycle Delay [s]                                   | 35.00 | 14.46 | 23.21 | 7.78  |
| I_b,int, Bicycle LOS Score for Intersection              | 4.132 | 3.596 | 2.181 | 2.871 |
| Bicycle LOS                                              | D     | D     | B     | C     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 28: Nuevo Rd/I-215 NB**

Control Type:  
Analysis Method:  
Analysis Period:

Signalized  
HCM 7th Edition  
15 minutes

Delay (sec / veh): 24.1  
Level Of Service: C  
Volume to Capacity (v/c): 0.732

**Intersection Setup**

| Name                         |                                                                                   |        |        |            |        |        | NuevoRd                                                                             |        |        |                                                                                     |        |        |
|------------------------------|-----------------------------------------------------------------------------------|--------|--------|------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound                                                                        |        |        | Southbound |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |  |        |        |            |        |        |  |        |        |  |        |        |
| Turning Movement             | Left                                                                              | Thru   | Right  | Left       | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00                                                                             | 12.00  | 12.00  | 12.00      | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0                                                                                 | 0      | 2      | 0          | 0      | 0      | 1                                                                                   | 0      | 0      | 0                                                                                   | 0      | 1      |
| Entry Pocket Length [ft]     | 100.00                                                                            | 100.00 | 400.00 | 100.00     | 100.00 | 100.00 | 125.00                                                                              | 100.00 | 100.00 | 100.00                                                                              | 100.00 | 200.00 |
| No. of Lanes in Exit Pocket  | 0                                                                                 | 0      | 0      | 0          | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00                                                                              | 0.00   | 0.00   | 0.00       | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 40.00                                                                             |        |        | 30.00      |        |        | 40.00                                                                               |        |        | 40.00                                                                               |        |        |
| Grade [%]                    | 0.00                                                                              |        |        | 0.00       |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 | No                                                                                |        |        |            |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | Yes                                                                               |        |        | Yes        |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        |        |        |        | NuevoRd |        |        |        |        |        |
|---------------------------------------------|--------|--------|--------|--------|--------|--------|---------|--------|--------|--------|--------|--------|
| Base Volume Input [veh/h]                   | 63     | 4      | 409    | 0      | 0      | 0      | 54      | 686    | 0      | 0      | 750    | 383    |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   | 0.00   | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |        |        |        |         |        |        |        |        |        |
| Growth Factor                               | 1.2100 | 1.2100 | 1.2100 | 1.0000 | 1.0000 | 1.0000 | 1.2100  | 1.2100 | 1.0000 | 1.0000 | 1.2100 | 1.2100 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Site-Generated Trips [veh/h]                | 62     | 0      | 429    | 0      | 0      | 0      | 95      | 264    | 0      | 0      | 529    | 260    |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 231    | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 181    |
| Total Hourly Volume [veh/h]                 | 138    | 5      | 693    | 0      | 0      | 0      | 160     | 1094   | 0      | 0      | 1437   | 542    |
| Peak Hour Factor                            | 0.9006 | 0.9006 | 0.9006 | 1.0000 | 1.0000 | 1.0000 | 0.8783  | 0.8783 | 1.0000 | 1.0000 | 0.9261 | 0.9261 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 38     | 1      | 192    | 0      | 0      | 0      | 46      | 311    | 0      | 0      | 388    | 146    |
| Total Analysis Volume [veh/h]               | 153    | 6      | 770    | 0      | 0      | 0      | 182     | 1246   | 0      | 0      | 1552   | 585    |
| Presence of On-Street Parking               | No     |        | No     |        |        |        | No      |        | No     | No     |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0      | 0      | 0      | 0       | 0      | 0      | 0      | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0      |        |        | 0       |        |        | 0      |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 90                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Permiss | Permiss | Permiss |
|---------------------------------|-------|-------|-------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
| Signal Group                    | 0     | 6     | 0     | 0       | 0       | 0       | 3        | 8       | 0       | 0       | 4       | 0       |
| Auxiliary Signal Groups         |       |       |       |         |         |         |          |         |         |         |         |         |
| Maximum Green [s]               | 0     | 33    | 0     | 0       | 0       | 0       | 12       | 69      | 0       | 0       | 53      | 0       |
| Amber [s]                       | 0.0   | 3.0   | 0.0   | 0.0     | 0.0     | 0.0     | 3.0      | 3.0     | 0.0     | 0.0     | 3.0     | 0.0     |
| All red [s]                     | 0.0   | 1.0   | 0.0   | 0.0     | 0.0     | 0.0     | 1.0      | 1.0     | 0.0     | 0.0     | 1.0     | 0.0     |
| Walk [s]                        | 0     | 5     | 0     | 0       | 0       | 0       | 0        | 5       | 0       | 0       | 5       | 0       |
| Pedestrian Clearance [s]        | 0     | 10    | 0     | 0       | 0       | 0       | 0        | 10      | 0       | 0       | 7       | 0       |
| Delayed Vehicle Green [s]       | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Rest In Walk                    |       | No    |       |         |         |         |          | No      |         |         | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0   | 2.0   | 0.0   | 0.0     | 0.0     | 0.0     | 2.0      | 2.0     | 0.0     | 0.0     | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    | 1.00    | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |      |     |     |     |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|
| Split [s]             | 0   | 30  | 0   | 0   | 0   | 0   | 14   | 60  | 0   | 0   | 46  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | Lead | -   | -   | -   | -   | -   |
| Minimum Green [s]     | 0   | 10  | 0   | 0   | 0   | 0   | 5    | 10  | 0   | 0   | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0  | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Minimum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Maximum Recall        |     | No  |     |     |     |     | No   | No  |     |     | No  |     |
| Pedestrian Recall     |     | No  |     |     |     |     | No   | No  |     |     | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              | C     | R     |  | L     | C     | C     | R     |
|-----------------------------------------|-------|-------|--|-------|-------|-------|-------|
| C, Calculated Cycle Length [s]          | 90    | 90    |  | 90    | 90    | 90    | 90    |
| L, Total Lost Time per Cycle [s]        | 4.00  | 4.00  |  | 4.00  | 4.00  | 4.00  | 4.00  |
| l1_p, Permitted Start-Up Lost Time [s]  | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| l2, Clearance Lost Time [s]             | 2.00  | 2.00  |  | 2.00  | 2.00  | 2.00  | 2.00  |
| g_i, Effective Green Time [s]           | 30    | 30    |  | 10    | 52    | 38    | 38    |
| g / C, Green / Cycle                    | 0.33  | 0.33  |  | 0.11  | 0.58  | 0.42  | 0.42  |
| (v / s)_i Volume / Saturation Flow Rate | 0.09  | 0.27  |  | 0.10  | 0.34  | 0.30  | 0.36  |
| s, saturation flow rate [veh/h]         | 1813  | 2859  |  | 1810  | 3618  | 5176  | 1615  |
| c, Capacity [veh/h]                     | 599   | 945   |  | 201   | 2101  | 2200  | 687   |
| d1, Uniform Delay [s]                   | 22.11 | 27.61 |  | 39.53 | 12.07 | 21.24 | 23.32 |
| k, delay calibration                    | 0.50  | 0.50  |  | 0.22  | 0.11  | 0.11  | 0.18  |
| l, Upstream Filtering Factor            | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| d2, Incremental Delay [s]               | 1.08  | 7.69  |  | 24.29 | 0.27  | 0.42  | 5.07  |
| d3, Initial Queue Delay [s]             | 0.00  | 0.00  |  | 0.00  | 0.00  | 0.00  | 0.00  |
| Rp, platoon ratio                       | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |
| PF, progression factor                  | 1.00  | 1.00  |  | 1.00  | 1.00  | 1.00  | 1.00  |

**Lane Group Results**

|                                       |        |        |  |        |        |        |        |
|---------------------------------------|--------|--------|--|--------|--------|--------|--------|
| X, volume / capacity                  | 0.27   | 0.82   |  | 0.91   | 0.59   | 0.71   | 0.85   |
| d, Delay for Lane Group [s/veh]       | 23.19  | 35.30  |  | 63.82  | 12.34  | 21.67  | 28.40  |
| Lane Group LOS                        | C      | D      |  | E      | B      | C      | C      |
| Critical Lane Group                   | No     | Yes    |  | Yes    | No     | No     | Yes    |
| 50th-Percentile Queue Length [veh/ln] | 2.51   | 8.06   |  | 5.18   | 6.88   | 8.25   | 11.10  |
| 50th-Percentile Queue Length [ft/ln]  | 62.85  | 201.62 |  | 129.45 | 171.98 | 206.18 | 277.47 |
| 95th-Percentile Queue Length [veh/ln] | 4.53   | 12.72  |  | 8.91   | 11.18  | 12.96  | 16.56  |
| 95th-Percentile Queue Length [ft/ln]  | 113.13 | 318.06 |  | 222.74 | 279.51 | 323.92 | 414.06 |

**Movement, Approach, & Intersection Results**

|                                 |       |       |       |      |      |      |       |       |      |       |       |       |
|---------------------------------|-------|-------|-------|------|------|------|-------|-------|------|-------|-------|-------|
| d_M, Delay for Movement [s/veh] | 23.19 | 23.19 | 35.30 | 0.00 | 0.00 | 0.00 | 63.82 | 12.34 | 0.00 | 0.00  | 21.67 | 28.40 |
| Movement LOS                    | C     | C     | D     |      |      |      | E     | B     |      |       | C     | C     |
| d_A, Approach Delay [s/veh]     | 33.23 |       |       | 0.00 |      |      | 18.90 |       |      | 23.51 |       |       |
| Approach LOS                    | C     |       |       | A    |      |      | B     |       |      | C     |       |       |
| d_I, Intersection Delay [s/veh] | 24.05 |       |       |      |      |      |       |       |      |       |       |       |
| Intersection LOS                | C     |       |       |      |      |      |       |       |      |       |       |       |
| Intersection V/C                | 0.732 |       |       |      |      |      |       |       |      |       |       |       |

**Emissions**

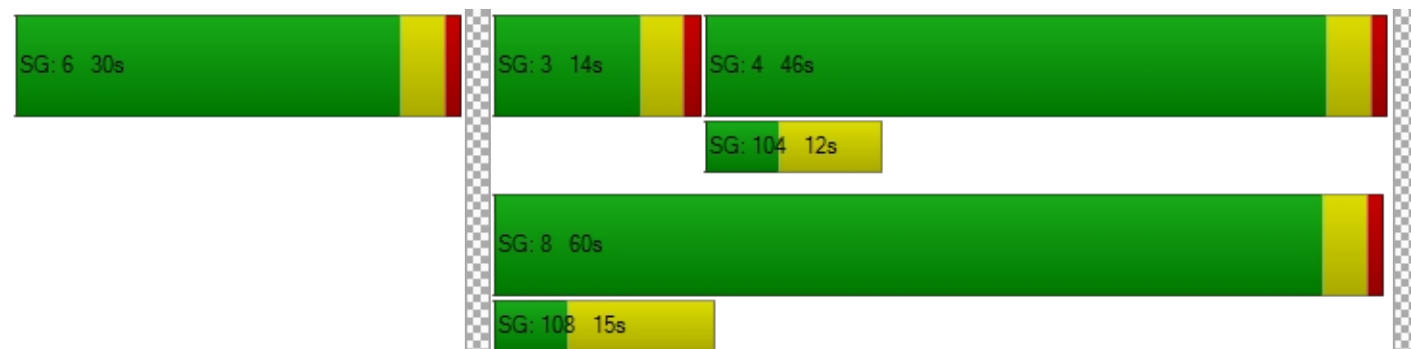
|                              |        |         |  |        |        |         |        |
|------------------------------|--------|---------|--|--------|--------|---------|--------|
| Vehicle Miles Traveled [mph] | 27.64  | 133.84  |  | 15.08  | 103.23 | 85.30   | 32.15  |
| Stops [stops/h]              | 100.56 | 645.19  |  | 207.11 | 550.33 | 989.66  | 443.95 |
| Fuel consumption [US gal/h]  | 2.73   | 16.66   |  | 4.94   | 12.23  | 19.62   | 8.89   |
| CO [g/h]                     | 190.71 | 1164.76 |  | 345.18 | 855.12 | 1371.49 | 621.66 |
| NOx [g/h]                    | 37.10  | 226.62  |  | 67.16  | 166.38 | 266.84  | 120.95 |
| VOC [g/h]                    | 44.20  | 269.94  |  | 80.00  | 198.18 | 317.86  | 144.07 |

**Other Modes**

|                                                          |       |       |       |       |
|----------------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]                       | 9.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft <sup>2</sup> /ped] | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]  | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                                | 36.45 | 36.45 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio            | 2.773 | 2.181 | 0.000 | 0.000 |
| Crosswalk LOS                                            | C     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane            | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h]           | 578   | 0     | 1244  | 933   |
| d_b, Bicycle Delay [s]                                   | 22.76 | 45.00 | 6.42  | 12.80 |
| I_b,int, Bicycle LOS Score for Intersection              | 3.474 | 4.132 | 2.738 | 2.835 |
| Bicycle LOS                                              | C     | D     | B     | C     |

**Sequence**

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



**Intersection Level Of Service Report**  
**Intersection 29: NuevoRd/I-215 SB**Control Type:  
Analysis Method:  
Analysis Period:Signalized  
HCM 7th Edition  
15 minutesDelay (sec / veh):  
Level Of Service:  
Volume to Capacity (v/c):76.1  
E  
0.836**Intersection Setup**

| Name                         |            |        |        | I-215 SB                                                                          |        |        | NuevoRd                                                                             |        |        | NuevoRd                                                                             |        |        |
|------------------------------|------------|--------|--------|-----------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|-------------------------------------------------------------------------------------|--------|--------|
| Approach                     | Northbound |        |        | Southbound                                                                        |        |        | Eastbound                                                                           |        |        | Westbound                                                                           |        |        |
| Lane Configuration           |            |        |        |  |        |        |  |        |        |  |        |        |
| Turning Movement             | Left       | Thru   | Right  | Left                                                                              | Thru   | Right  | Left                                                                                | Thru   | Right  | Left                                                                                | Thru   | Right  |
| Lane Width [ft]              | 12.00      | 12.00  | 12.00  | 12.00                                                                             | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  | 12.00                                                                               | 12.00  | 12.00  |
| No. of Lanes in Entry Pocket | 0          | 0      | 0      | 0                                                                                 | 0      | 1      | 0                                                                                   | 0      | 0      | 1                                                                                   | 0      | 0      |
| Entry Pocket Length [ft]     | 100.00     | 100.00 | 100.00 | 100.00                                                                            | 100.00 | 250.00 | 100.00                                                                              | 100.00 | 100.00 | 115.00                                                                              | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket  | 0          | 0      | 0      | 0                                                                                 | 0      | 0      | 0                                                                                   | 0      | 0      | 0                                                                                   | 0      | 0      |
| Exit Pocket Length [ft]      | 0.00       | 0.00   | 0.00   | 0.00                                                                              | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   | 0.00                                                                                | 0.00   | 0.00   |
| Speed [mph]                  | 30.00      |        |        | 40.00                                                                             |        |        | 40.00                                                                               |        |        | 40.00                                                                               |        |        |
| Grade [%]                    | 0.00       |        |        | 0.00                                                                              |        |        | 0.00                                                                                |        |        | 0.00                                                                                |        |        |
| Curb Present                 |            |        |        | No                                                                                |        |        | No                                                                                  |        |        | No                                                                                  |        |        |
| Crosswalk                    | Yes        |        |        | Yes                                                                               |        |        | No                                                                                  |        |        | No                                                                                  |        |        |

**Volumes**

| Name                                        |        |        |        | I-215 SB |        |        | NuevoRd |        |        | NuevoRd |        |        |
|---------------------------------------------|--------|--------|--------|----------|--------|--------|---------|--------|--------|---------|--------|--------|
| Base Volume Input [veh/h]                   | 0      | 0      | 0      | 487      | 1      | 83     | 0       | 272    | 77     | 486     | 335    | 0      |
| Base Volume Adjustment Factor               | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%]               | 0.00   | 0.00   | 0.00   | 0.00     | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   | 0.00    | 0.00   | 0.00   |
| Proportion of CAVs [%]                      | 0.00   |        |        |          |        |        |         |        |        |         |        |        |
| Growth Factor                               | 1.0000 | 1.0000 | 1.0000 | 1.2100   | 1.2100 | 1.2100 | 1.0000  | 1.2100 | 1.2100 | 1.2100  | 1.2100 | 1.0000 |
| In-Process Volume [veh/h]                   | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Site-Generated Trips [veh/h]                | 0      | 0      | 0      | 263      | 0      | 62     | 0       | 97     | 95     | 527     | 63     | 0      |
| Diverted Trips [veh/h]                      | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Pass-by Trips [veh/h]                       | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Existing Site Adjustment Volume [veh/h]     | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Other Volume [veh/h]                        | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Right Turn on Red Volume [veh/h]            | 0      | 0      | 0      | 0        | 0      | 41     | 0       | 0      | 47     | 0       | 0      | 0      |
| Total Hourly Volume [veh/h]                 | 0      | 0      | 0      | 852      | 1      | 121    | 0       | 426    | 141    | 1115    | 468    | 0      |
| Peak Hour Factor                            | 1.0000 | 1.0000 | 1.0000 | 0.8912   | 0.8912 | 0.8912 | 1.0000  | 0.7591 | 0.7591 | 0.8880  | 0.8880 | 1.0000 |
| Other Adjustment Factor                     | 1.0000 | 1.0000 | 1.0000 | 1.0000   | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 | 1.0000  | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h]              | 0      | 0      | 0      | 239      | 0      | 34     | 0       | 140    | 46     | 314     | 132    | 0      |
| Total Analysis Volume [veh/h]               | 0      | 0      | 0      | 956      | 1      | 136    | 0       | 561    | 186    | 1256    | 527    | 0      |
| Presence of On-Street Parking               |        |        |        | No       |        | No     | No      |        | No     | No      |        | No     |
| On-Street Parking Maneuver Rate [/h]        | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| Local Bus Stopping Rate [/h]                | 0      | 0      | 0      | 0        | 0      | 0      | 0       | 0      | 0      | 0       | 0      | 0      |
| v_do, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_di, Inbound Pedestrian Volume crossing m  | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_co, Outbound Pedestrian Volume crossing   | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_ci, Inbound Pedestrian Volume crossing mi | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| v_ab, Corner Pedestrian Volume [ped/h]      | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |
| Bicycle Volume [bicycles/h]                 | 0      |        |        | 0        |        |        | 0       |        |        | 0       |        |        |

**Intersection Settings**

|                           |                                       |
|---------------------------|---------------------------------------|
| Located in CBD            | No                                    |
| Signal Coordination Group | -                                     |
| Cycle Length [s]          | 80                                    |
| Active Pattern            | Pattern 1                             |
| Coordination Type         | Time of Day Pattern Coordinated       |
| Actuation Type            | Semi-actuated                         |
| Offset [s]                | 0.0                                   |
| Offset Reference          | Lead Green - Beginning of First Green |
| Permissive Mode           | SingleBand                            |
| Lost time [s]             | 0.00                                  |

**Phasing & Timing (Basic)**

| Control Type                    | Permiss | Permiss | Permiss | Split | Split | Split | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss |
|---------------------------------|---------|---------|---------|-------|-------|-------|---------|---------|---------|----------|---------|---------|
| Signal Group                    | 0       | 0       | 0       | 0     | 2     | 0     | 0       | 8       | 0       | 7        | 4       | 0       |
| Auxiliary Signal Groups         |         |         |         |       |       |       |         |         |         |          |         |         |
| Maximum Green [s]               | 0       | 0       | 0       | 0     | 36    | 0     | 0       | 29      | 0       | 33       | 66      | 0       |
| Amber [s]                       | 0.0     | 0.0     | 0.0     | 0.0   | 3.0   | 0.0   | 0.0     | 3.0     | 0.0     | 3.0      | 3.0     | 0.0     |
| All red [s]                     | 0.0     | 0.0     | 0.0     | 0.0   | 1.0   | 0.0   | 0.0     | 1.0     | 0.0     | 1.0      | 1.0     | 0.0     |
| Walk [s]                        | 0       | 0       | 0       | 0     | 5     | 0     | 0       | 5       | 0       | 0        | 5       | 0       |
| Pedestrian Clearance [s]        | 0       | 0       | 0       | 0     | 10    | 0     | 0       | 7       | 0       | 0        | 10      | 0       |
| Delayed Vehicle Green [s]       | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Rest In Walk                    |         |         |         |       | No    |       |         | No      |         |          | No      |         |
| I1, Start-Up Lost Time [s]      | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| I2, Clearance Lost Time [s]     | 0.0     | 0.0     | 0.0     | 0.0   | 2.0   | 0.0   | 0.0     | 2.0     | 0.0     | 2.0      | 2.0     | 0.0     |
| Detector Location [ft]          | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Detector Length [ft]            | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Location [ft] | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| Advanced Detector Length [ft]   | 0.0     | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0     | 0.0     | 0.0     | 0.0      | 0.0     | 0.0     |
| I, Upstream Filtering Factor    | 1.00    | 1.00    | 1.00    | 1.00  | 1.00  | 1.00  | 1.00    | 1.00    | 1.00    | 1.00     | 1.00    | 1.00    |

**Phasing & Timing: Pattern 1**

|                       |     |     |     |     |     |     |     |     |     |      |     |     |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Split [s]             | 0   | 0   | 0   | 0   | 35  | 0   | 0   | 22  | 0   | 23   | 45  | 0   |
| Lead / Lag            | -   | -   | -   | -   | -   | -   | -   | -   | -   | Lead | -   | -   |
| Minimum Green [s]     | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 10  | 0   | 5    | 10  | 0   |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0  | 3.0 | 0.0 |
| Minimum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Maximum Recall        |     |     |     |     | No  |     |     | No  |     | No   | No  |     |
| Pedestrian Recall     |     |     |     |     | No  |     |     | No  |     | No   | No  |     |

**Exclusive Pedestrian Phase**

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

**Lane Group Calculations**

| Lane Group                              |  | L      | C      | R     | C     | C     | L     | C    |
|-----------------------------------------|--|--------|--------|-------|-------|-------|-------|------|
| C, Calculated Cycle Length [s]          |  | 80     | 80     | 80    | 80    | 80    | 80    | 80   |
| L, Total Lost Time per Cycle [s]        |  | 4.00   | 4.00   | 4.00  | 4.00  | 4.00  | 4.00  | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s]  |  | 0.00   | 0.00   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| l2, Clearance Lost Time [s]             |  | 2.00   | 2.00   | 2.00  | 2.00  | 2.00  | 2.00  | 2.00 |
| g_i, Effective Green Time [s]           |  | 15     | 15     | 15    | 20    | 20    | 33    | 57   |
| g / C, Green / Cycle                    |  | 0.19   | 0.19   | 0.19  | 0.25  | 0.25  | 0.41  | 0.71 |
| (v / s)_i Volume / Saturation Flow Rate |  | 0.26   | 0.26   | 0.08  | 0.20  | 0.21  | 0.36  | 0.15 |
| s, saturation flow rate [veh/h]         |  | 1810   | 1810   | 1615  | 1900  | 1747  | 3514  | 3618 |
| c, Capacity [veh/h]                     |  | 344    | 344    | 307   | 477   | 438   | 1437  | 2568 |
| d1, Uniform Delay [s]                   |  | 32.39  | 32.39  | 28.65 | 27.94 | 28.55 | 21.74 | 3.94 |
| k, delay calibration                    |  | 0.50   | 0.50   | 0.50  | 0.11  | 0.11  | 0.11  | 0.11 |
| l, Upstream Filtering Factor            |  | 1.00   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| d2, Incremental Delay [s]               |  | 192.85 | 192.79 | 4.58  | 2.87  | 4.78  | 1.82  | 0.04 |
| d3, Initial Queue Delay [s]             |  | 0.00   | 0.00   | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 |
| Rp, platoon ratio                       |  | 1.00   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |
| PF, progression factor                  |  | 1.00   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 |

**Lane Group Results**

|                                       |  |        |        |        |        |        |        |       |
|---------------------------------------|--|--------|--------|--------|--------|--------|--------|-------|
| X, volume / capacity                  |  | 1.39   | 1.39   | 0.44   | 0.78   | 0.85   | 0.87   | 0.21  |
| d, Delay for Lane Group [s/veh]       |  | 225.24 | 225.18 | 33.23  | 30.81  | 33.33  | 23.56  | 3.98  |
| Lane Group LOS                        |  | F      | F      | C      | C      | C      | C      | A     |
| Critical Lane Group                   |  | Yes    | No     | No     | No     | Yes    | Yes    | No    |
| 50th-Percentile Queue Length [veh/ln] |  | 24.66  | 24.66  | 2.57   | 6.57   | 6.91   | 9.93   | 0.97  |
| 50th-Percentile Queue Length [ft/ln]  |  | 616.54 | 616.46 | 64.22  | 164.18 | 172.63 | 248.16 | 24.25 |
| 95th-Percentile Queue Length [veh/ln] |  | 38.03  | 38.02  | 4.62   | 10.77  | 11.21  | 15.09  | 1.75  |
| 95th-Percentile Queue Length [ft/ln]  |  | 950.67 | 950.53 | 115.60 | 269.25 | 280.37 | 377.34 | 43.65 |

**Movement, Approach, & Intersection Results**

|                                 |       |      |      |        |        |       |       |       |       |       |      |      |
|---------------------------------|-------|------|------|--------|--------|-------|-------|-------|-------|-------|------|------|
| d_M, Delay for Movement [s/veh] | 0.00  | 0.00 | 0.00 | 225.21 | 225.18 | 33.23 | 0.00  | 31.65 | 33.33 | 23.56 | 3.98 | 0.00 |
| Movement LOS                    |       |      |      | F      | F      | C     |       | C     | C     | C     | A    |      |
| d_A, Approach Delay [s/veh]     | 0.00  |      |      | 201.32 |        |       | 32.07 |       |       | 17.77 |      |      |
| Approach LOS                    | A     |      |      | F      |        |       | C     |       |       | B     |      |      |
| d_I, Intersection Delay [s/veh] | 76.10 |      |      |        |        |       |       |       |       |       |      |      |
| Intersection LOS                | E     |      |      |        |        |       |       |       |       |       |      |      |
| Intersection V/C                | 0.836 |      |      |        |        |       |       |       |       |       |      |      |

**Emissions**

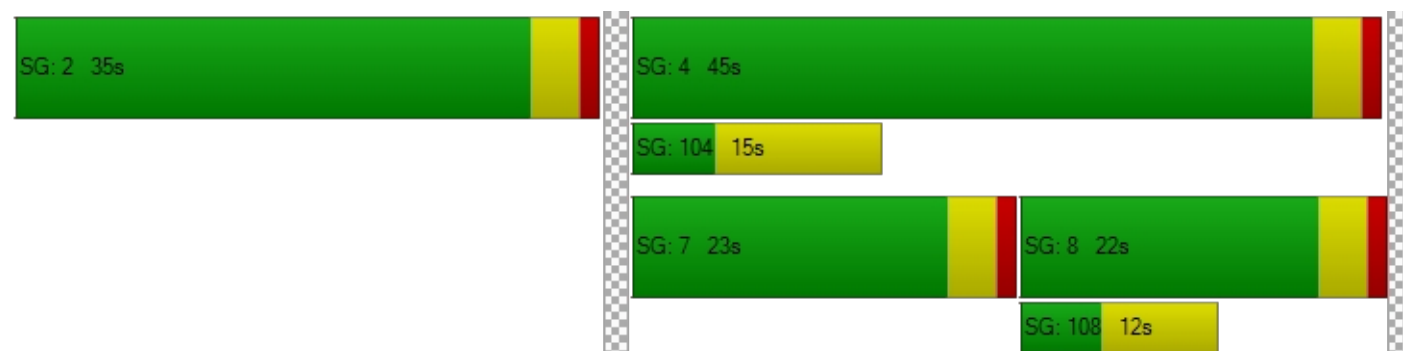
|                              |  |         |         |        |        |        |         |        |
|------------------------------|--|---------|---------|--------|--------|--------|---------|--------|
| Vehicle Miles Traveled [mph] |  | 41.37   | 41.37   | 11.76  | 98.99  | 98.99  | 104.06  | 43.66  |
| Stops [stops/h]              |  | 1109.77 | 1109.62 | 115.60 | 295.53 | 310.74 | 893.39  | 87.30  |
| Fuel consumption [US gal/h]  |  | 34.31   | 34.31   | 2.48   | 8.79   | 9.13   | 18.53   | 2.85   |
| CO [g/h]                     |  | 2398.47 | 2397.96 | 173.10 | 614.46 | 638.33 | 1294.96 | 199.11 |
| NOx [g/h]                    |  | 466.66  | 466.56  | 33.68  | 119.55 | 124.20 | 251.95  | 38.74  |
| VOC [g/h]                    |  | 555.87  | 555.75  | 40.12  | 142.41 | 147.94 | 300.12  | 46.14  |

**Other Modes**

|                                                |       |       |       |       |
|------------------------------------------------|-------|-------|-------|-------|
| g_Walk,mi, Effective Walk Time [s]             | 9.0   | 9.0   | 0.0   | 0.0   |
| M_corner, Corner Circulation Area [ft²/ped]    | 0.00  | 0.00  | 0.00  | 0.00  |
| M_CW, Crosswalk Circulation Area [ft²/ped]     | 0.00  | 0.00  | 0.00  | 0.00  |
| d_p, Pedestrian Delay [s]                      | 31.51 | 31.51 | 0.00  | 0.00  |
| I_p,int, Pedestrian LOS Score for Intersectio  | 2.437 | 2.486 | 0.000 | 0.000 |
| Crosswalk LOS                                  | B     | B     | F     | F     |
| s_b, Saturation Flow Rate of the bicycle lane  | 2000  | 2000  | 2000  | 2000  |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0     | 775   | 450   | 1025  |
| d_b, Bicycle Delay [s]                         | 40.00 | 15.01 | 24.03 | 9.51  |
| I_b,int, Bicycle LOS Score for Intersection    | 4.132 | 3.431 | 2.215 | 3.031 |
| Bicycle LOS                                    | D     | C     | B     | C     |

**Sequence**

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

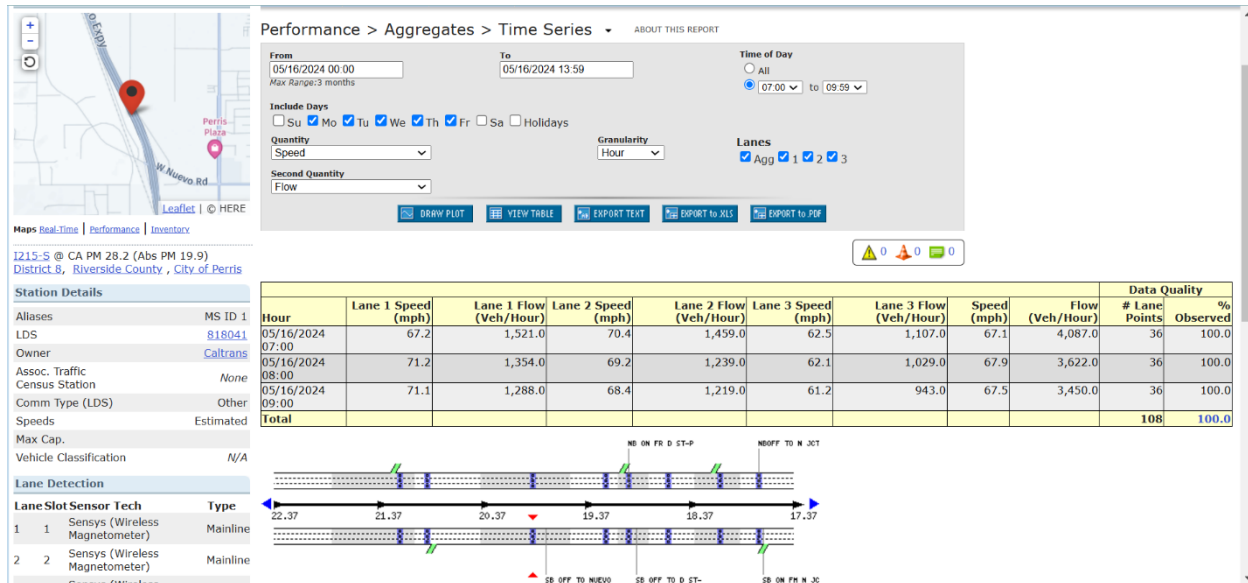


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*ATTACHMENT C – Raw PeMS Data*

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## I-215 SB Ramps/W Nuevo Rd (AM Peak Hours)



## I-215 SB Ramps/W Nuevo Rd (PM Peak Hours)

