Appendix J

Traffic Impact Analysis

TRAFFIC IMPACT ANALYSIS

DEXTER VILLAGE PROJECT

CITY OF LAKE ELSINORE

RIVERSIDE COUNTY, CALIFORNIA

This Traffic Impact Analysis has been prepared under the supervision of
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LSA

April 2025

TRAFFIC IMPACT ANALYSIS

DEXTER VILLAGE PROJECT

LAKE ELSINORE, RIVERSIDE COUNTY, CALIFORNIA

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LIST OF ABBREVIATIONS AND ACRONYMS

AADT	Annual Average Daily Traffic
Caltrans	California Department of Transportation
CA MUTCD	California Manual on Uniform Traffic Control Devices
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
CMP	Congestion Management Plan
HCM	*Highway Capacity Manual*
HCM 7	*Highway Capacity Manual 7th Edition*
HDM	(Caltrans) *Highway Design Manual*
HOV	High Occupancy Vehicle
I-15	Interstate 15
ITE	Institute of Transportation Engineers
LDR	(Caltrans) *Local Development Review Safety Review Practitioner's Guidance*
LOS	Level of Service
mph	Miles Per Hour
MVM	Million Vehicle Miles
NCHRP	National Cooperative Highway Research Program
pc/mi/ln	Passenger cars per mile per lane
PCE	Passenger Car Equivalent
PeMS	(Caltrans) Performance Measurement System
PM	Post Mile
RIRO	Right-In-Right-Out
RIVCOM	Riverside County Transportation Model
RTA	Riverside Transit Agency
SR-74	(State of California) State Route 74
TASAS	Traffic Accident Surveillance and Analysis System
TAZ	Traffic Analysis Zone
TIA	Traffic Impact Analysis
TPA	Transit Priority Area
TUMF	(WRCOG) Transportation Uniform Mitigation Fee
TWLTL	Two-Way Left-Turn Lane
v/c	Volume-to-capacity
VMT	Vehicle Miles Traveled
WRCOG	Western Riverside Council of Governments

1.0 INTRODUCTION

The Traffic Impact Analysis (TIA) has been prepared to assess the potential circulation impacts associated with the proposed Dexter Village Project (project) in Lake Elsinore, California. The project site is located to the east side of Dexter Avenue, between 3rd Street and 2nd Street. The project site is currently vacant. Figure 1-1 illustrates the regional and project location (figures and tables are provided at the end of each chapter).

While Level of Service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, the project will need to demonstrate consistency with the City of Lake Elsinore (City) *General Plan* (General Plan), adopted December 2011, goals and policies since project traffic will be affecting the surrounding roadway circulation network under the jurisdiction of the City. As such, this report has been prepared in accordance with the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Guide* (TIA Guidelines), dated November 2022, for LOS analysis purposes. Furthermore, this report has been prepared in accordance with the requirements for California Department of Transportation (Caltrans) as well as the requirements for the disclosure of potential impacts and mitigation measures pursuant to the California Environmental Quality Act (CEQA). The scope of work for this TIA, including trip generation, trip distribution, study area, and analysis methodologies, has been approved by City staff via the scoping agreement process. A copy of the Scoping Agreement is included in Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following five (5) scenarios:

- Existing Conditions
- Project Completion Conditions (Existing + Ambient + Project)
- Cumulative Conditions (Existing + Ambient + Project + Cumulative Projects)
- General Plan Build-Out Conditions
- General Plan Build-Out Plus Project Conditions

Based on discussion with City staff during the scoping agreement process, General Plan Build-Out and General Plan Build-Out plus project conditions will include the updated roadway geometrics as proposed by Alternative 3 of the Interstate 15 (I-15)/State Route 74 (SR-74 or Central Avenue) Interchange Project, which is estimated to be completed by Year 2030. Alternative 3 of the I-15/SR-74 (Central Avenue) Interchange Project includes the following improvements to the existing roadway geometrics at the existing I-15/SR-74 (Central Avenue) interchange:

- The existing off-ramp to be converted to a right-turn only off-ramp for eastbound travel on SR-74 (Central Avenue).
- Remove the existing on-ramp and add a right-turn only loop off-ramp for westbound travel on SR-74 (Central Avenue).

- Add a set of on- and off-hook ramps on Dexter Avenue north of the existing driveway to the Lake Elsinore Market Place.
- Modify traffic signalization within the vicinity of the interchange project.

Traffic conditions at study intersections were examined for weekday a.m. and p.m. peak-hour conditions. The a.m. peak hour is defined as the one (1) hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one (1) hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Study roadway segments were analyzed using daily traffic volumes and comparisons were made to the daily service volume standards outlined in the City's TIA Guidelines.

1.1 PROJECT DESCRIPTION

The proposed project consists of 137 single-family detached residential dwelling units, 84 single-family attached residential dwelling units, and 230 multifamily attached residential dwelling units. The proposed project's parcel size is approximately 23.05 acres. Figure 1-2 illustrates the conceptual site plan for the proposed project. The project site land use designation in the General Plan is 'Commercial Mixed Use'. As such, the proposed project is consistent with the land use designation for the project parcel as described in the General Plan. The project completion year is anticipated to be 2028.

As illustrated in Figure 1-2, access to the project will be provided via five (5) driveways as described below:

- **Project Driveway 1:** This driveway will be located along 3rd Street on the southwestern portion of the project site. This driveway will operate as a full access driveway and mainly serve as an access point for residents and guests of the multifamily attached dwelling units.
- **Project Driveway 2:** This driveway will be located along 3rd Street on the northwestern portion of the project site. This driveway will primarily operate as an egress-only right-out driveway and serves as an exit point for residents of the multifamily attached dwelling units. This driveway will also allow ingress and egress movements for emergency vehicles only.
- **Project Driveway 3:** This driveway will be located along Dexter Avenue on the southwestern portion of the project site. This driveway will operate as an egress-only driveway and serves as an exit point for residents of the multifamily attached dwelling units.
- **Project Driveway 4:** This driveway will be located along Dexter Avenue on the southeastern portion of the project site. This driveway will operate as a full access driveway and mainly serves as an access point for residents and guests of the single-family attached and detached dwelling units.
- **Project Driveway 5:** This driveway will be located along 2nd Street on the southeastern portion of the project site. This driveway will operate as a RIRO driveway and serves as an access point for residents of the single-family attached and detached dwelling units.

Additionally, the project is proposing design features to the existing circulation network around the project frontage as a part of the project. These project design features include the following:

- Addition of a two-way left-turn lane (TWLTL) median along Dexter Avenue between 3rd Street and 2nd Street.
- Addition of a dedicated westbound left-turn lane at the intersection of Dexter Avenue/3rd Street.
- Addition of a westbound through lane along the project frontage on 2nd Street that ends as a trap westbound right-turn lane at the intersection of Dexter Avenue/2nd Street.

Furthermore, the project will construct sidewalks along the project frontage on 2nd Street, Dexter Avenue, and 3rd Street.

1.2 STUDY AREA

Based on the City's TIA Guidelines, the study intersections for the TIA were identified on a case-by-case basis for each study area. Study intersections and roadway segments considered for the analysis were finalized via discussion with City staff during the scoping agreement process.

1.2.1 Study Intersections

Per the Scoping Agreement (Appendix A), the following 17 intersections were analyzed in this study:

1. Collier Avenue/SR-74 (Central Avenue) (City of Lake Elsinore)
2. I-15 Southbound Ramps/SR-74 (Central Avenue) (Caltrans)
3. I-15 Northbound Ramps/SR-74 (Central Avenue) (Caltrans)
4. Dexter Avenue/SR-74 (Central Avenue) (City of Lake Elsinore)
5. Cambern Avenue/SR-74 (Central Avenue) (City of Lake Elsinore)
6. Dexter Avenue/3rd Street (City of Lake Elsinore)
7. Cambern Avenue/3rd Street (City of Lake Elsinore)
8. Dexter Avenue/2nd Street (City of Lake Elsinore)
9. I-15 Southbound Ramps/Main Street (Caltrans)
10. I-15 Northbound Ramps/Main Street (Caltrans)
11. Camino Del Norte/Main Street (City of Lake Elsinore)
12. Project Driveway 1/3rd Street (City of Lake Elsinore)
13. Project Driveway 2/3rd Street (City of Lake Elsinore)
14. Dexter Avenue/Project Driveway 3 (City of Lake Elsinore)
15. Dexter Avenue/Project Driveway 4 (City of Lake Elsinore)
16. Project Driveway 5/2nd Street (City of Lake Elsinore)

17. Dexter Avenue/I-15 Northbound Ramps [Future Intersection] (Caltrans)

It should be noted that study intersection 17 (Dexter Avenue/I-15 Northbound Ramps) is a future intersection introduced by the I-15/SR-74 (Central Avenue) Interchange Project. As such, study intersection 17 has only been included in the analysis for General Plan Build-Out and General Plan Build-Out Plus Project scenarios. Figure 1-3 illustrates the study area intersections under existing conditions. Figure 1-4 illustrates the study area intersections with the inclusion of the I-15/SR-74 (Central Avenue) Interchange Project.

1.2.2 Study Roadway Segments

Per the Scoping Agreement (Appendix A), the following five (5) roadway segments were analyzed in this study:

1. SR-74 (Central Avenue), between I-15 Northbound Ramps and Dexter Avenue
2. Dexter Avenue, between SR-74 (Central Avenue) and 3rd Street
3. Dexter Avenue, between 3rd Street and 2nd Street
4. Camino Del Norte, between 2nd Street and Main Street
5. Main Street, between I-15 Northbound Ramps and Camino Del Norte

All study roadway segments are located within the jurisdiction of the City.

The TIA Guidelines include recommended planning-level roadway capacities and corresponding volume-to-capacity (v/c) thresholds for the purposes of LOS analysis. As such, traffic operations at all study roadway segments were evaluated for daily traffic volumes as per the TIA Guidelines.

1.2.3 Freeway Analysis

Caltrans staff submitted a comment letter in response to Scoping Agreement (Appendix A) stating that the TIA should include a merge/diverge analysis and freeway segment analysis at the I-15 ramps at SR-74 (Central Avenue) and Main Street within the study area. As such, the following 18 freeway segments and ramp merge/diverge areas were analyzed in this study:

I-15 Northbound

1. South of Main Street Off-Ramp (Basic Segment)
2. Main Street Off-Ramp (Ramp Diverge Segment)
3. Between Main Street Off-Ramp and Main Street On-Ramp (Basic Segment)
4. Main Street On-Ramp (Ramp Merge Segment)
5. Between Main Street On-Ramp and SR-74 (Central Avenue) Off-Ramp (Basic Segment)
6. SR-74 (Central Avenue) Off-Ramp (Ramp Diverge Segment)
7. Between SR-74 (Central Avenue) Off-Ramp and SR-74 (Central Avenue) On-Ramp (Basic Segment)

8. SR-74 (Central Avenue) On-Ramp (Ramp Merge Segment)
9. North of SR-74 (Central Avenue) On-Ramp (Basic Segment)

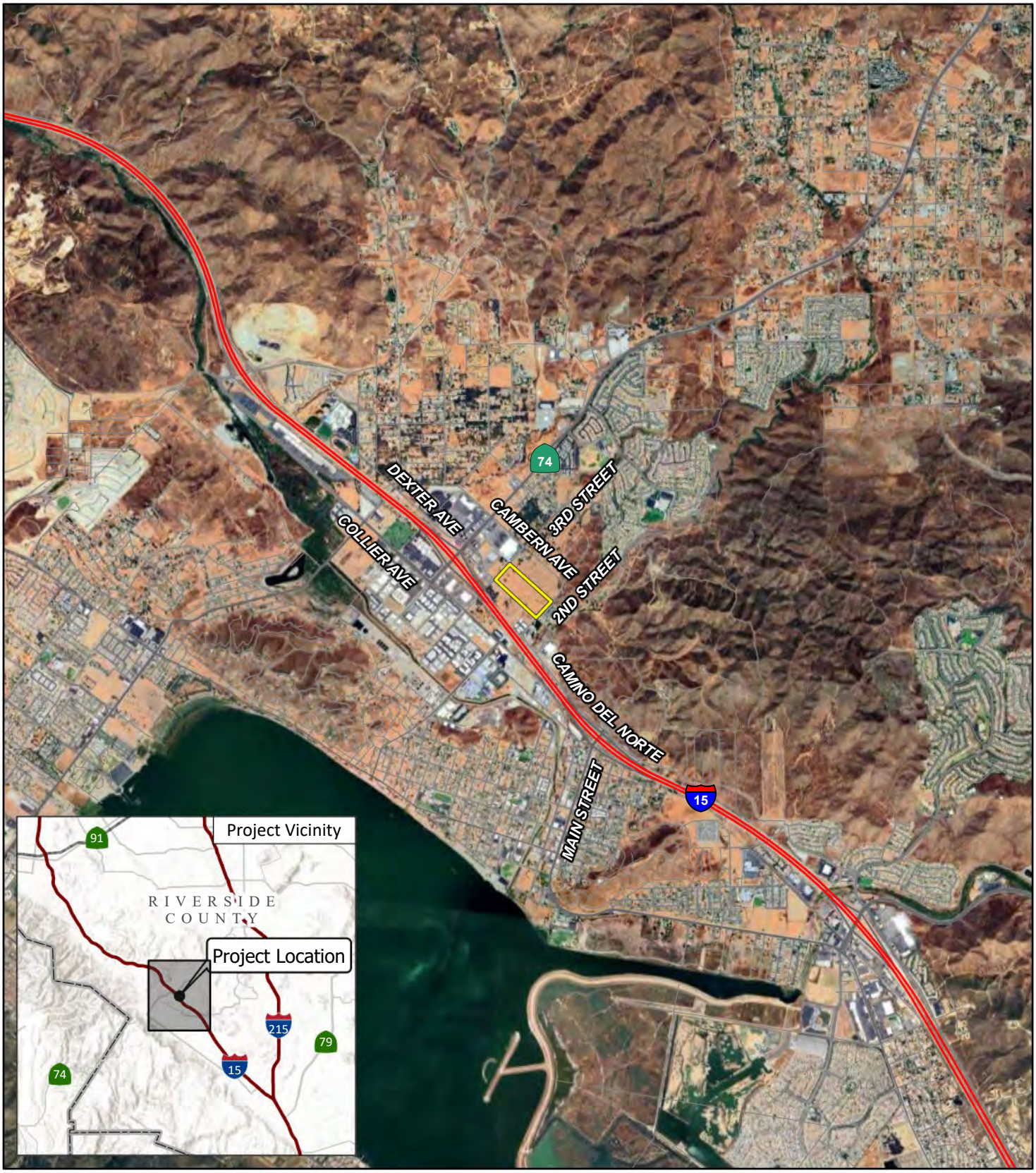
I-15 Southbound

10. North of SR-74 (Central Avenue) Off-Ramp (Basic Segment)
11. SR-74 (Central Avenue) Off-Ramp (Ramp Diverge Segment)
12. Between SR-74 (Central Avenue) Off-Ramp and SR-74 (Central Avenue) On-Ramp (Basic Segment)
13. SR-74 (Central Avenue) On-Ramp (Ramp Merge Segment)
14. Between SR-74 (Central Avenue) On-Ramp and Main Street Off-Ramp (Basic Segment)
15. Main Street Off-Ramp (Ramp Diverge Segment)
16. Between Main Street Off-Ramp and Main Street On-Ramp (Basic Segment)
17. Main Street On-Ramp (Ramp Merge Segment)
18. South of Main Street On-Ramp (Basic Segment)

All freeway segments and ramp merge/diverge areas are under the jurisdiction of Caltrans. Per discussion with Caltrans staff during the Scoping Agreement process, it was determined that the ramp merge/diverge analysis will consider the current configuration of the I-15/SR-74 (Central Avenue) interchange. However, this study acknowledges that the future reconfiguration of this interchange will also result in improvements in ramp merge/diverge locations at this interchange.

1.3 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Conceptual Site Plan
- Figure 1-3: Study Area Intersections Under Existing Conditions
- Figure 1-4: Study Area Intersections With I-15/SR-74 (Central Avenue) Interchange Project



LSA

LEGEND

Project Site

FIGURE 1-1

N

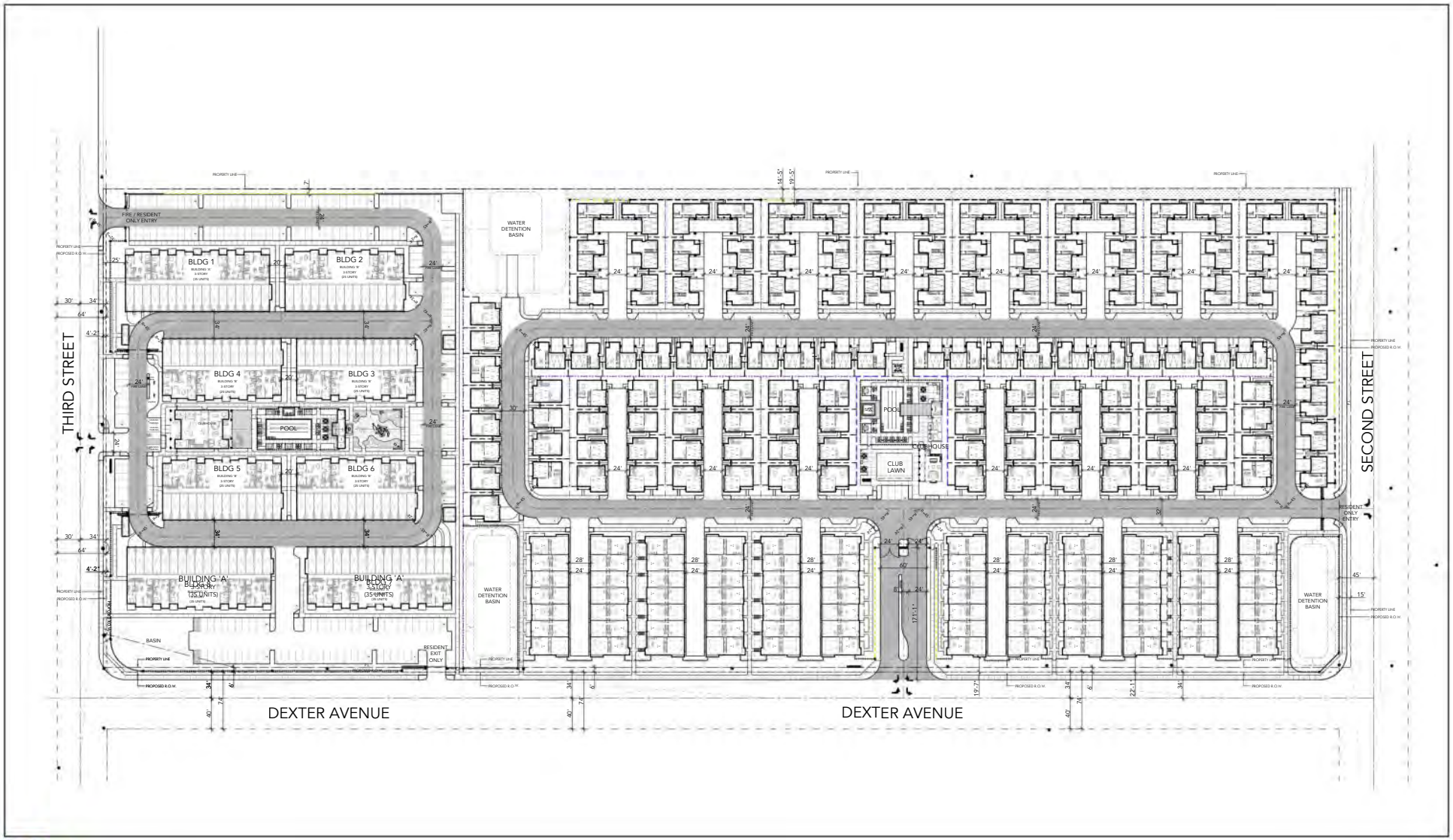
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FEET

SOURCE: Google Earth Imagery, 2024

Dexter Village Project
Traffic Impact Analysis
Regional and Project Location

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FIGURE 1-2

N

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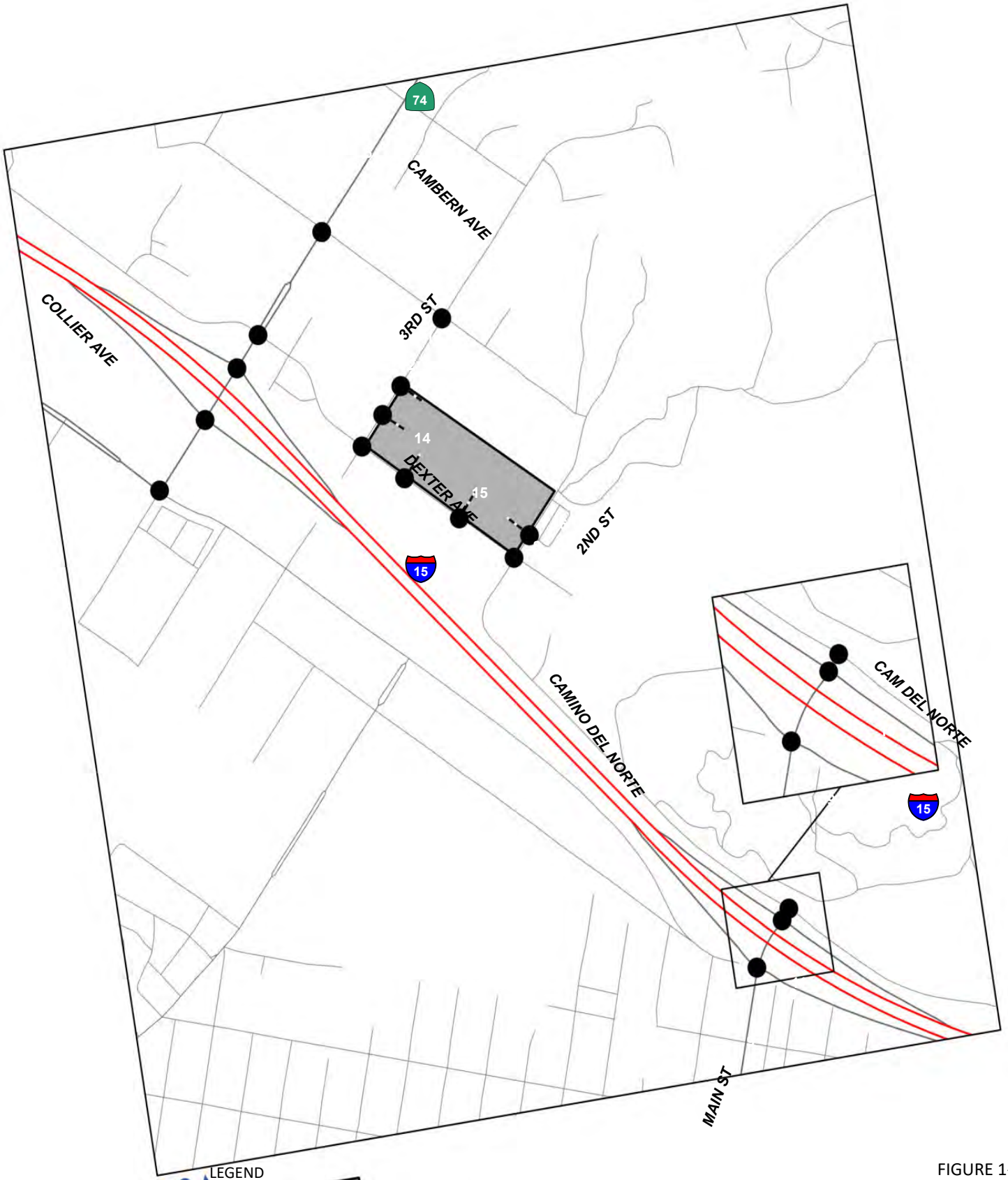
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Dexter Village Project
Traffic Impact Analysis

Conceptual Site Plan

SOURCE: Urban Arena, January 2025

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LEGEND

Project Site

Project Driveways

Study Intersections

0 600 1200

FEET

SOURCE: ESRI Streetmap, 2021

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FIGURE 1-3

Dexter Village Project
Traffic Impact Analysis

Study Area Intersections Under Existing Conditions

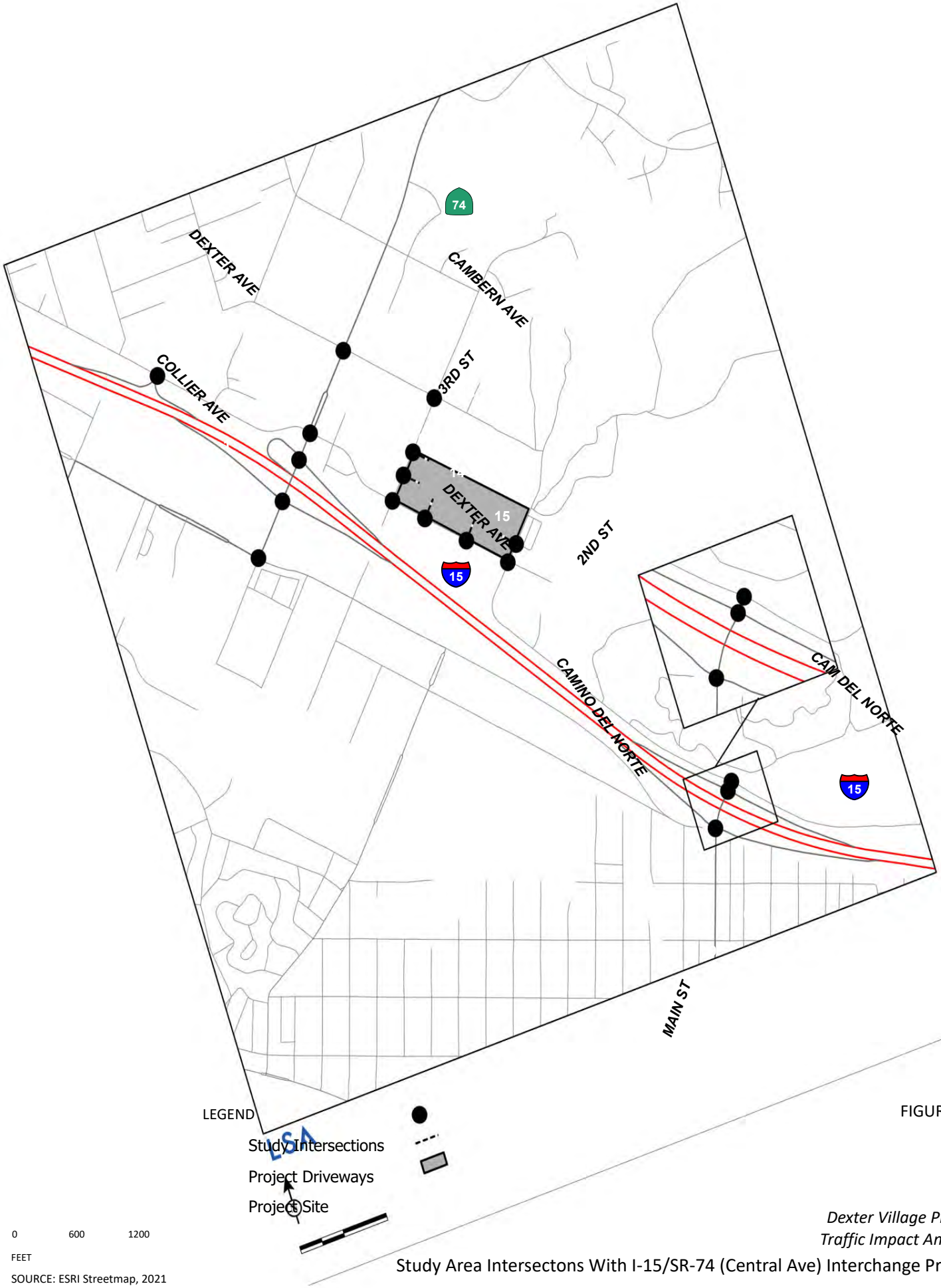


FIGURE 1-4

Dexter Village Project
Traffic Impact Analysis

Study Area Intersectons With I-15/SR-74 (Central Ave) Interchange Project

SOURCE: ESRI Streetmap, 2021

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2.0 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE DEFINITIONS

Level of Service (LOS) can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 2.A.

Table 2.B shows the LOS criteria for unsignalized and signalized intersections. For all study area intersections, the *Highway Capacity Manual 7th Edition* (HCM 7) analysis methodologies were used to determine intersection LOS. LOS for all study intersections was calculated using the Synchro 12 software, which utilizes HCM 7 methodologies.

Per the City's TIA Guidelines, the City establishes LOS A – 'Acceptable', LOS AC – 'Approaching Capacity', LOS PEC – 'Potentially Exceeds Capacity', and LOS D – 'Deficient' to measure traffic operations on roadway segments. Criteria and descriptions of LOS and volume-to-capacity (v/c) for roadway segments is summarized in Table 2.C. Table 2.D summarizes the average daily traffic (ADT) capacities used to evaluate roadway segments for each functional classification pursuant to the City's TIA Guidelines. The daily traffic volumes represent the total vehicles (both directions) traveling on a roadway segment within a 24-hour period.

Pursuant to the HCM, the LOS for ramp merge/diverge areas is determined by traffic flow density. Table 2.E shows the correlation between LOS and traffic flow density defined in the HCM for freeway mainline segments. Table 2.F shows the correlation between LOS and traffic flow density defined in the HCM for ramp merge and diverge freeway segments. LOS A represents traffic flow density less than or equal to eleven (11) passenger cars per mile per lane (pc/mi/ln) in urban areas for freeway mainline segments and traffic flow density less than or equal to ten (10) pc/mi/ln for freeway merge and diverge freeway segments. LOS F represents overflow conditions with high density and congestion.

2.2 LEVEL OF SERVICE PROCEDURES AND STANDARDS

Some study intersections and roadway segments analyzed in this report are under the jurisdiction of the City of Lake Elsinore. However, intersections located at freeway on-ramp and off-ramp termini are under the jurisdiction of Caltrans.

Per the City's TIA Guidelines, LOS D is considered as the level of service standard for traffic operations at intersections. However, LOS E is considered acceptable in both the Main Street Overlay Area and the Ball Park District Planning Districts in an effort to increase activity and revitalize these areas. Any intersection operating at LOS F is considered deficient.

Caltrans does not have any operational deficiency criteria for study intersections. As such, for the purposes of this study, LOS D is considered to be the LOS standard for all study intersections under the jurisdiction of Caltrans. Therefore, an operational deficiency occurs when the proposed project causes a deficient condition (deterioration from LOS A through D to E or F) for intersections or when the project contributes to an existing or forecasted deficiency. In such cases, the proposed project needs to identify improvements to improve the intersection LOS to an acceptable level.

Per the City's Guidelines, LOS AC or better is considered the level of service standard for traffic operations at roadway segments. However, roadway segments that operate at LOS PEC may be acceptable if adjacent intersections are operating acceptably in the peak hours. An operational deficiency has been considered when the project causes a deficient condition (deterioration from LOS A or LOS AC to LOS PEC or LOS D) or when the project contributes to an existing or forecast deficiency. The project would need to recommend circulation improvements to improve LOS to an acceptable level in the case an operational deficiency caused by the addition of project trips is identified.

Caltrans does not have any operational deficiency criteria for freeway segments. As such, for the purposes of this study, LOS E is considered to be the LOS standard for ramp merge/diverge areas and freeway segments. This LOS standard is consistent with the Riverside County Congestion Management Plan (CMP) guidelines, dated December 2011.

2.3 LIST OF CHAPTER 2.0 TABLES

- Table 2.A: Intersection Level of Service Definitions
- Table 2.B: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 2.C: Level of Service Criteria for Roadway Segments
- Table 2.D: Daily Traffic Volume Capacity Values
- Table 2.E: LOS Criteria for Urban and Rural Freeway Facilities
- Table 2.F: LOS Criteria for Ramp Merge and Diverge Segments

Table 2.A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (7th Edition)

Table 2.B: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: *Highway Capacity Manual* (7th Edition)

Table 2.C: Level of Service Criteria for Roadway Segments

Level of Service	Daily Level of Service Criteria	
	Indicates	**V/C Ratio Range**
A	Acceptable	0 to 0.80
AC	Approaching Capacity	0.81 to 1.00
PEC	Potentially Exceeds Capacity	1.01 to 1.24
D	Deficient	>1.24

Source: *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide*, dated November 2022.

Table 2.D: Daily Traffic Volume Capacity Values

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT)
		Service Level E
Collector	2	13,000
Divided Collector	2	18,000
Secondary	4	25,900
Major	4	34,100
Urban Arterial	6	53,900
Urban Arterial	8	71,800

Source: *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide*, dated November 2022.

Table 2.E: LOS Criteria for Urban and Rural Freeway Facilities

LOS	Freeway Facility Density (pc/mi/ln)	
	Urban	**Rural**
A	≤ 11	≤ 6
B	> 11 – 18	> 6 – 14
C	> 18 – 26	> 14 – 22
D	> 26 – 35	> 22 – 29
E	> 35 – 45	> 29 – 39
F	> 45	> 39

Source: *Highway Capacity Manual* (7th Edition)

Table 2.F: LOS Criteria for Ramp Merge and Diverge Segments

LOS	Density (pc/mi/ln)
A	≤ 10
B	> 10 – 20
C	> 20 – 28
D	> 28 – 35
E	> 35
F	Demand exceeds capacity

Source: *Highway Capacity Manual* (7th Edition)

3.0 CIRCULATION NETWORK SETTINGS

3.1 EXISTING STUDY AREA CIRCULATION NETWORK

The project study area includes the following major roadways as classified based on the roadway classification provided in the Circulation Element of the City's General Plan. Figure 3-1 summarizes the classifications of major roadways within the study area. Following is a brief description of these roadways:

- **Collier Avenue:** Within the study area, Collier Avenue is designated as an Urban Arterial on the north side of SR-74 (Central Avenue) and a Major on the south side of SR-74 (Central Avenue) in the City's General Plan. Within the study area, Collier Avenue is a four-lane, divided Urban Arterial with a posted speed limit of 45 miles per hour (mph) to the north of SR-74 (Central Avenue). Furthermore, Collier Avenue is a four-lane, divided Major with a posted speed limit of 45 miles per hour (mph) and a raised median to the south of SR-74 (Central Avenue) within the study area. There are Class II Bike Lanes along both directions of this segment to the south of SR-74 (Central Avenue). There are no provisions for on-street parking along either direction of this segment.
- **SR-74 (Central Avenue):** Within the study area, SR-74 (Central Avenue) is designated as an Augmented Urban Arterial in the City's General Plan. Within the study area, SR-74 (Central Avenue) is a divided Augmented Urban Arterial with a variable number of lanes, some of which are trap turn lanes, depending on the specific segment within the study area. There are no bicycle facilities nor provisions for on-street parking along either direction of this segment.
- **Dexter Avenue:** Within the study area, Dexter Avenue is designated as a Collector between SR-74 (Central Avenue) and 2nd Street in the City's General Plan. North of SR-74 (Central Avenue) within the study area, Dexter Avenue is not classified in the City's General Plan and is considered a local street. Between SR-74 (Central Avenue) and 3rd Street, Dexter Avenue is a two-lane, divided Collector with a TWLTL and a two-lane, undivided Collector to the south of 3rd Street with a posted speed limit of 45 mph. North of SR-74 (Central Avenue), Dexter Avenue is mostly a two-lane, undivided local road with a posted speed limit of 45 mph. There are no bicycle facilities nor provision for on-street parking along either direction of this segment.
- **Cambern Avenue:** Within the study area, Cambern Avenue is designated as a Secondary in the City's General Plan. Within the study area, Cambern Avenue is four-lane, undivided Secondary with a posted speed limit of 40 mph. There are no bicycle facilities nor provisions for on-street parking along either direction of this segment.
- **3rd Street:** Within the study area, 3rd Street is designated as a Collector in the City's General Plan. Within the study area, 3rd Street is a two-lane Collector with a TWLTL median east of the project site and a posted speed limit of 35 mph. There are no bicycle facilities nor provisions for on-street parking along either direction of this segment.
- **2nd Street:** Within the study area, 2nd Street is a designated as a Secondary in the City's General Plan. Within the study area, 2nd Street is a two-lane, undivided Secondary with a posted speed limit of 35 mph. There are no bicycle facilities nor provisions for on-street parking along either direction of this segment. Currently, 2nd Street east of Dexter Avenue terminates at

the northeastern limits of the project site. However, per the City's General Plan Circulation Element, 2nd Street is planned to be extended to connect to Cambern Avenue. This extension was considered as a part of the circulation network under the General Plan Build-Out condition analysis.

- **Camino del Norte:** Within the study area, Camino del Norte is designated as a Secondary in the City's General Plan. Within the study area, Camino del Norte is currently a two-lane, undivided Secondary with a posted speed limit of 55 mph. There are no bicycle facilities nor provisions for on-street parking along either direction of this segment.
- **Main Street:** Within the study area, Main Street is designated as a Major in the City's General Plan. Within the study area, Main Street is a three-lane, divided Major with a painted median and a posted speed limit of 35 mph. There are no bicycle facilities nor provisions for on-street parking along either direction of this segment.
- **I-15:** Within the study area, I-15 is an interstate freeway with three mainline lanes in both northbound and southbound directions. I-15 does not have high occupancy vehicle (HOV) lanes in either direction of the segments within the study area. The northbound and southbound lanes of I-15 are separated by a dirt median and concrete median barriers within the study area.

Figure 3-2 illustrates the existing study intersection geometrics and traffic control.

3.2 BICYCLE, PEDESTRIAN, TRANSIT, AND TRUCK FACILITIES

3.2.1 Bicycle Network

The City of Lake Elsinore is committed to improving non-motorized travel. Bicycling can be a viable alternative to local work commutes and offers children a healthy way to get to school. To facilitate and encourage bicycle trips among other non-motorized modes of travel, the City has adopted its Active Transportation Plan in 2019 that includes a network of proposed facilities and implementation plan for the future. The *City of Lake Elsinore Dream Extreme Active LE*, adopted October 2019, provides an inventory of all existing bicycle infrastructure improvements to be implemented in the future.

According to the *City of Lake Elsinore Dream Extreme Active LE*, the bikeway network within the City is classified into four (4) categories: Class I Multi-Use Path, Class II Bike Lane, Class III Bike Route, and Class IV Cycle Track. Class I Multi-Use Paths provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Class II Bike Lanes provide a stiped lane designated for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Class III Bike Routes provide shared use of traffic lanes with cyclists and motor vehicles and are identified by signage and/or street markings. Class IV Cycle Tracks provide a right-of-way designed exclusively for bicycle travel within the roadway and physically protected from vehicular traffic.

Currently, Class II Bike Lanes exist on Collier Avenue to the south of SR-74 (Central Avenue). Class II Bike Lanes are proposed to be implemented on Collier Avenue north of SR-74 (Central Avenue) and SR-74 (Central Avenue) within the study area. Class III Bike Routes are proposed to be implemented

on Camino del Norte south of Main Street within the study area. Figure 3-3 illustrates the existing and proposed bikeway network within the City.

3.2.2 Pedestrian Network

The implementation of enhanced pedestrian linkage with a comprehensive trails system links residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. Safe and attractive sidewalks and walkways improve the walkability of the City. Sidewalks are generally provided on both sides of the streets throughout the City. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the City. The existence of trails and sidewalks provides accessible facilities, increases safety features, and improves walkability in the City.

Paved sidewalks are mostly present along both directions of Collier Avenue, SR-74 (Central Avenue), Main Street, and Dexter Avenue north of 3rd Street within the study area. Paved sidewalks are present on the southbound direction of Cambern Avenue and intermittently present on the westbound direction of 3rd Street within the study area. Paved sidewalks are proposed to be implemented on both directions of Camino del Norte between Dexter Avenue and Main Street. Additionally, the proposed project will be constructing paved sidewalks along the project site frontage along 3rd Street, Dexter Avenue, and 2nd Street. Figure 3-4 illustrates the proposed pedestrian network within the project vicinity.

3.2.3 Transit Network

Riverside Transit Agency (RTA) is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximately 2,500-square-mile service area. RTA provides both local and regional services throughout the region with 48 fixed routes, five (5) CommuterLink Express routes, and Dial-A-Ride services using 339 service vehicles.

RTA Route 8 and Route 9 operate within the study area. RTA Route 8 has stops along SR-74 (Central Avenue) within the study area and connects riders to the southwestern side of Lake Elsinore and the nearby City of Wildomar. RTA Route 9 has stops along SR-74 (Central Avenue) within the study area and connects riders to the nearby City of Perris.

3.3 PROJECT DESIGN FEATURES

As previously mentioned, the project is proposing design features to the existing circulation network around the project frontage as a part of the project. These project design features include the following:

- Addition of a TWLTL median along Dexter Avenue between 3rd Street and 2nd Street.
- Addition of a dedicated westbound left-turn lane at the intersection of Dexter Avenue/3rd Street.
- Addition of a westbound through lane along the project frontage on 2nd Street that ends as a trap westbound right-turn lane at the intersection of Dexter Avenue/2nd Street.

Figure 3-5 illustrates the existing study intersection geometrics and traffic control with implementation of the project.

3.4 I-15/SR-74 (CENTRAL AVENUE) INTERCHANGE PROJECT

As previously mentioned, the General Plan Build-Out and General Plan Build-Out plus Project conditions will include the updated roadway geometrics as proposed by Alternative 3 of the I-15/ SR-74 (Central Avenue) Interchange Project, which is estimated to be completed by year 2030 according to City staff. Alternative 3 of the I-15/SR-74 (Central Avenue) Interchange Project will modify the existing roadway geometrics at the existing I-15/SR-74 (Central Avenue) interchange by implementing the following improvements:

- The existing off-ramp to be converted to a right-turn only off-ramp for eastbound travel on SR-74 (Central Avenue).
- Remove the existing on-ramp and add a right-turn only loop off-ramp for westbound travel on SR-74 (Central Avenue).
- Add a set of on- and off-ramps on Dexter Avenue north of the existing driveway to the Lake Elsinore Market Place.
- Modify traffic signalization within the vicinity of the interchange project.

Updated roadway geometry as proposed by Alternative 3 of the I-15/SR-74 (Central Avenue) Interchange Project have been applied to the following study intersections under General Plan Build-Out and General Plan Build-Out plus Project conditions for the purposes of this study:

1. Collier Avenue/SR-74 (Central Avenue)
2. I-15 Southbound Ramps/SR-74 (Central Avenue)
3. I-15 Northbound Ramps/SR-74 (Central Avenue)
4. Dexter Avenue/SR-74 (Central Avenue)
17. Dexter Avenue/I-15 Northbound Ramps

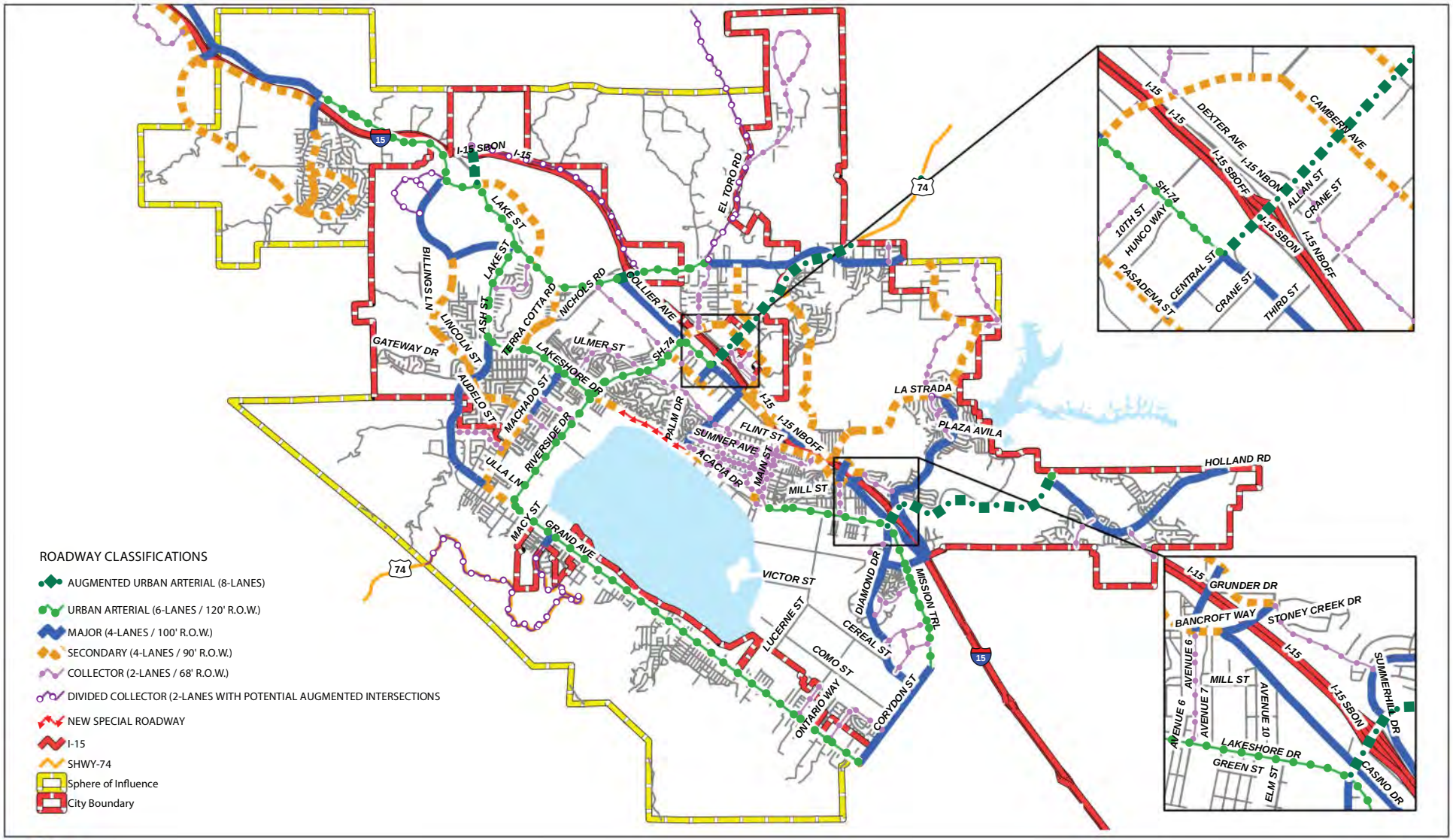
Figure 3-6 illustrates the study intersection geometrics and traffic control under General Plan Build-Out conditions. Figure 3-7 illustrates the study intersection geometrics and traffic control under General Plan Build-Out plus project conditions.

The conceptual layout plan for Alternative 3 of the I-15/SR-74 (Central Avenue) Interchange Project is included in Appendix B.

3.5 LIST OF CHAPTER 3.0 FIGURES

- Figure 3-1: City of Lake Elsinore Roadway Classification
- Figure 3-2: Existing Study Intersection Geometrics and Traffic Control
- Figure 3-3: City of Lake Elsinore Existing and Proposed Bikeway Network
- Figure 3-4: City of Lake Elsinore Proposed Sidewalk Network

- Figure 3-5: Existing Plus Project Study Intersection Geometrics and Traffic Control
- Figure 3-6: Study Intersection Geometrics and Traffic Control Under General Plan Build-Out Conditions
- Figure 3-7: Study Intersection Geometrics and Traffic Control Under General Plan Build-Out Plus Project Conditions



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FIGURE 3-1

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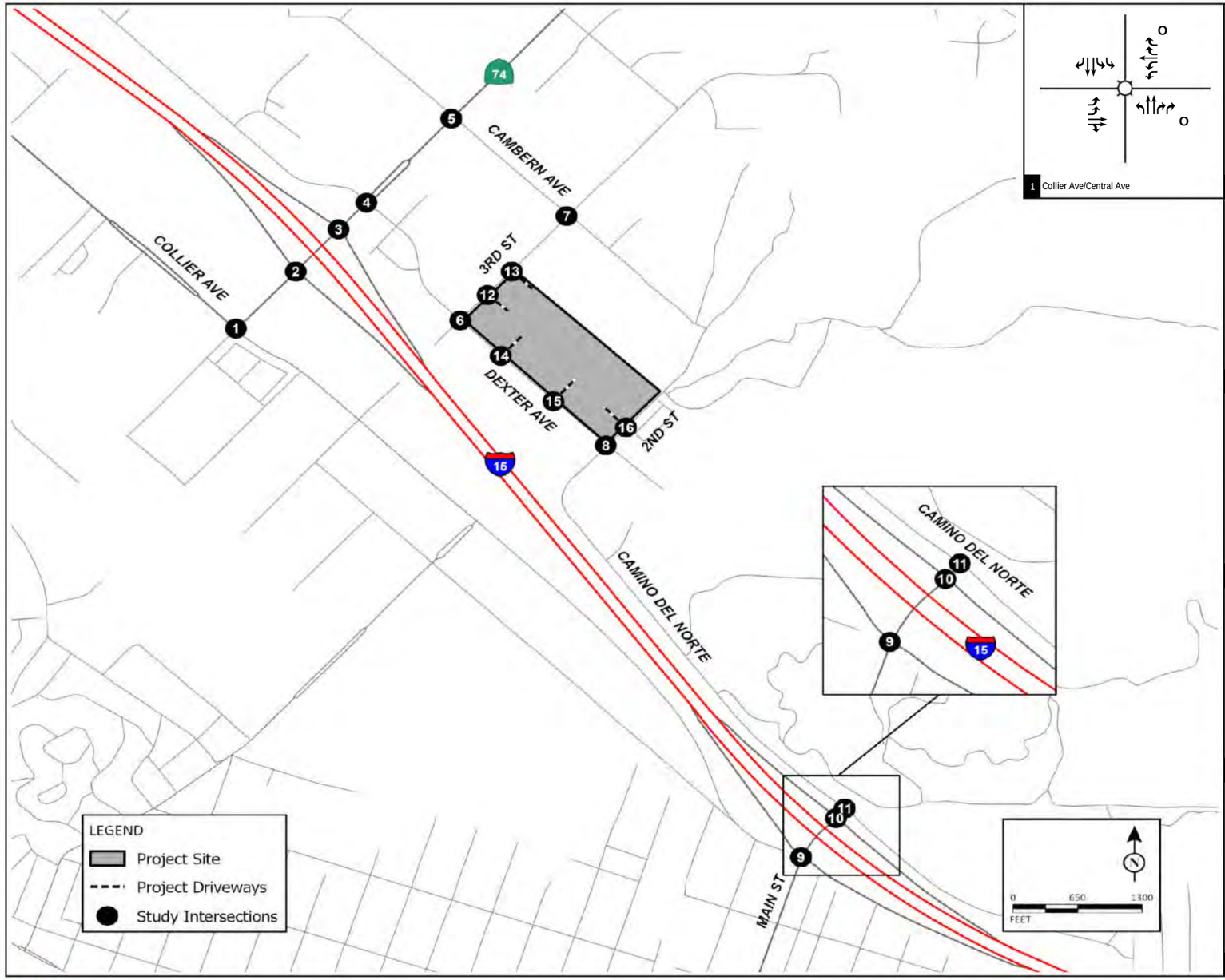
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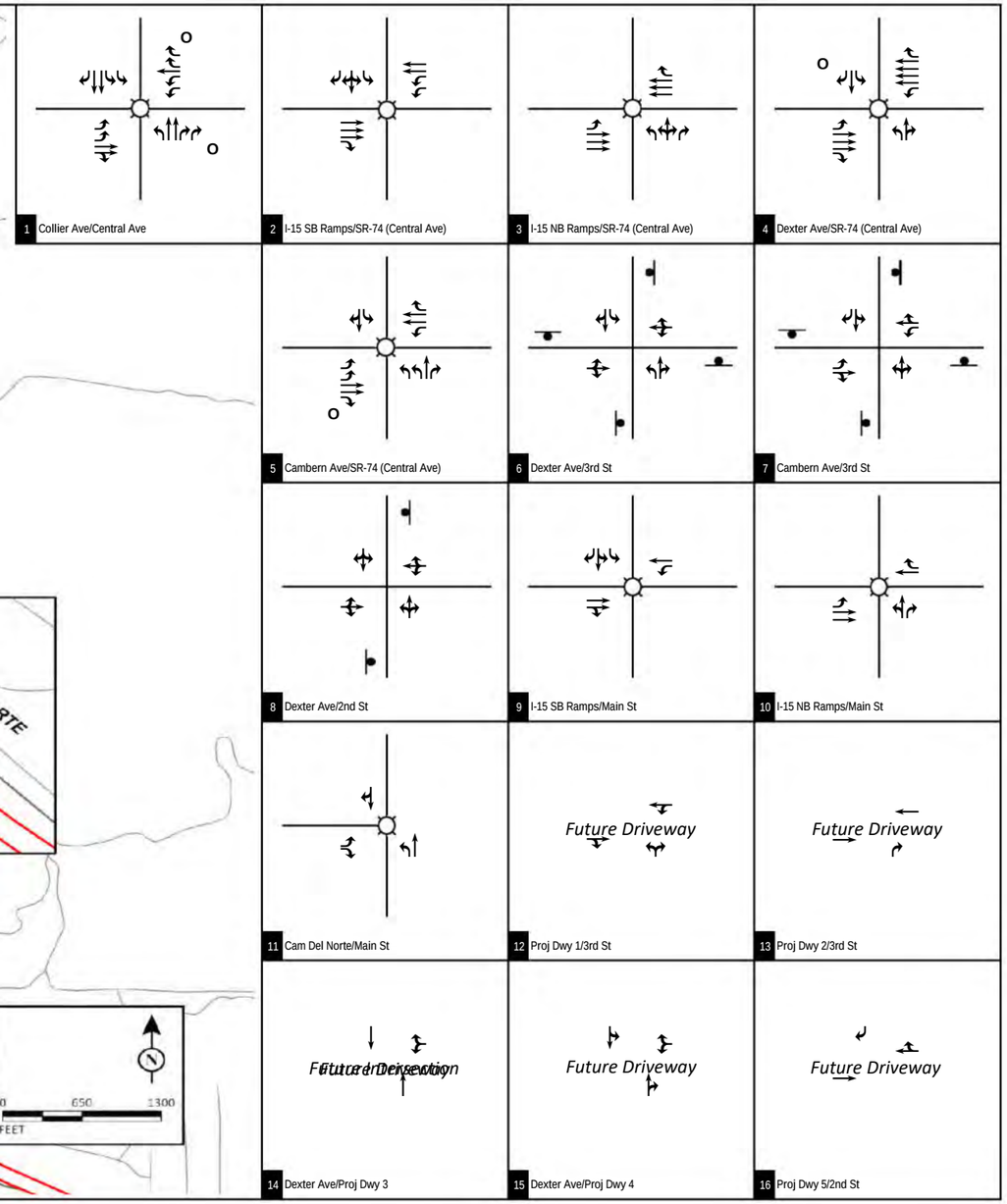
Dexter Village Project
Traffic Impact Analysis

City of Lake Elsinore Roadway Classification

SOURCE: Lake Elsinore General Plan, December 2011

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LSA

FIGURE 3-2

Legend

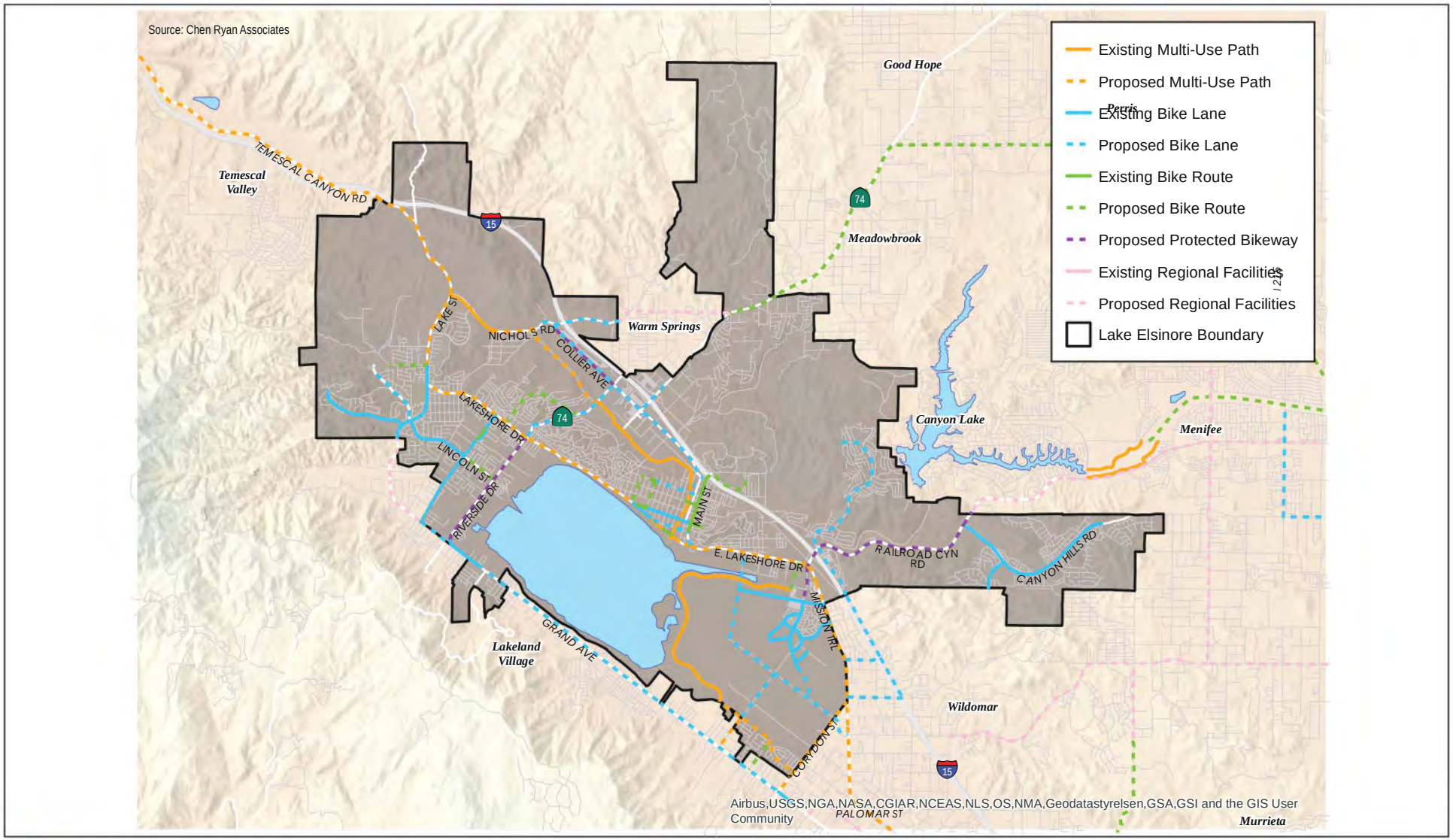
Signal

Stop Sign

O Right-turn Overlap Phasing

Dexter Village Project
Traffic Impact Analysis

Existing Study Intersection Geometrics and Traffic Control



LSA

FIGURE 3-3

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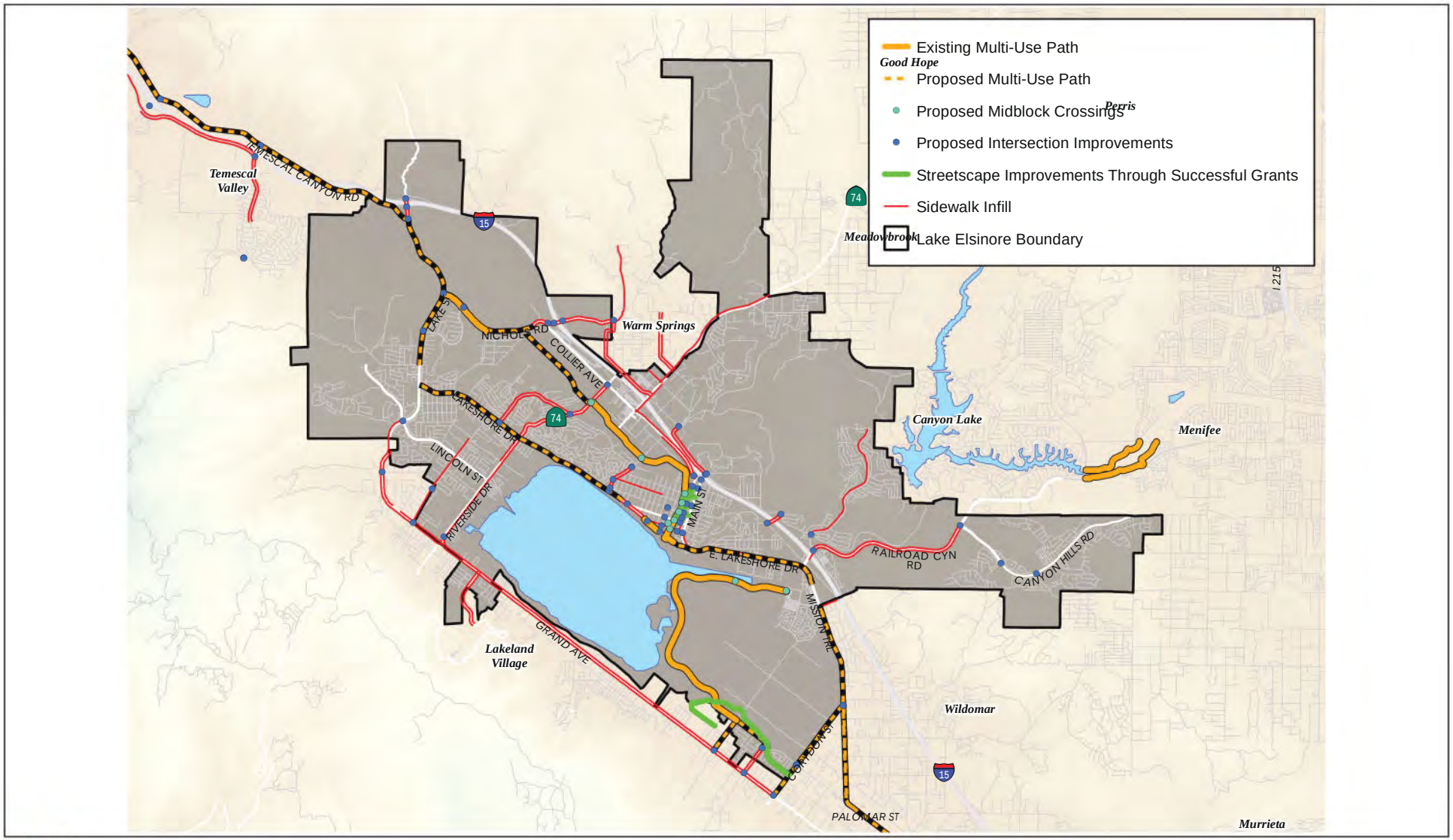
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Dexter Village Project
Traffic Impact Analysis

City of Lake Elsinore Existing and Proposed Bikeway Network

SOURCE: Lake Elsinore Dream Extreme Active LE, October 2019

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FIGURE 3-4

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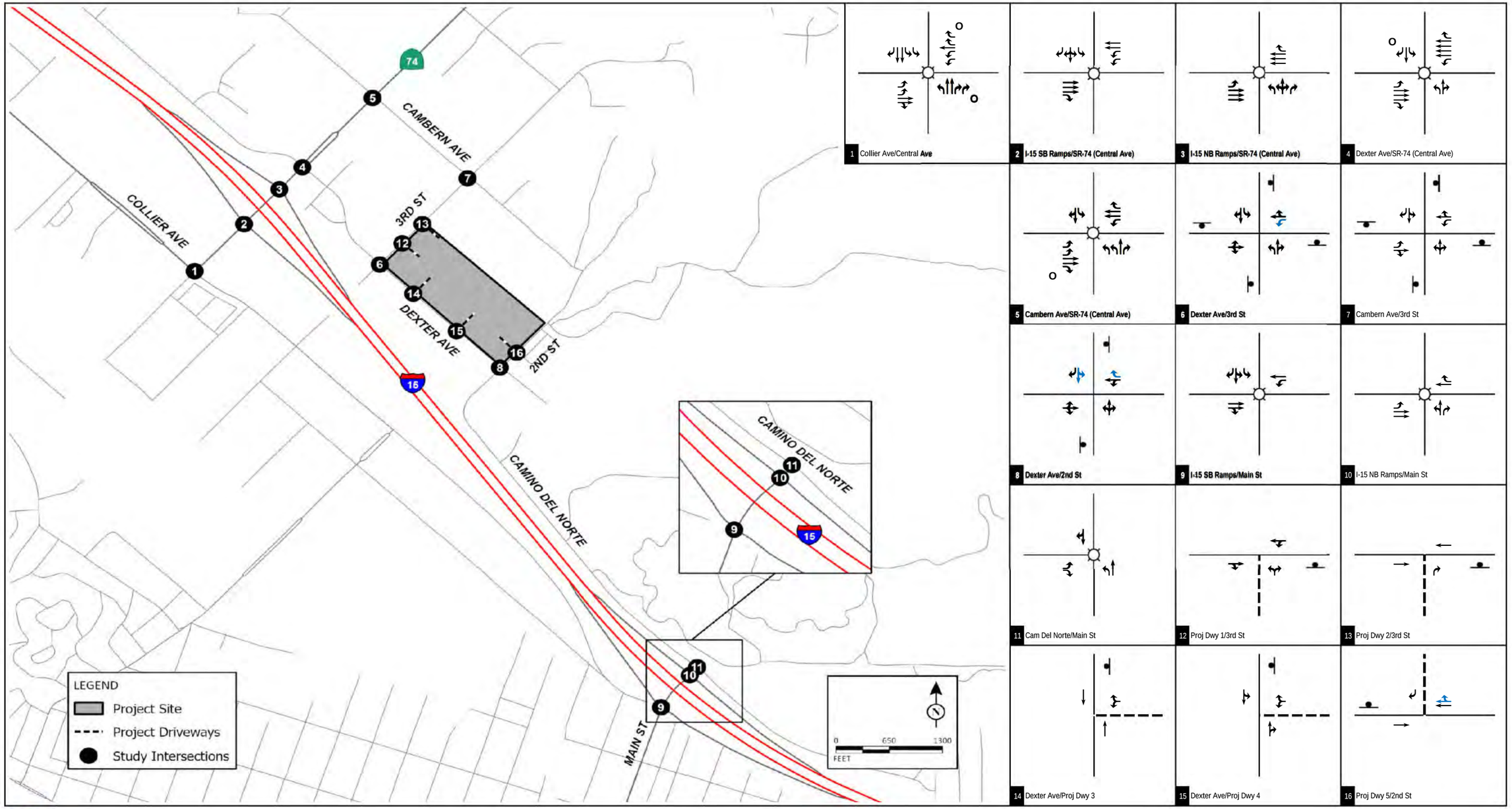
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Dexter Village Project
Traffic Impact Analysis

City of Lake Elsinore Proposed Sidewalk Network

SOURCE: Lake Elsinore Dream Extreme Active LE, October 2019

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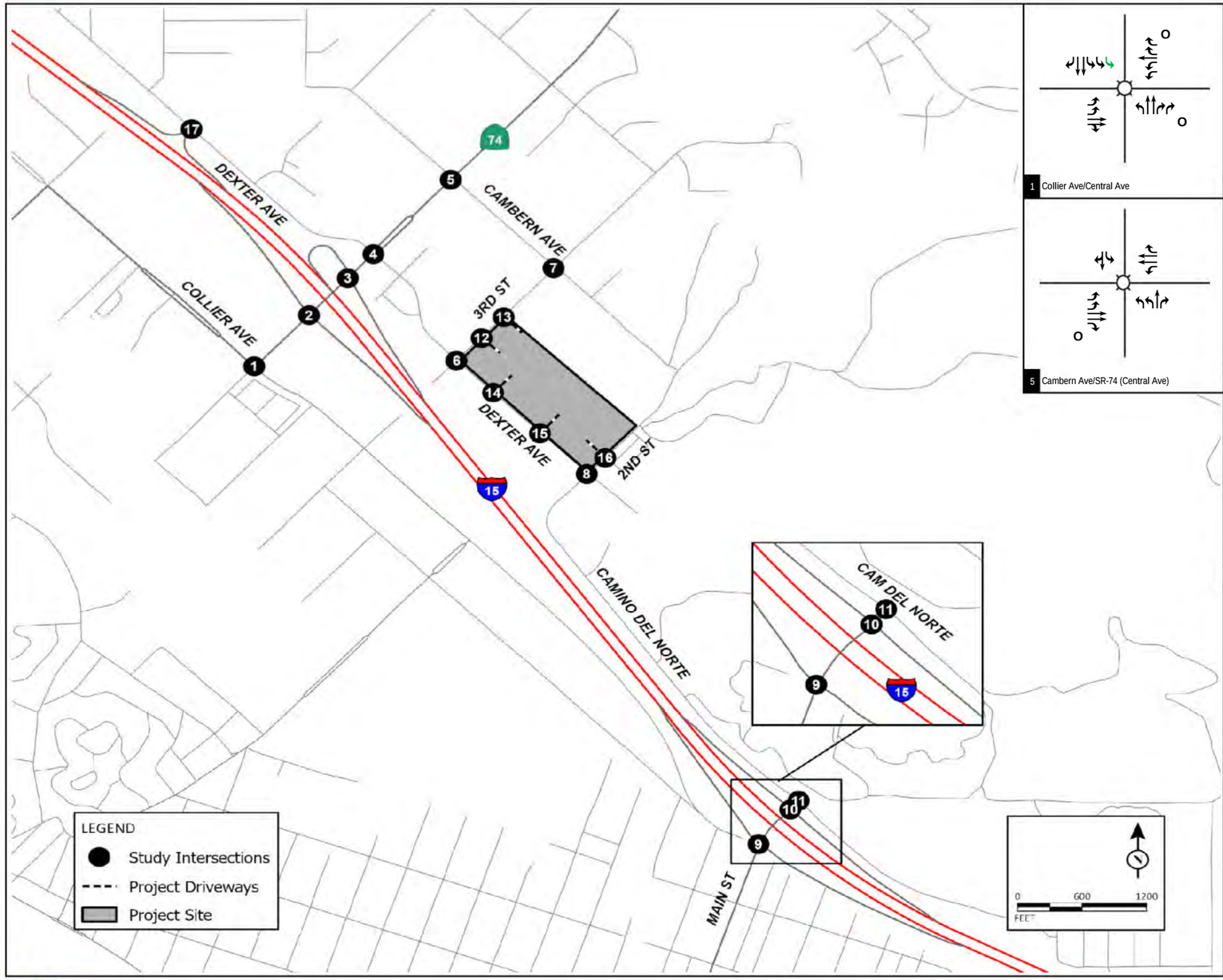
FIGURE 3-5

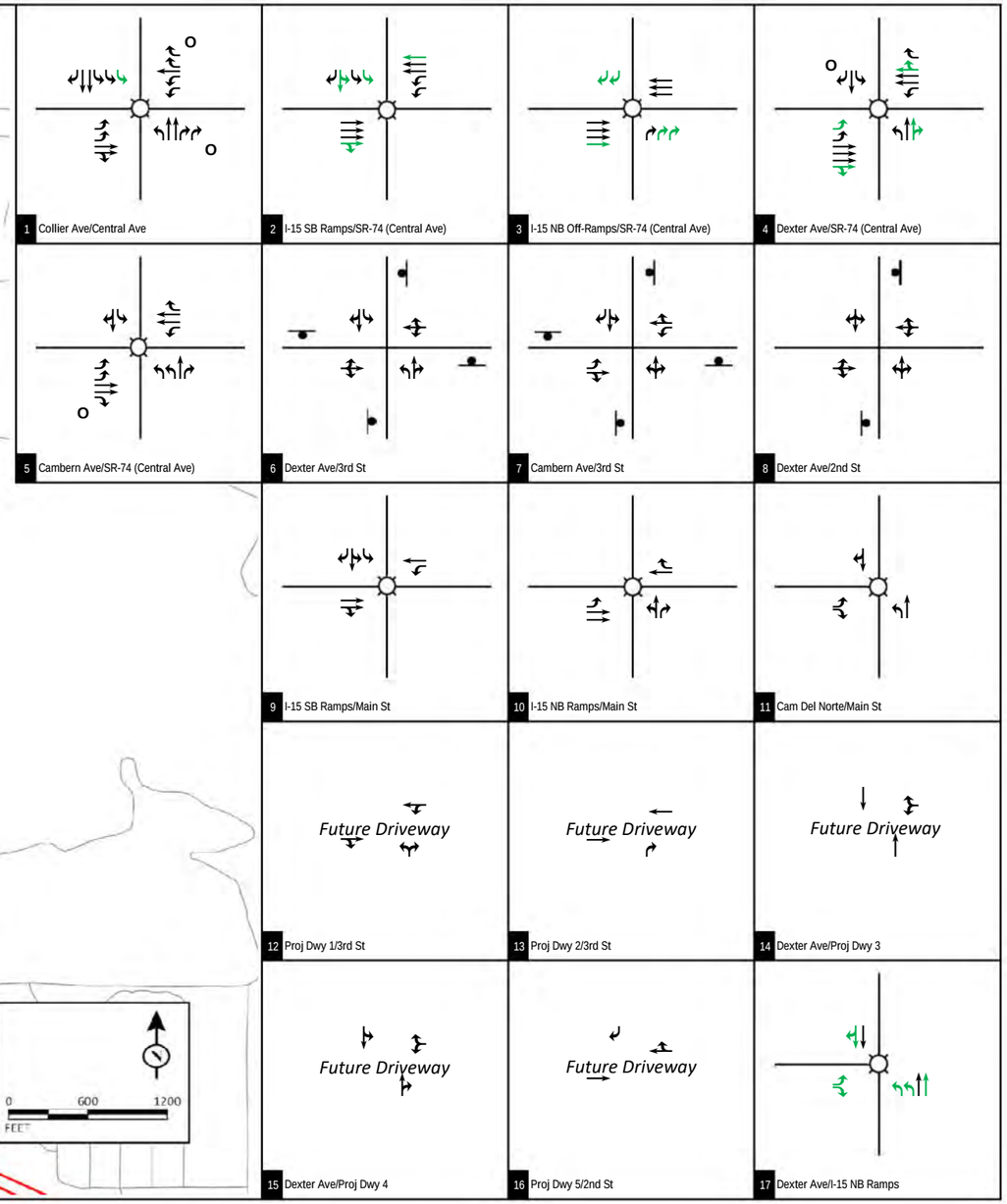
Legend

Signal
Stop Sign
Project Driveway
Project Design Feature
o Right-turn Overlap Phasing

Dexter Village Project
Traffic Impact Analysis

Existing Plus Project Study Intersection Geometrics and Traffic Control





LSA

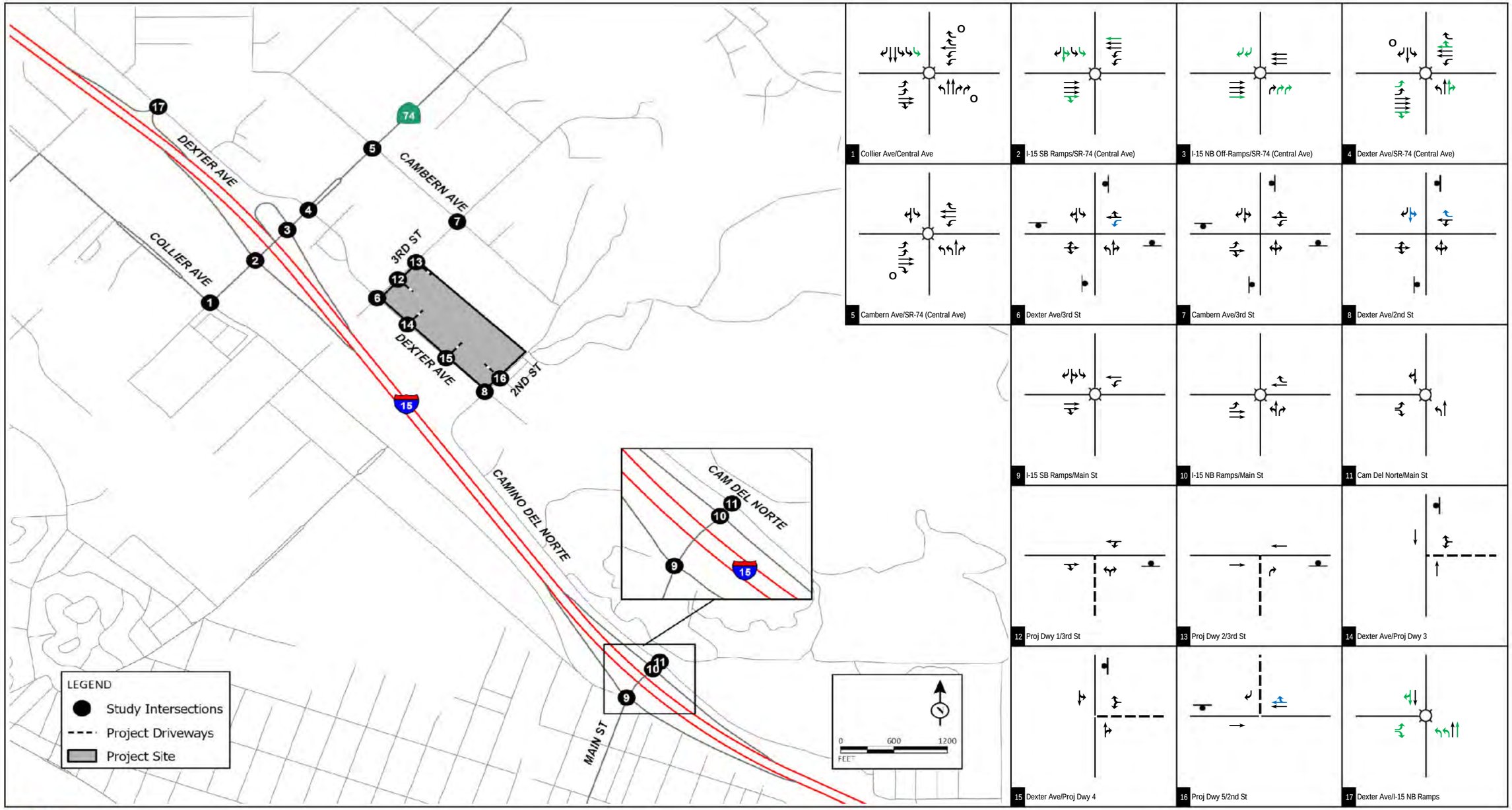
FIGURE 3-6

Legend

Signal
Stop Sign
O Right-turn Overlap Phasing
I-15/SR-74 Interchange Project Improvements

Dexter Village Project
Traffic Impact Analysis

Study Intersection Geometrics and Traffic Control Under General Plan Build-Out Conditions



LSA

FIGURE 3-7

Legend

Signal
Stop Sign
Project Driveway
Project Design Features
O Right-turn Overlap Phasing
I-15/SR-74 Interchange Project Improvements

Dexter Village Project
Traffic Impact Analysis

Study Intersection Geometrics and Traffic Control Under General Plan Plus Project Build-Out Conditions

4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

4.1 EXISTING TRAFFIC VOLUMES

Traffic volumes for existing conditions were developed using existing count data collected by Counts Unlimited in January 2025 on a typical weekday at study intersections and roadway segments. Daily tube counts were collected for roadway segments while a.m. and p.m. peak hour turning movement counts were collected at study intersections.

Vehicle classification counts were collected at all study area intersections. The collected counts were converted to Passenger Car Equivalent (PCE) volumes pursuant to the City's TIA Guidelines. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for trucks with four-or-more axles pursuant to the City's TIA Guidelines.

Figure 4-1 illustrates peak hour PCE traffic volumes at study intersections under existing conditions. Table 4.A shows the daily traffic volumes at study roadway segments under existing conditions.

For freeway segments, existing freeway segment bidirectional volumes were developed using traffic detector data from Caltrans' Performance Measurement System (PeMS). The traffic detector data used for this study was sorted to include all weekdays (excluding Fridays, holidays, and weekend days) between January 2025 to March 2025. For ramp influence areas, vehicles entering and exiting the freeway via freeway ramps are based on peak hour turning movement counts as shown in Figure 4-1. Truck percentages used for study area freeway segments is based on Caltrans' Traffic Census Program that details truck volume percentages for the corresponding freeway segments. The resulting trucks were converted to PCEs using a factor of 2.0 as recommended for freeway segments pursuant to HCM 7. Finally, conservation of flow was applied between the freeway mainline segment volumes and ramp volumes to develop traffic volumes throughout the freeway facilities. Table 4.B shows the peak hour PCE volumes at study area freeway ramp merge/diverge areas and freeway segments under existing conditions.

Detailed count sheets are included in Appendix C.

4.2 PROJECT COMPLETION WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes for project completion without project were developed by applying a 2.0 percent per annum growth rate to existing traffic volumes at study intersections, roadway segments, and freeway segments. As previously noted, the project completion year is considered to be Year 2028. It should be noted that traffic volumes for this scenario were only developed as an intermediate step to develop traffic volumes for project completion and cumulative without project conditions. Therefore, no traffic operations analysis was conducted for this scenario.

4.3 CUMULATIVE WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes for cumulative conditions were developed by adding trips from cumulative development projects in the area to traffic volumes under project completion without project conditions. Information concerning cumulative projects in the vicinity of the proposed project was obtained from City staff and from the adjacent jurisdiction of Riverside County. Figure 4-2 illustrates the cumulative project locations.

Trip generations for cumulative projects were either obtained from their respective traffic studies prepared for the projects or developed using trip generation rates from the ITE *Trip Generation Manual* (11th Edition). Table 4.C summarizes the cumulative projects trip generation. As shown in Table 4.C, the cumulative projects are expected to generate a total of 377,554 net daily PCE trips, with 25,697 net PCE trips occurring in the a.m. peak hour and 37,925 net PCE trips occurring in the p.m. peak hour.

Cumulative project trips were assigned to the roadway network based on either the distributions provided in their corresponding traffic studies or their locations in relation to surrounding land uses and regional arterials. Figure 4-3 illustrates the peak hour cumulative project trip assignment at study intersections. It should be noted that traffic volumes for this scenario were only developed as an intermediate step to develop traffic volumes for cumulative conditions. Therefore, no traffic operations analysis was conducted for this scenario.

4.4 GENERAL PLAN BUILD-OUT PROJECT TRAFFIC VOLUMES

Preliminary traffic volumes for General Plan Build-Out conditions (but without the I-15/SR-74 Interchange Project) were developed using the Riverside County Transportation Model (RIVCOM). The methodology used to develop traffic volumes for General Plan Build-Out traffic conditions at all study intersections is consistent with the National Cooperative Highway Research Program (NCHRP) for post-processing of modeled traffic volumes. Subsequently, traffic volumes at the intersection of I-15 Northbound Ramps/SR-74 (Central Avenue) were re-distributed accordingly to reflect the new roadway circulation network as proposed in Alternative 3 of the I-15/SR-74 Interchange Project to develop traffic volumes for General Plan Build-Out conditions.

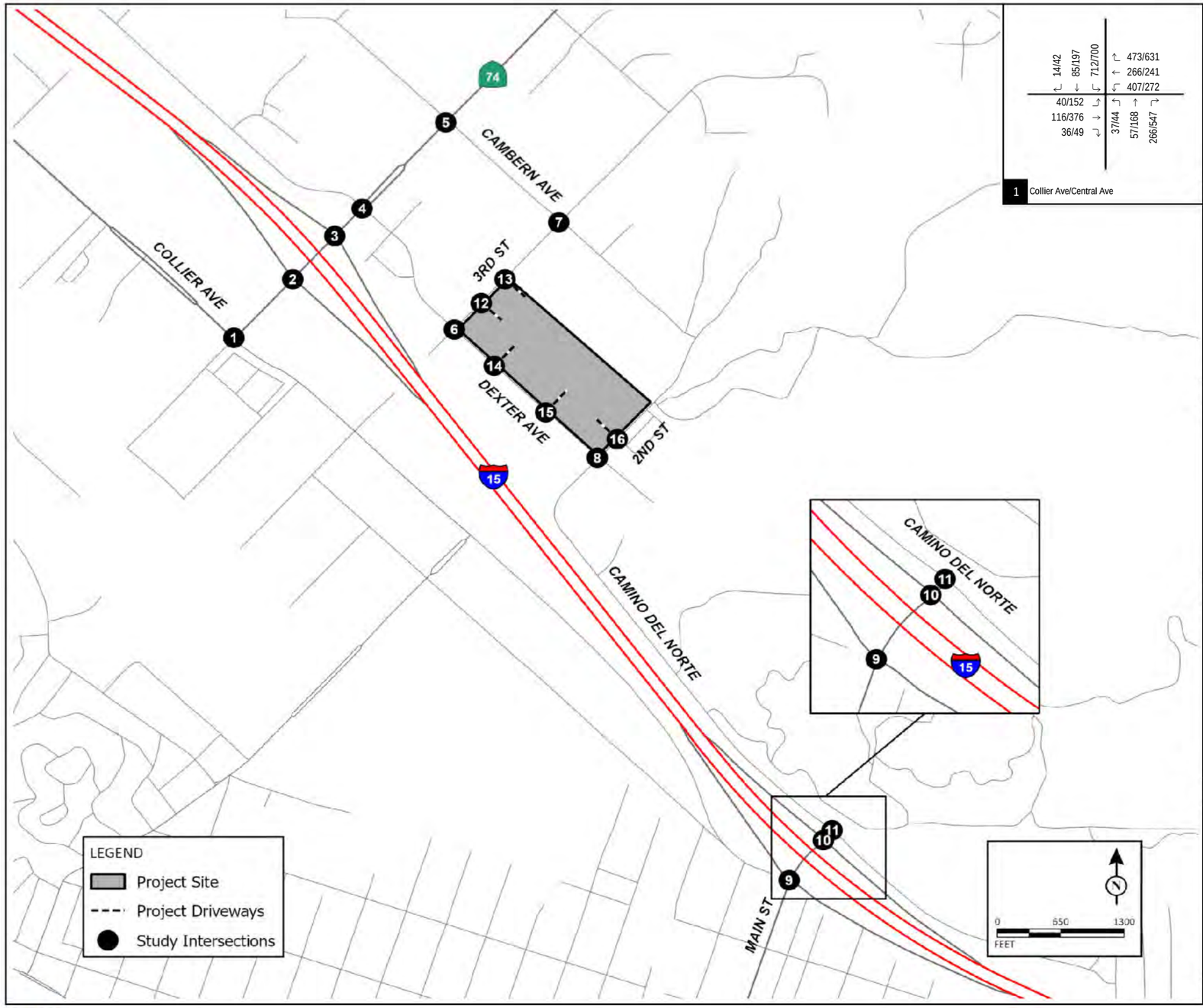
Figure 4-4 illustrates the peak hour PCE traffic volumes at study intersections under General Plan Build-Out conditions. Table 4.D shows the daily traffic volumes at study roadway segments under General Plan Build-Out project conditions. Table 4.E shows the peak hour PCE volumes at study area freeway ramp merge/diverge areas and freeway segments under General Plan Build-Out conditions.

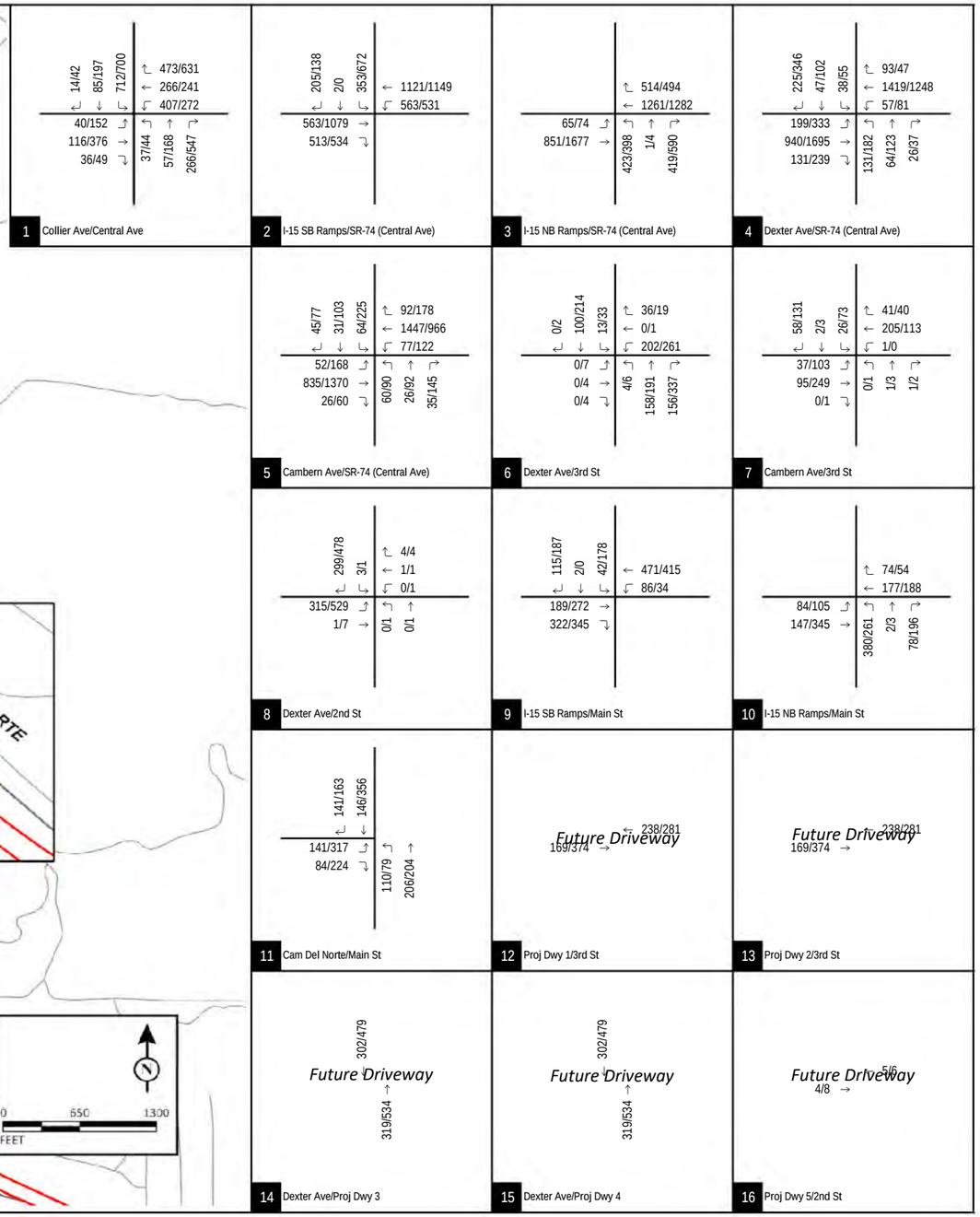
Based on coordination and comments from Caltrans staff, it should be noted that volumes for freeway segments and freeway ramp merge/diverge areas under General Plan Build-Out conditions were developed to reflect the existing freeway segment and ramp geometry without the implementation of the I-15/SR-74 Interchange Project. As such, the LOS analysis for ramp merge/diverge areas and freeway segments was conducted using existing freeway segment and ramp geometry without the implementation of the I-15/SR-74 Interchange Project for all study scenarios.

Detailed volume development worksheets are included in Appendix D.

4.5 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour PCE Traffic Volumes
- Figure 4-2: Cumulative Project Locations
- Figure 4-3: Cumulative Projects Trip Assignment
- Figure 4-4: General Plan Build-Out Peak Hour PCE Traffic Volumes
- Table 4.A: Existing Roadway Segment Daily Traffic Volumes
- Table 4.B: Existing Freeway Segment and Ramp Peak Hour PCE Traffic Volumes
- Table 4.C: Cumulative Projects Trip Generation
- Table 4.D: General Plan Build-Out Roadway Segment Daily Traffic Volumes
- Table 4.E: General Plan Build-Out Freeway Segment and Ramp Peak Hour PCE Traffic Volumes





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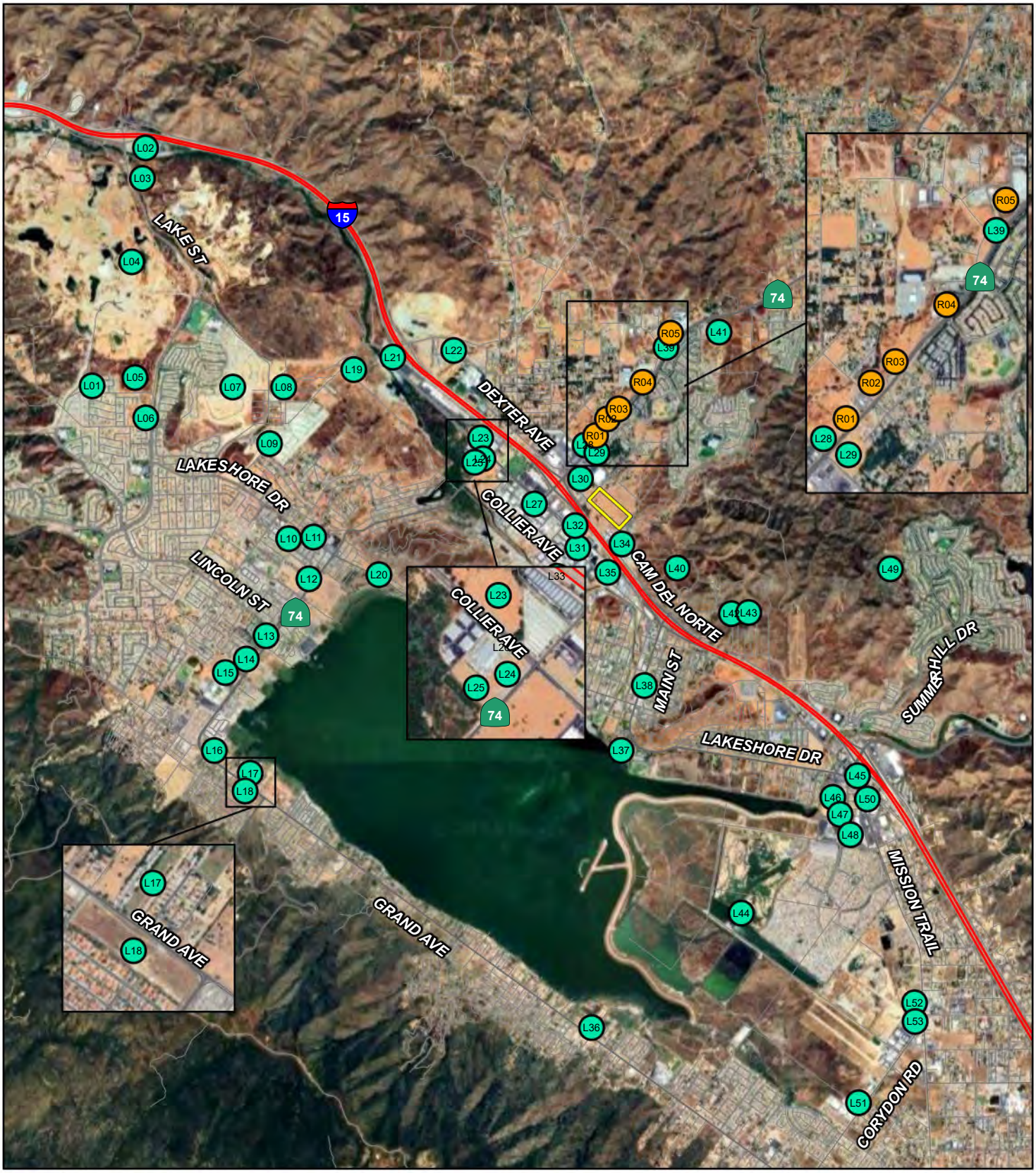
FIGURE 4-1

XXXX/YYYY

AM/PM Peak Hour PCE Traffic Volumes

Dexter Village Project
Traffic Impact Analysis

Existing Peak Hour PCE Traffic Volumes



LSA

LEGEND

- Project Site
- Riverside County
- City of Lake Elsinore

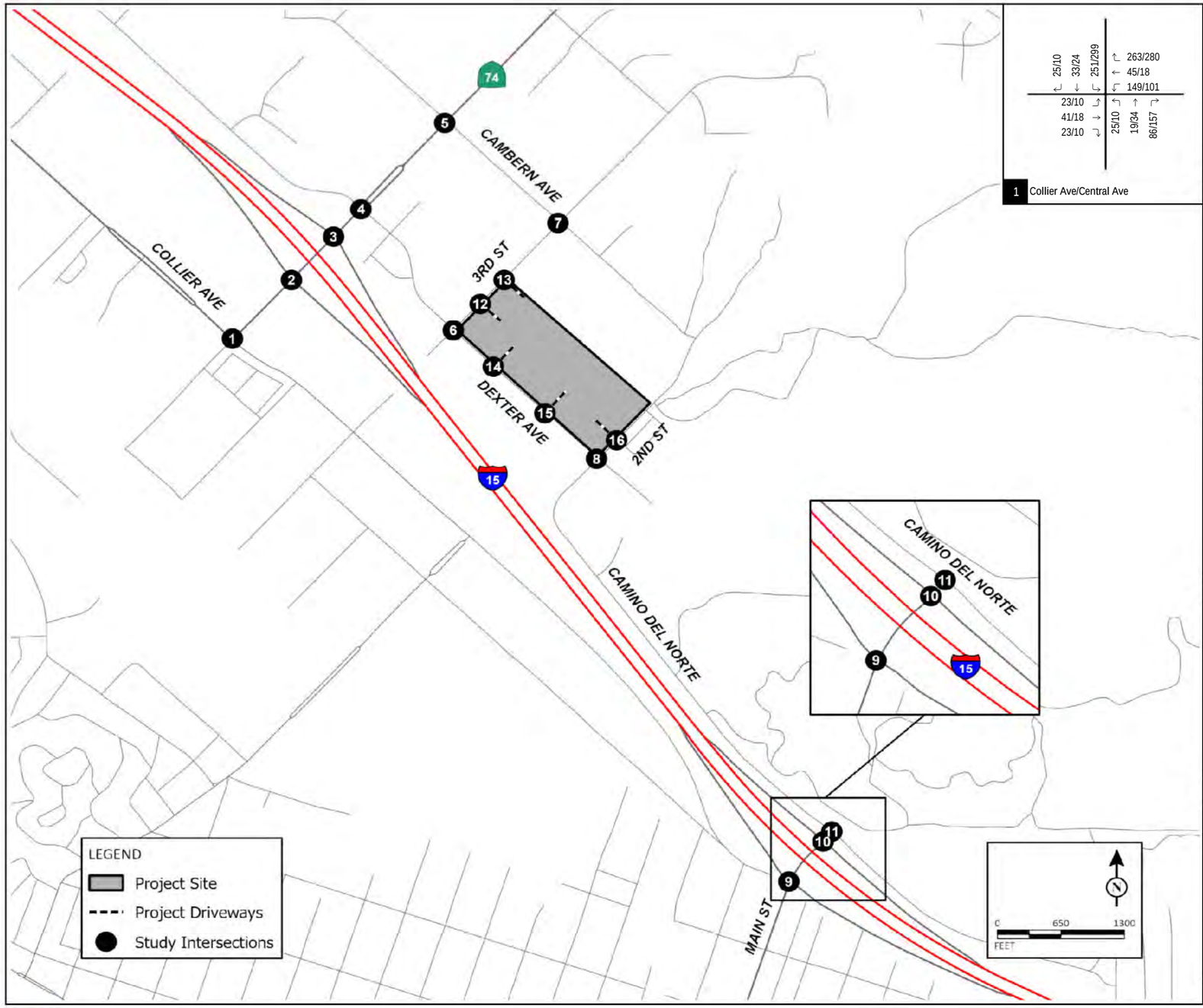
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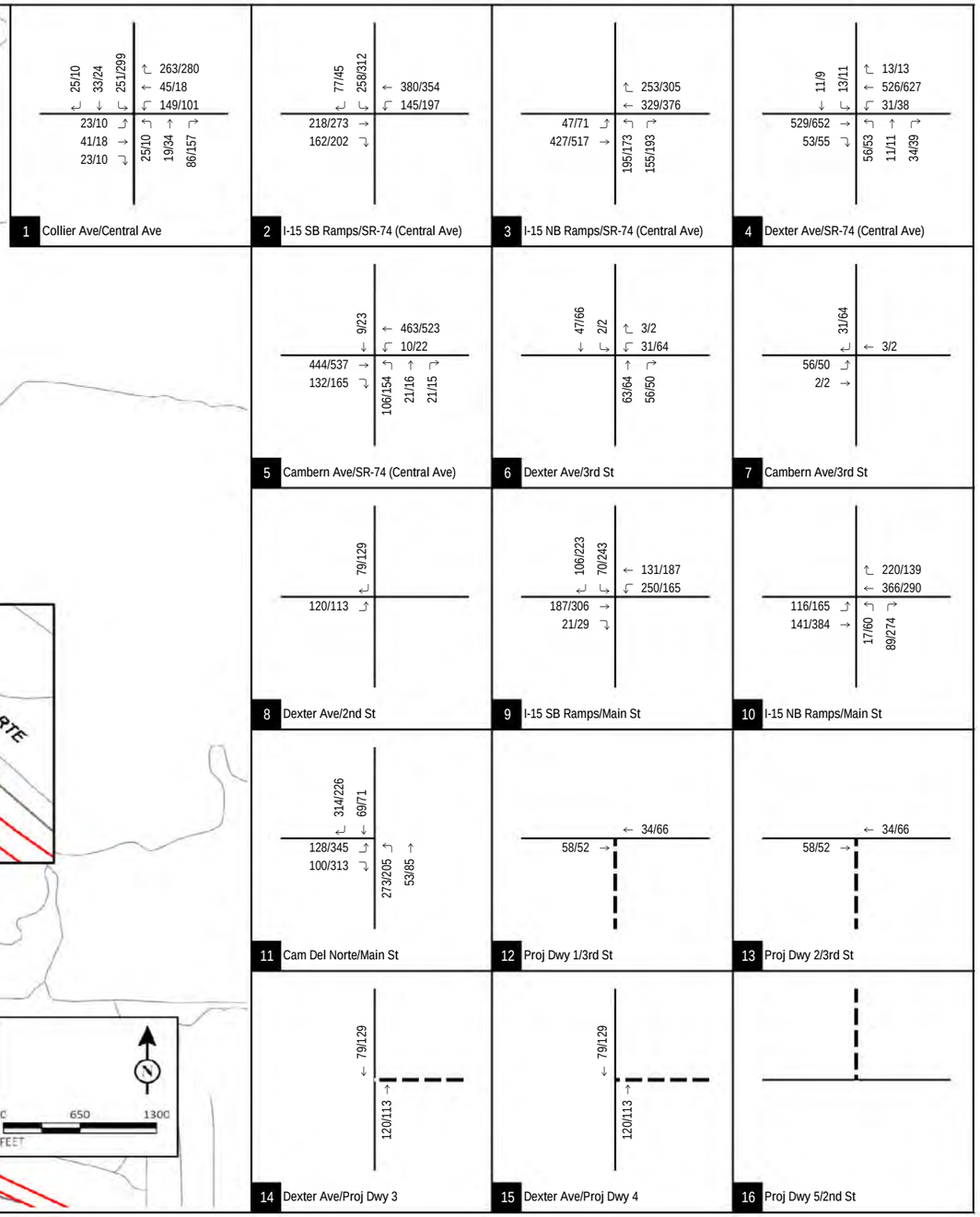
SOURCE: Google Earth Imagery, 2024

FIGURE 4-2

Dexter Village Project
Traffic Impact Analysis
Cumulative Project Locations

P:\2024\20242037 - Dexter Village\Technical Studies\Tra ic\GIS\report\20242037_Dexter Village\20242037_Dexter Village.aprx (4/2/2025)





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FIGURE 4-3

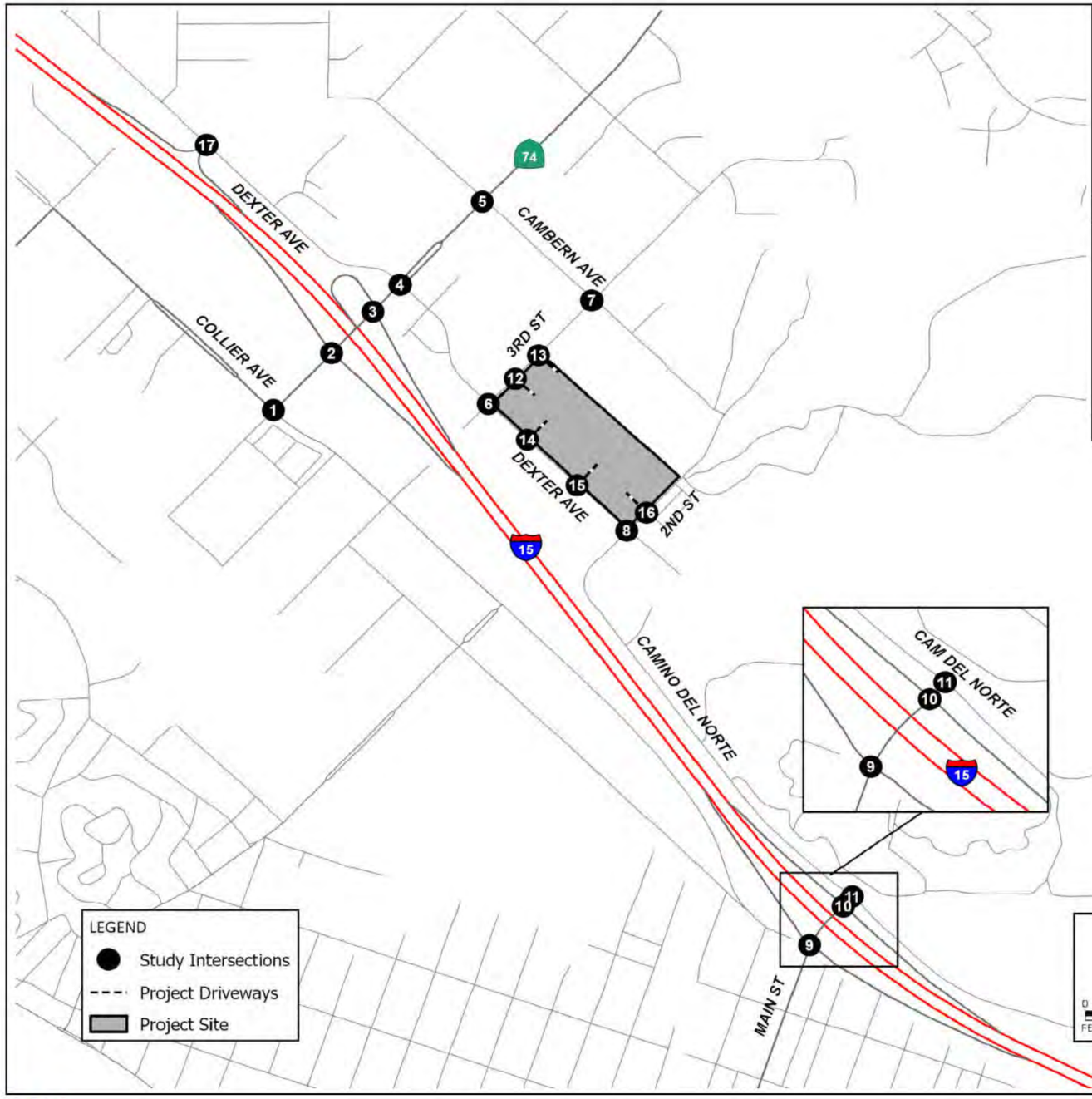
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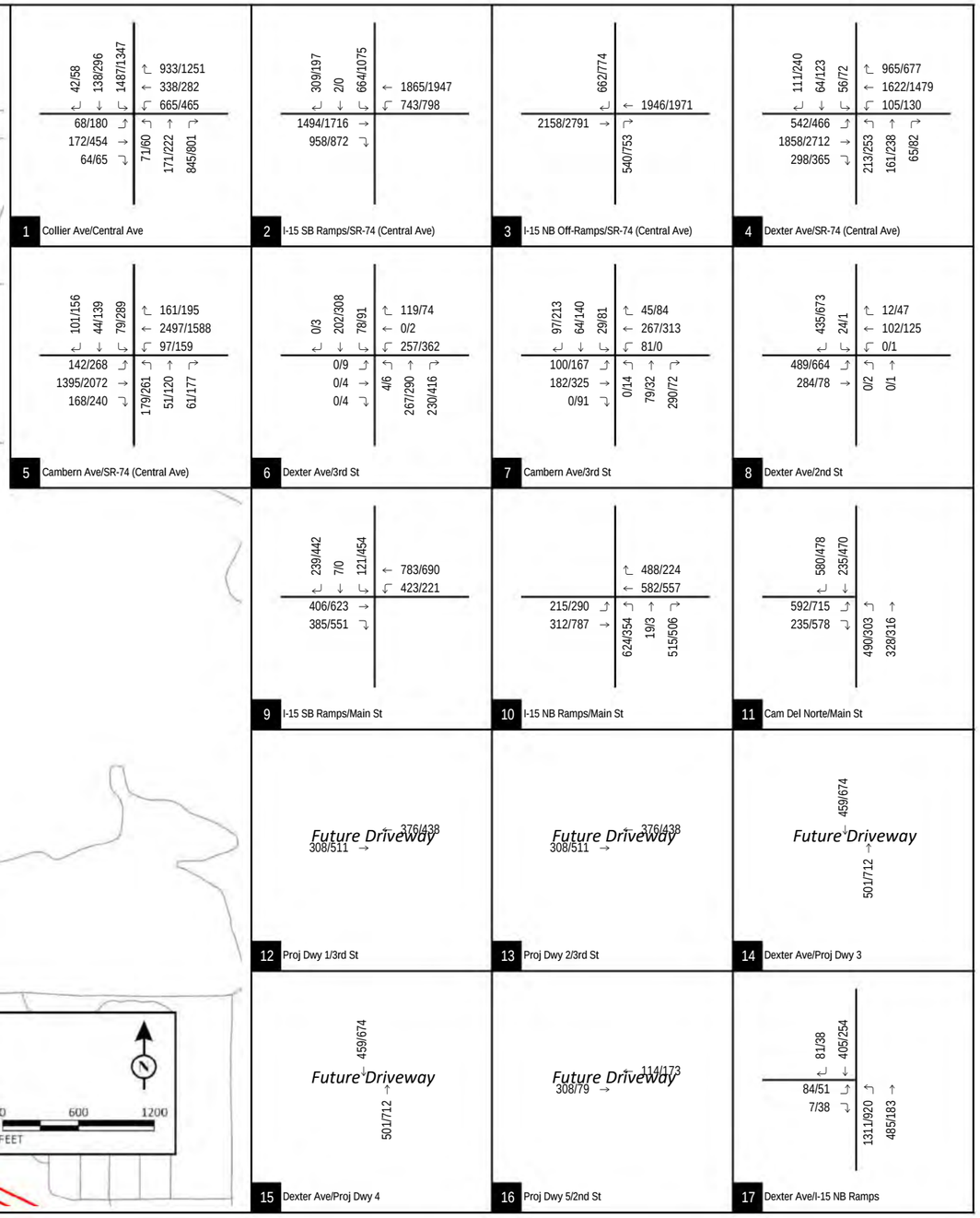
AM/PM Peak Hour PCE Traffic Volumes

Project Driveway

Dexter Village Project
Traffic Impact Analysis

Cumulative Projects Trip Assignment





LSA

FIGURE 4-4

XXXX/YYYY

AM/PM Peak Hour PCE Traffic Volumes

Dexter Village Project
Traffic Impact Analysis

General Plan Build-Out Peak Hour PCE Traffic Volumes

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Table 4.A: Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Project Trips	Existing Plus Project ADT
SR-74 (Central Avenue)	1	between I-15 Northbound Ramps and Dexter Avenue	53,828	1,138	54,966
Dexter Avenue	2	between Central Avenue (SR-74) and 3rd Street	10,839	1,380	12,219
Dexter Avenue	3	between 3rd Street and 2nd Street	10,877	1,839	12,716
Camino Del Norte	4	between 2nd Street and Main Street	10,928	1,345	12,273
Main Street	5	between 1-15 Northbound Ramps and Camino Del Norte	7,954	1,311	9,265

Notes:
ADT = Average Daily Traffic

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Table 4.B: Existing Freeway Segment and Ramp Peak Hour PCE Traffic Volumes

Northbound					
		A.M. Peak Hour		P.M. Peak Hour	
I-15 Northbound	Type	Exist NP Mainline Volume	Exist NP Ramp Volume	Exist NP Mainline Volume	Exist NP Ramp Volume
1 . South of Main Street Off-Ramp	Basic	4,717		5,002	
2 . Main Street Off-Ramp	Ramp Diverge		460		460
3 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	4,257		4,542	
4 . Main Street On-Ramp	Ramp Merge		160		162
5 . Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	Basic	4,417		4,704	
6 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge		843		992
7 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3,574		3,712	
8 . SR-74 (Central Ave) On-Ramp	Ramp Merge		580		572
9 . North of SR-74 (Central Ave) On-Ramp	Basic	4,154		4,284	

Southbound					
		A.M. Peak Hour		P.M. Peak Hour	
I-15 Southbound	Type	Exist NP Mainline Volume	Exist NP Ramp Volume	Exist NP Mainline Volume	Exist NP Ramp Volume
10 . North of SR-74 (Central Ave) Off-Ramp	Basic	3,224		3,603	
11 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge		560		810
12 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	2,664		2,793	
13 . SR-74 (Central Ave) On-Ramp	Ramp Merge		1,078		1,065
14 . Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	Basic	3,742		3,858	
15 . Main Street Off-Ramp	Ramp Diverge		159		365
16 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3,583		3,493	
17 . Main Street On-Ramp	Ramp Merge		410		379
18 . South of Main Street On-Ramp	Basic	3,993		3,872	

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L01 .	**Running Deer (TR 31957)**									
	East of Lincoln Street and north of Running Deer Road									
	Single-Family Detached Housing	101	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			18	53	71	60	35	95	952
L02 .	**Lake Street Storage**									
	Southeastern corner of Lake Street and I-15 Southbound On-Ramp									
	Public RV Storage & Self Storage	13.340	AC							
	Trips/Unit			1.16	1.42	2.58	1.79	1.78	3.57	35.43
	Trip Generation[2]			15	19	34	24	24	48	473
	Gasoline/Service Station w/Convenience Market	12	VFP							
	Trips/Unit			5.08	5.08	10.16	6.76	6.75	13.51	162.78
	Trip Generation[2]			61	61	122	81	81	162	1,953
L03 .	**Alberhill Ridge**									
	South of I-15 and east of Lake Street									
	Single-Family Detached Housing	1,056	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			190	549	739	623	370	993	9,958
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	345	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			35	104	139	110	66	176	2,325
	Supermarket	679.000	TSF							
	Trips/Unit[4]			1.69	1.17	2.86	4.48	4.47	8.95	93.84
	Trip Generation			1,148	794	1,942	3,042	3,035	6,077	63,717
	Pass-by Trips[5]			0	0	0	(730)	(728)	(1,458)	(15,292)
	Net New Trips			1,148	794	1,942	2,312	2,307	4,619	48,425
	General Office Building	679.000	TSF							
	Trips/Unit[6]			1.34	0.18	1.52	0.24	1.20	1.44	10.84
	Trip Generation			910	122	1,032	163	815	978	7,360
L04 .	**Alberhill Villages Specific Plan**									
	South of I-15 and west of Lake Street									
	Trip Generation[7]		-	4,731	5,196	9,927	7,389	7,186	14,575	150,415
L05 .	**Pacific Coral**									
	Southwestern corner of Lake Street and Alberhill Ranch Road									
	Single-Family Detached Housing	205	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			37	107	144	121	72	193	1,933

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L06 .	**Lake & Mountain Shopping Center**									
	Northwestern corner of Lake Street and Mountain Street									
	Shopping Center	13.200	TSF							
	Trips/Unit			7.44	4.56	12.00	4.42	4.78	9.20	114.93
	Trip Generation[8]			97	59	156	53	59	112	1,404
	Fast-Food Restaurant with Drive-Through Window	7.365	TSF							
	Trips/Unit			20.50	19.69	40.19	16.99	15.68	32.67	470.95
	Trip Generation[8]			125	126	251	89	68	157	2,268
	Super Convenience Market/Gas Sation	3.400	TSF							
	Trips/Unit			41.57	41.57	83.14	34.64	34.64	69.28	837.58
	Trip Generation[8]			51	44	95	33	43	76	860
	Automated Car Wash	1	TUN							
	Trips/Unit			-	-	-	38.75	38.75	77.50	775.00
	Trip Generation[8]			0	0	0	39	39	78	776
L07 .	**Alberhill Ranch**									
	Southeastern corner of Lake Street and Nichols Road									
	Single-Family Detached Housing	696	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			125	362	487	411	244	655	6,563
L08 .	**West Nichols Logistics Center**									
	East of Terra Cotta Road and north of Hoff Avevnue									
	Warehousing	1054.790	TSF							
	Trips/Unit (Cars)			0.090	0.027	0.117	0.035	0.089	0.124	1.180
	Trips/Unit (2-Axle Trucks)			0.006	0.006	0.012	0.006	0.006	0.012	0.116
	Trips/Unit (3-Axle Trucks)			0.005	0.004	0.009	0.005	0.005	0.010	0.094
	Trips/Unit (4+ Axle Trucks)			0.017	0.015	0.032	0.018	0.016	0.034	0.320
	Trips/Unit (Total)[9]			0.13	0.039	0.170	0.050	0.130	0.180	1.710
	Trip Generation (Cars)			95	29	124	37	94	131	1,245
	Trip Generation (2-Axle Trucks)			6	6	12	7	6	13	123
	Trip Generation (3-Axle Trucks)			5	5	10	5	5	10	99
	Trip Generation (4+ Axle Trucks)			17	17	34	18	18	36	337
	Truck Trip Generation			28	28	56	30	29	59	559
	Trip Generation (Total)			123	57	180	67	123	190	1,804
	Trip Generation (Cars)			95	29	124	37	94	131	1,245
	PCE Trip Generation (2-Axle Trucks)			9	9	18	11	9	20	123
	PCE Trip Generation (3-Axle Trucks)			10	10	20	10	10	20	99
	PCE Trip Generation (4+ Axle Trucks)			51	51	102	54	54	108	337
	Total Truck Trip Generation			28	28	56	30	29	59	559
	Auto Trips			95	29	124	37	94	131	1,245
	Truck PCE Trips			70	70	140	75	73	148	559
	Total PCE Trip Generation			165	99	264	112	167	279	1,804
L09 .	**Terracina Specific Plan**									
	East of Terra Cotta Road and in between Hoff Avenue and Lakeshore Drive									
	Single-Family Detached Residential	468	DU							
	Trips/Unit			0.19	0.56	0.75	0.63	0.37	1.00	9.52
	Trip Generation[10]			89	262	351	295	173	468	4,455
L10 .	**Lakeshore Drive Condos**									
	Southwest of Lakeshore Drive and Gunnerson Street									
	Single-Family Detached Residential	140	DU							
	Trips/Unit			0.15	0.33	0.48	0.32	0.25	0.57	7.20
	Trip Generation[11]			21	46	67	45	35	80	1,008

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L11 .	**Dutch Bros Coffee**									
	Northern corner of Viscaya Street and Lakeshore Drive									
	Coffee/Donut Shop with Drive-Through Window	0.950	TSF							
	Trips/Unit[12]			43.80	42.08	85.88	19.50	19.49	38.99	533.57
	Trip Generation			42	40	82	19	19	38	507
	Pass-by Trips[13]			(21)	(20)	(41)	(10)	(10)	(21)	(266)
	Net New Trips			21	20	41	9	9	17	241
L12 .	**Sunny Express Carwash**									
	APN 379-160-002									
	Automated Car Wash	1	TUN							
	Trips/Unit[14]			0.00	0.00	0.00	38.75	38.75	77.50	0.00
	Trip Generation			0	0	0	39	39	78	0
L13 .	**Riverside at Lincoln Commercial**									
	Southwestern corner of Riverside Drive and Lincoln Street									
	Mini-Warehouse	39.463	TSF							
	Trips/Unit			0.06	0.04	0.10	0.08	0.09	0.17	1.51
	Trip Generation[15]			2	2	4	3	4	7	60
	Fast-Food Restaurant with Drive-Through Window	4.456	TSF							
	Trips/Unit			20.50	19.69	40.19	16.99	15.68	32.67	470.95
	Trip Generation[15]			32	39	71	34	27	61	1,907
	Super Convenience Market/Gas Sation	16	VFP							
	Trips/Unit			14.04	14.04	28.08	11.48	11.48	22.96	230.52
	Trip Generation[15]			81	75	156	40	58	98	3,123
	Automated Car Wash	1	TUN							
	Trips/Unit			27.93	21.07	49.00	51.84	56.16	108.00	1,936.00
	Trip Generation[15]			28	21	49	52	56	108	1,936
L14 .	**Riverside Drive Apartments**									
	APN 379-315-033									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	96	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			10	29	39	31	18	49	647
L15 .	**Lakepointe Apartments**									
	North corner of SR-74 and La Harve Street									
	Mutli-Family Attached Housing (Phase 1)	152	DU							
	Trips/Unit			0.16	0.39	0.55	0.41	0.26	0.67	6.65
	Trip Generation[16]			24	60	84	62	40	102	1,011
	Multifamily Housing (Low-Rise) Not Close to Rail Transit (Phase 2)	108	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			11	32	43	35	21	56	728
L16 .	**Lakeside Homes**									
	Eastern corner of Grand Avenue and Riverside Drive									
	Single-Family Detached Residential	140	DU							
	Trips/Unit			0.19	0.56	0.74	0.63	0.36	0.99	9.44
	Trip Generation[17]			26	78	104	88	51	139	1,322

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L17 .	**Wakerider Beach Resort**									
	APN 381-030-005									
	Single Tenant Office Building	39.463	TSF							
	Trips/Unit			0.06	0.04	0.10	0.08	0.09	0.17	1.51
	Trip Generation[18]			2	2	4	3	4	7	60
	Fast-Food Restaurant with Drive-Through Window	4.456	TSF							
	Trips/Unit			20.50	19.69	40.19	16.99	15.68	32.67	470.95
	Trip Generation[18]			32	39	71	34	27	61	1,907
	Resort Hotel	16	RM							
	Trips/Unit			14.04	14.04	28.08	11.48	11.48	22.96	230.52
	Trip Generation[18]			81	75	156	40	58	98	3,123
	Quality Restaurant	1	TSF							
	Trips/Unit			27.93	21.07	49.00	51.84	56.16	108.00	1,936.00
	Trip Generation[18]			28	21	49	52	56	108	1,936
L18 .	**Bamiyan Marketplace**									
	South of SR-74 and Macy Street									
	Multifamily Housing Low-Rise	14	DU							
	Trips/Unit			0.11	0.35	0.46	0.35	0.21	0.56	7.32
	Trip Generation[19]			2	4	6	2	1	3	38
	Multifamily Housing Mid-Rise	60	DU							
	Trips/Unit			0.09	0.27	0.36	0.27	0.17	0.44	5.44
	Trip Generation[19]			5	13	18	6	4	10	124
	Shopping Center	23.000	TSF							
	Trips/Unit			0.58	0.36	0.94	1.83	1.98	3.81	37.75
	Trip Generation[19]			11	3	14	24	28	52	494
	Fast-Food Restaurant without Drive-Through Window	1.972	TSF							
	Trips/Unit			15.06	10.04	25.10	14.17	14.17	28.34	346.23
	Trip Generation[19]			12	8	20	11	8	19	227
	Fast-Food Restaurant with Drive-Through Window	4.476	TSF							
	Trips/Unit			20.50	19.69	40.19	16.99	15.68	32.67	470.95
	Trip Generation[19]			31	48	79	32	19	51	640
	Automated Car Wash	1	TUN							
	Trips/Unit			-	-	-	38.75	38.75	77.50	775.00
	Trip Generation[19]			0	0	0	33	34	67	669
	Super Convenience Market/Gas Station	20	VFP							
	Trips/Unit			14.04	14.04	28.08	11.48	11.48	22.96	230.52
	Trip Generation[19]			79	59	138	48	52	100	474

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L19 .	**Baker Street Industrial**								
	Eastern corner of Nichols Road-Pierce Street and Baker Street								
	Warehousing	800.361 TSF							
	Trips/Unit (Cars)		0.090	0.027	0.117	0.035	0.089	0.124	1.180
	Trips/Unit (2-Axle Trucks)		0.006	0.006	0.012	0.006	0.006	0.012	0.116
	Trips/Unit (3-Axle Trucks)		0.005	0.004	0.009	0.005	0.005	0.010	0.094
	Trips/Unit (4+ Axle Trucks)		0.017	0.015	0.032	0.018	0.016	0.034	0.320
	Trips/Unit (Total)[9]		0.13	0.039	0.170	0.050	0.130	0.180	1.710
	Trip Generation (Cars)		72	22	94	28	71	99	944
	Trip Generation (2-Axle Trucks)		5	4	9	5	5	10	93
	Trip Generation (3-Axle Trucks)		4	3	7	4	4	8	75
	Trip Generation (4+ Axle Trucks)		13	12	25	14	13	27	256
	Truck Trip Generation		22	19	41	23	22	45	424
	Trip Generation (Total)		94	41	135	51	93	144	1,368
	Trip Generation (Cars)		72	22	94	28	71	99	944
	PCE Trip Generation (2-Axle Trucks)		8	6	14	8	8	16	93
	PCE Trip Generation (3-Axle Trucks)		8	6	14	8	8	16	75
	PCE Trip Generation (4+ Axle Trucks)		39	36	75	42	39	81	256
	Total Truck Trip Generation		22	19	41	23	22	45	424
	Auto Trips		72	22	94	28	71	99	944
	Truck PCE Trips		55	48	103	58	55	113	424
	Total PCE Trip Generation		127	70	197	86	126	212	1,368
	Manufacturing	100.045 TSF							
	Trips/Unit (Cars)		0.406	0.128	0.534	0.180	0.401	0.582	3.734
	Trips/Unit (2-Axle Trucks)		0.027	0.021	0.048	0.021	0.031	0.052	0.380
	Trips/Unit (3-Axle Trucks)		0.015	0.011	0.026	0.012	0.017	0.028	0.185
	Trips/Unit (4+ Axle Trucks)		0.040	0.032	0.072	0.032	0.046	0.078	0.451
	Trips/Unit (Total)[20]		0.52	0.163	0.680	0.229	0.511	0.740	4.750
	Trip Generation (Cars)		41	12	53	18	40	58	374
	Trip Generation (2-Axle Trucks)		3	2	5	2	3	5	38
	Trip Generation (3-Axle Trucks)		1	2	3	1	2	3	19
	Trip Generation (4+ Axle Trucks)		4	3	7	3	5	8	45
	Truck Trip Generation		8	7	15	6	10	16	102
	Trip Generation (Total)		49	19	68	24	50	74	476
	Trip Generation (Cars)		41	12	53	18	40	58	374
	PCE Trip Generation (2-Axle Trucks)		5	3	8	3	5	8	38
	PCE Trip Generation (3-Axle Trucks)		2	4	6	2	4	6	19
	PCE Trip Generation (4+ Axle Trucks)		12	9	21	9	15	24	45
	Total Truck Trip Generation		8	7	15	6	10	16	102
	Auto Trips		41	12	53	18	40	58	374
	Truck PCE Trips		19	16	35	14	24	38	102
	Total PCE Trip Generation		60	28	88	32	64	96	476

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
	High-Cube Cold Storage Warehouse	100.045	TSF							
	Trips/Unit (Cars)			0.061	0.014	0.076	0.032	0.051	0.083	4.444
	Trips/Unit (2-Axle Trucks)			0.004	0.004	0.007	0.004	0.004	0.008	0.438
	Trips/Unit (3-Axle Trucks)			0.003	0.003	0.006	0.003	0.004	0.007	0.354
	Trips/Unit (4+ Axle Trucks)			0.010	0.010	0.021	0.010	0.012	0.022	1.204
	Trips/Unit (Total)[21]			0.06	0.055	0.110	0.060	0.060	0.120	6.440
	Trip Generation (Cars)			6	2	8	3	5	8	445
	Trip Generation (2-Axle Trucks)			0	1	1	0	1	1	44
	Trip Generation (3-Axle Trucks)			0	1	1	0	1	1	35
	Trip Generation (4+ Axle Trucks)			1	1	2	1	1	2	120
	Truck Trip Generation			1	3	4	1	3	4	199
	Trip Generation (Total)			7	5	12	4	8	12	644
	Trip Generation (Cars)			6	2	8	3	5	8	445
	PCE Trip Generation (2-Axle Trucks)			0	2	2	0	2	2	44
	PCE Trip Generation (3-Axle Trucks)			0	2	2	0	2	2	35
	PCE Trip Generation (4+ Axle Trucks)			3	3	6	3	3	6	120
	Total Truck Trip Generation			1	3	4	1	3	4	199
	Auto Trips			6	2	8	3	5	8	445
	Truck PCE Trips			3	7	10	3	7	10	199
	Total PCE Trip Generation			9	9	18	6	12	18	644
L20	**Lakeview Plaza**									
	Northwest of Manning Street and Lakeshore Drive									
	Shopping Center	36.120	TSF							
	Trips/Unit			2.92	1.79	4.71	3.40	3.69	7.09	83.28
	Trip Generation[22]			95	58	153	102	113	215	2,779
	High Turn-Over Sit-Down Restaurant	7.000	TSF							
	Trips/Unit			5.47	4.47	9.94	6.06	3.71	9.77	112.18
	Trip Generation[22]			29	25	54	21	6	27	556
L21	**Collier Retail Shops**									
	South of Nichols Road and in between Collier Avenue and I-15 Southbound On-Ramp									
	Fast-Food Restaurant with Drive-Through Window	7.200	TSF							
	Trips/Unit[23]			22.75	21.86	44.61	17.18	15.85	33.03	467.48
	Trip Generation			164	157	321	124	114	238	3,366
	Pass-by Trips[24]			(82)	(79)	(161)	(68)	(63)	(131)	(1,767)
	Net New Trips			82	78	160	56	51	107	1,599

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L22 .	**Nichols Ranch Specific Plan**									
	South of Nichols Rd and east of I-15									
	Single Family Detached Residential	336	DU							
	Trips/Unit			0.19	0.56	0.75	0.62	0.37	0.99	9.44
	Trip Generation[25]			61	166	227	183	104	287	3,172
	Hotel	130	RM							
	Trips/Unit			0.28	0.19	0.47	0.31	0.29	0.60	8.36
	Trip Generation[25]			35	17	52	23	25	48	674
	Park	16.600	AC							
	Trips/Unit			0.01	0.01	0.02	0.06	0.05	0.11	0.78
	Trip Generation[25]			0	0	0	1	1	2	13
	Health & Fitness Club	8.000	TSF							
	Trips/Unit			0.67	0.64	1.31	1.97	1.48	3.45	34.50
	Trip Generation[25]			5	5	10	16	12	28	276
	General Office	43.000	TSF							
	Trips/Unit			1.34	0.22	1.56	0.19	1.00	1.19	10.88
	Trip Generation[25]			44	1	45	3	38	41	376
	Shopping Center	4.400	TSF							
	Trips/Unit			21.70	13.30	35.00	5.88	6.37	12.25	163.35
	Trip Generation[25]			80	48	128	5	9	14	159
	High Turnover (Sit-Down) Restaurant	9.400	TSF							
	Trips/Unit			5.47	4.47	9.94	6.06	3.71	9.77	112.18
	Trip Generation[25]			46	40	86	40	16	56	506
	Fast-Food Restaurant without Drive-Through	5.500	TSF							
	Trips/Unit			15.06	10.04	25.10	14.17	14.17	28.34	346.23
	Trip Generation[25]			48	26	74	36	32	68	792
	Fast-Food Restaurant with Drive-Through	6.000	TSF							
	Trips/Unit			20.50	19.69	40.19	16.99	15.68	32.67	470.95
	Trip Generation[25]			54	57	111	49	36	85	1,131
	Gasoline Staiton with Market	16	VFP							
	Trips/Unit			10.14	10.14	20.28	11.18	11.18	22.36	198.16
	Trip Generation[25]			62	62	124	79	79	158	1,395

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L23 .	**North Elsinore Business Park**									
	North of Collier Avenue and Riverside Drive									
	General Light Industrial	93.255	TSF							
	Trips/Unit (Cars)			0.598	0.081	0.679	0.080	0.537	0.617	4.563
	Trips/Unit (2-Axle Trucks)			0.003	0.000	0.003	0.000	0.002	0.002	0.066
	Trips/Unit (3-Axle Trucks)			0.004	0.001	0.005	0.000	0.002	0.002	0.082
	Trips/Unit (4+ Axle Trucks)			0.012	0.002	0.014	0.001	0.007	0.008	0.248
	Trips/Unit (Total)			0.616	0.084	0.700	0.082	0.548	0.630	4.960
	Trip Generation (Cars)			56	8	64	7	50	57	426
	Trip Generation (2-Axle Trucks)			0	0	0	0	0	0	6
	Trip Generation (3-Axle Trucks)			0	0	0	0	0	0	8
	Trip Generation (4+ Axle Trucks)			1	0	1	0	1	1	24
	Truck Trip Generation			1	0	1	0	1	1	38
	Trip Generation (Total)			57	8	65	7	51	58	464
	Trip Generation (Cars)			56	8	64	7	50	57	426
	PCE Trip Generation (2-Axle Trucks)			0	0	0	0	0	0	6
	PCE Trip Generation (3-Axle Trucks)			0	0	0	0	0	0	8
	PCE Trip Generation (4+ Axle Trucks)			3	0	3	0	3	3	24
	Total Truck Trip Generation			1	0	1	0	1	1	38
	Auto Trips			56	8	64	7	50	57	426
	Truck PCE Trips			3	0	3	0	3	3	38
	Total PCE Trip Generation[26]			59	8	67	7	53	60	464
L24 .	**Kassab Travel Center**									
	Western corner of Riverside Drive and Collier Avenue									
	Fast-Food Restaurant with Drive-Through Window	2.540	TSF							
	Trips/Unit			23.16	22.26	45.42	16.98	15.67	32.65	496.12
	Trip Generation[27]			30	29	59	21	20	41	630
	Gas Station & Convenience Market	18	VFP							
	Trips/Unit			5.08	5.08	10.16	6.76	6.76	13.51	162.78
	Trip Generation[27]			35	35	69	53	53	107	1,289
L25 .	**Tige Watersports**									
	APN 378-030-031									
	Manufacturing	35.482	TSF							
	Trips/Unit			0.57	0.16	0.73	0.26	0.47	0.73	3.82
	Trip Generation[28]			21	6	27	10	17	27	136
L26 .	**Reflections Lake Elsinore**									
	Northeastern corner of Chaney Street and Lakeshore Drive									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	36	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			4	11	15	12	7	19	243
	Strip Retail Plaza (<40k)	2.900	TSF							
	Trips/Unit[29]			1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation			4	3	7	10	10	20	158
	Pass-by Trips[30]			0	0	0	(4)	(4)	(8)	(63)
	Net New Trips			4	3	7	6	6	12	95
L27 .	**Starbucks Coffee Shop**									
	Western corner of Central Avenue and Collier Avenue									
	Coffee/Donut Shop with Drive-Through	4.400	TSF							
	Trips/Unit			43.80	42.08	85.88	19.50	19.50	38.99	533.57
	Trip Generation[31]			100	92	192	39	39	78	1,056

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L28 .	**3rd & Cambern Apartments**									
	Northern corner of Central Avenue and Cambern Avenue									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	75	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			8	23	31	24	14	38	506
L29 .	**Central and Cambern Retail**									
	Eastern corner of Central Avenue and Cambern Avenue									
	Supermarket	43.050	TSF							
	Trips/Unit			2.29	1.53	3.82	4.71	4.53	9.24	106.78
	Trip Generation[32]			90	45	135	116	113	229	2,657
	Fast-Food Restaurant with Drive-Through Window	6.000	TSF							
	Trips/Unit			20.50	19.69	40.19	16.99	15.68	32.67	470.95
	Trip Generation[32]			43	59	102	44	27	71	914
	Automated Car Wash	1	TUN							
	Trips/Unit			-	-	-	38.75	38.75	77.50	775.00
	Trip Generation[32]			0	0	0	39	39	78	775
	Super Convenience Market/Gas Station	16	VFP							
	Trips/Unit			14.04	14.04	28.08	11.48	11.48	22.96	230.52
	Trip Generation[32]			59	50	109	40	44	84	576
L30 .	**PDG Lake Elsinore**									
	Northern corner of Dexter Avenue and Crane Street									
	Fast-Food Restaurant with Drive-Through Window	3.860	TSF							
	Trips/Unit[23]			22.75	21.86	44.61	17.18	15.85	33.03	467.48
	Trip Generation			88	84	172	66	61	127	1,804
	Pass-by Trips[24]			(44)	(42)	(86)	(36)	(34)	(70)	(947)
	Net New Trips			44	42	86	30	27	57	857
	Strip Retail Plaza (<40k)	3.941	TSF							
	Trips/Unit[29]			1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation			6	4	10	13	13	26	215
	Pass-by Trips[30]			0	0	0	(5)	(5)	(10)	(86)
	Net New Trips			6	4	10	8	8	16	129
	Fast Casual Restaurant	0.810	TSF							
	Trips/Unit[33]			0.72	0.71	1.43	6.90	5.65	12.55	97.14
	Trip Generation			1	1	2	6	5	11	79
	Pass-by Trips[34]			0	0	0	(3)	(2)	(5)	(34)
	Net New Trips			1	1	2	3	3	6	45
	Medical-Dental Office Building - Stand-Alone	3.000	TSF							
	Trips/Unit[35]			2.45	0.65	3.10	1.18	2.75	3.93	36.00
	Trip Generation			7	2	9	4	8	12	108

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L31 .	**Minthorn Industrial**									
	Northern corner of Minthorn Street and Chaney Street									
	General Light Industrial	37.000	TSF							
	Trips/Unit (Cars)			0.512	0.070	0.582	0.072	0.439	0.511	3.828
	Trips/Unit (2-Axle Trucks)			0.031	0.021	0.052	0.023	0.023	0.045	0.390
	Trips/Unit (3-Axle Trucks)			0.017	0.011	0.028	0.012	0.012	0.025	0.190
	Trips/Unit (4+ Axle Trucks)			0.047	0.031	0.078	0.034	0.034	0.069	0.463
	Trips/Unit (Total)[36]			0.65	0.089	0.740	0.091	0.559	0.650	4.870
	Trip Generation (Cars)			19	3	22	3	16	19	142
	Trip Generation (2-Axle Trucks)			1	1	2	1	1	2	14
	Trip Generation (3-Axle Trucks)			1	0	1	0	1	1	7
	Trip Generation (4+ Axle Trucks)			2	1	3	1	2	3	17
	Truck Trip Generation			4	2	6	2	4	6	38
	Trip Generation (Total)			23	5	28	5	20	25	180
	Trip Generation (Cars)			19	3	22	3	16	19	142
	PCE Trip Generation (2-Axle Trucks)			2	2	4	2	2	4	14
	PCE Trip Generation (3-Axle Trucks)			2	0	2	0	2	2	7
	PCE Trip Generation (4+ Axle Trucks)			6	3	9	3	6	9	17
	Total Truck Trip Generation			4	2	6	2	4	6	38
	Auto Trips			19	3	22	3	16	19	142
	Truck PCE Trips			10	5	15	5	10	15	38
	Total PCE Trip Generation			29	8	37	8	26	34	180
L32 .	**Hampton Inn & Suites**									
	Eastern corner of 3rd Street and Collier Avenue									
	Hotel	101	RM							
	Trips/Unit[37]			0.26	0.20	0.46	0.30	0.29	0.59	7.99
	Trip Generation			26	20	46	30	29	59	807
L33 .	**Fairway Business Park**									
	533 Chaney Street									
	Manufacturing	216.600	TSF							
	Trips/Unit (Cars)			0.406	0.128	0.534	0.180	0.401	0.582	3.734
	Trips/Unit (2-Axle Trucks)			0.027	0.021	0.048	0.021	0.031	0.052	0.380
	Trips/Unit (3-Axle Trucks)			0.015	0.011	0.026	0.012	0.017	0.028	0.185
	Trips/Unit (4+ Axle Trucks)			0.040	0.032	0.072	0.032	0.046	0.078	0.451
	Trips/Unit (Total)[20]			0.52	0.163	0.680	0.229	0.511	0.740	4.750
	Trip Generation (Cars)			88	28	116	39	87	126	809
	Trip Generation (2-Axle Trucks)			6	4	10	5	6	11	82
	Trip Generation (3-Axle Trucks)			3	3	6	3	3	6	40
	Trip Generation (4+ Axle Trucks)			9	7	16	7	10	17	98
	Truck Trip Generation			18	14	32	15	19	34	220
	Trip Generation (Total)			106	42	148	54	106	160	1,029
	Trip Generation (Cars)			88	28	116	39	87	126	809
	PCE Trip Generation (2-Axle Trucks)			9	6	15	8	9	17	82
	PCE Trip Generation (3-Axle Trucks)			6	6	12	6	6	12	40
	PCE Trip Generation (4+ Axle Trucks)			27	21	48	21	30	51	98
	Total Truck Trip Generation			18	14	32	15	19	34	220
	Auto Trips			88	28	116	39	87	126	809
	Truck PCE Trips			42	33	75	35	45	80	220
	Total PCE Trip Generation			130	61	191	74	132	206	1,029

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L34 .	**The Bedrock Company**								
	Northern corner of Cam Del Norte and Ohana Circle								
	General Light Industrial	39.780 TSF							
	Trips/Unit (Cars)		0.512	0.070	0.582	0.072	0.439	0.511	3.828
	Trips/Unit (2-Axle Trucks)		0.031	0.021	0.052	0.023	0.023	0.045	0.390
	Trips/Unit (3-Axle Trucks)		0.017	0.011	0.028	0.012	0.012	0.025	0.190
	Trips/Unit (4+ Axle Trucks)		0.047	0.031	0.078	0.034	0.034	0.069	0.463
	Trips/Unit (Total)[36]		0.65	0.089	0.740	0.091	0.559	0.650	4.870
	Trip Generation (Cars)		20	3	23	3	17	20	152
	Trip Generation (2-Axle Trucks)		1	1	2	1	1	2	15
	Trip Generation (3-Axle Trucks)		1	0	1	0	1	1	8
	Trip Generation (4+ Axle Trucks)		2	1	3	1	2	3	18
	Truck Trip Generation		4	2	6	2	4	6	41
	Trip Generation (Total)		24	5	29	5	21	26	193
	Trip Generation (Cars)		20	3	23	3	17	20	152
	PCE Trip Generation (2-Axle Trucks)		2	2	4	2	2	4	15
	PCE Trip Generation (3-Axle Trucks)		2	0	2	0	2	2	8
	PCE Trip Generation (4+ Axle Trucks)		6	3	9	3	6	9	18
	Total Truck Trip Generation		4	2	6	2	4	6	41
	Auto Trips		20	3	23	3	17	20	152
	Truck PCE Trips		10	5	15	5	10	15	41
	Total PCE Trip Generation		30	8	38	8	27	35	193
L35 .	**Collier Commercial Properties**								
	APNs 377-190-002, 003, 004								
	General Light Industrial	11.900 TSF							
	Trips/Unit (Cars)		0.512	0.070	0.582	0.072	0.439	0.511	3.828
	Trips/Unit (2-Axle Trucks)		0.031	0.021	0.052	0.023	0.023	0.045	0.390
	Trips/Unit (3-Axle Trucks)		0.017	0.011	0.028	0.012	0.012	0.025	0.190
	Trips/Unit (4+ Axle Trucks)		0.047	0.031	0.078	0.034	0.034	0.069	0.463
	Trips/Unit (Total)[36]		0.65	0.089	0.740	0.091	0.559	0.650	4.870
	Trip Generation (Cars)		6	1	7	1	5	6	46
	Trip Generation (2-Axle Trucks)		0	1	1	0	1	1	5
	Trip Generation (3-Axle Trucks)		0	0	0	0	0	0	2
	Trip Generation (4+ Axle Trucks)		1	0	1	0	1	1	6
	Truck Trip Generation		1	1	2	0	2	2	13
	Trip Generation (Total)		7	2	9	1	7	8	59
	Trip Generation (Cars)		6	1	7	1	5	6	46
	PCE Trip Generation (2-Axle Trucks)		0	2	2	0	2	2	5
	PCE Trip Generation (3-Axle Trucks)		0	0	0	0	0	0	2
	PCE Trip Generation (4+ Axle Trucks)		3	0	3	0	3	3	6
	Total Truck Trip Generation		1	1	2	0	2	2	13
	Auto Trips		6	1	7	1	5	6	46
	Truck PCE Trips		3	2	5	0	5	5	13
	Total PCE Trip Generation		9	3	12	1	10	11	59

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L36 .	**Rome Hill Commercial**									
	Northern corner of Grand Avenue and Kathryn Way-Vail Street									
	General Light Industrial	107.800	TSF							
	Trips/Unit (Cars)			0.512	0.070	0.582	0.072	0.439	0.511	3.828
	Trips/Unit (2-Axle Trucks)			0.031	0.021	0.052	0.023	0.023	0.045	0.390
	Trips/Unit (3-Axle Trucks)			0.017	0.011	0.028	0.012	0.012	0.025	0.190
	Trips/Unit (4+ Axle Trucks)			0.047	0.031	0.078	0.034	0.034	0.069	0.463
	Trips/Unit (Total)[36]			0.65	0.089	0.740	0.091	0.559	0.650	4.870
	Trip Generation (Cars)			55	8	63	8	47	55	413
	Trip Generation (2-Axle Trucks)			3	3	6	2	3	5	42
	Trip Generation (3-Axle Trucks)			2	1	3	1	2	3	20
	Trip Generation (4+ Axle Trucks)			5	3	8	4	3	7	50
	Truck Trip Generation			10	7	17	7	8	15	112
	Trip Generation (Total)			65	15	80	15	55	70	525
	Trip Generation (Cars)			55	8	63	8	47	55	413
	PCE Trip Generation (2-Axle Trucks)			5	5	10	3	5	8	42
	PCE Trip Generation (3-Axle Trucks)			4	2	6	2	4	6	20
	PCE Trip Generation (4+ Axle Trucks)			15	9	24	12	9	21	50
	Total Truck Trip Generation			10	7	17	7	8	15	112
	Auto Trips			55	8	63	8	47	55	413
	Truck PCE Trips			24	16	40	17	18	35	112
	Total PCE Trip Generation			79	24	103	25	65	90	525
L37 .	**Lakeshore Town Center**									
	Southern corner of Lakeshore Drive and Lime Street									
	Hotel	130	RM							
	Trips/Unit			0.32	0.22	0.53	0.31	0.29	0.60	8.17
	Trip Generation[38]			41	28	69	40	38	78	1,062
	Shopping Center	22.100	TSF							
	Trips/Unit			0.59	0.36	0.95	1.76	1.95	3.71	42.81
	Trip Generation[38]			13	8	21	39	43	82	946
	Residential Condominium/Townhouse	108	DU							
	Trips/Unit			0.07	0.36	0.44	0.35	0.18	0.53	5.81
	Trip Generation[38]			8	39	47	38	19	57	628
	Banquet Hall	5.000	TSF							
	Trips/Unit			-	-	-	26.60	0.00	26.60	53.20
	Trip Generation[38]			0	0	0	133	0	133	266
L38 .	**Elsinore Market**									
	Southeastern corner of Main Street and Franklin Street									
	Supermarket	7.700	TSF							
	Trips/Unit[4]			1.69	1.17	2.86	4.48	4.47	8.95	93.84
	Trip Generation			13	9	22	34	34	68	723
	Pass-by Trips[5]			0	0	0	(8)	(8)	(16)	(174)
	Net New Trips			13	9	22	26	26	52	549

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L39 .	**Jack in the Box El Toro**									
	Northwestern and southwestern corner of SR-74 and El Toro Cut Off Road									
	Fast-Food Restaurant with Drive-Through Window	2.600	TSF							
	Trips/Unit[23]			22.75	21.86	44.61	17.18	15.85	33.03	467.48
	Trip Generation			59	57	116	45	41	86	1,215
	Pass-by Trips[24]			(30)	(29)	(58)	(25)	(23)	(47)	(638)
	Net New Trips			29	28	58	20	18	39	577
	Coffee/Donut Shop with Drive-Through Window	0.630	TSF							
	Trips/Unit[12]			43.80	42.08	85.88	19.50	19.49	38.99	533.57
	Trip Generation			28	27	55	12	12	24	336
	Pass-by Trips[13]			(14)	(14)	(28)	(7)	(7)	(13)	(176)
	Net New Trips			14	13	27	5	5	11	160
L40 .	**Spyglass Ranch**									
	Northwest of Cam Del Norte-Minthorn Street and Main Street									
	Single-Family Detached Residential	453	DU							
	Trips/Unit			0.19	0.56	0.75	0.64	0.37	1.01	9.57
	Trip Generation[39]			86	254	340	290	168	458	4,335
	Multi-Family Attached Residential	422	DU							
	Trips/Unit			0.07	0.37	0.44	0.35	0.17	0.52	5.81
	Trip Generation[39]			30	156	186	148	72	219	2,452
L41 .	**North Peak Plaza**									
	East of Trellis Lane and in between SR-74 and Neil Road									
	Hotel	97	RM							
	Trips/Unit[37]			0.26	0.20	0.46	0.30	0.29	0.59	7.99
	Trip Generation			25	19	44	29	28	57	775
	Strip Retail Plaza (<40k)	37.500	TSF							
	Trips/Unit[29]			1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation			53	35	88	124	123	247	2,042
	Pass-by Trips[30]			0	0	0	(50)	(49)	(99)	(817)
	Net New Trips			53	35	88	74	74	148	1,225
L42 .	**South Shore I (TTM 31593)**									
	North of Cam Del Norte and in between Main Street and Grunder Drive (West of South Shore II)									
	Single-Family Detached Housing	521	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			94	271	365	307	182	489	4,913
L43 .	**South Shore II (TTM 36567)**									
	North of Cam Del Norte and in between Main Street and Grunder Drive (East of South Shore I)									
	Single-Family Detached Residential	147	DU							
	Trips/Unit			0.19	0.56	0.75	0.63	0.37	1.00	9.52
	Trip Generation[40]			28	82	110	93	54	147	1,399

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L44 .	**East Lake Specific Plan**									
	In between Lake Elsinore and Mission Trail									
	Shopping Center (>150k)	300.000	TSF							
	Trips/Unit[41]			0.52	0.32	0.84	1.63	1.77	3.40	37.01
	Trip Generation			156	96	252	489	531	1,020	11,103
	Pass-by Trips[42]			0	0	0	(142)	(154)	(296)	(3,220)
	Net New Trips			156	96	252	347	377	724	7,883
	Hotel	300	RM							
	Trips/Unit[37]			0.26	0.20	0.46	0.30	0.29	0.59	7.99
	Trip Generation			78	60	138	90	87	177	2,397
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	1,050	DU							
	Trips/Unit[3]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			105	315	420	336	200	536	7,077
	Single-Family Detached Housing	300	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			54	156	210	177	105	282	2,829
	Fast Casual Restaurant	37.500	TSF							
	Trips/Unit[33]			0.72	0.71	1.43	6.90	5.65	12.55	97.14
	Trip Generation			27	27	54	259	212	471	3,643
	Pass-by Trips[34]			0	0	0	(111)	(91)	(203)	(1,566)
	Net New Trips			27	27	54	148	121	268	2,077
L45 .	**Tommy's Express Carwash**									
	31706 Casino Drive									
	Automated Car Wash	1	TUN							
	Trips/Unit[14]			0.00	0.00	0.00	38.75	38.75	77.50	0.00
	Trip Generation			0	0	0	39	39	78	0
L46 .	**The Diamond Specific Plan**									
	Southwest of Diamond Drive and Lakeshore Drive									
	Condominium/Townhouse	600	DU							
	Trips/Unit			0.07	0.37	0.44	0.35	0.17	0.52	5.81
	Trip Generation[43]			42	222	264	210	97	307	3,457
	General Office	405.000	TSF							
	Trips/Unit			1.24	0.17	1.41	0.22	1.08	1.30	9.56
	Trip Generation[43]			500	65	565	80	431	511	3,627
	Shopping Center	452.000	TSF							
	Trips/Unit			0.50	0.32	0.82	1.87	1.94	3.81	39.45
	Trip Generation[43]			214	134	348	790	811	1,601	16,593
	Hotel	150	RM							
	Trips/Unit			0.34	0.22	0.56	0.31	0.28	0.59	8.17
	Trip Generation[43]			51	33	84	47	42	89	1,226
L47 .	**LE Sports Complex**									
	Northwestern corner of Diamond Drive and Pete Lehr Drive									
	Health/Fitness Club	525.000	TSF							
	Trips/Unit[44]			0.67	0.64	1.31	1.97	1.48	3.45	0.00
	Trip Generation			352	336	688	1,034	777	1,811	0

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L48 .	**Artisan Alley**									
	Northeastern corner of Diamond Drive and Malaga Road									
	Hotel	130	RM							
	Trips/Unit[37]			0.26	0.20	0.46	0.30	0.29	0.59	7.99
	Trip Generation			34	26	60	39	38	77	1,039
	Shopping Plaza (40-150k) - Supermarket - Yes	63.500	TSF							
	Trips/Unit[45]			2.19	1.34	3.53	4.33	4.70	9.03	94.49
	Trip Generation			139	85	224	275	298	573	6,000
	Pass-by Trips[46]			0	0	0	(110)	(119)	(229)	(2,400)
	Net New Trips			139	85	224	165	179	344	3,600
	Brewery Tap Room	13.000	TSF							
	Trips/Unit[47]			0.60	0.08	0.68	5.80	4.03	9.83	61.69
	Trip Generation			8	1	9	75	52	127	802
L49 .	**La Strada (TTM 32077)**									
	South of La Strada and west of Vista Palermo									
	Single-Family Detached Housing	134	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			24	70	94	79	47	126	1,264
L50 .	**Imperial Stations**									
	31800 Mission Trail									
	Condominium/Townhouse	18	VFP							
	Trips/Unit			14.04	14.04	28.08	11.48	11.48	22.96	230.52
	Trip Generation[48]			85	85	170	73	74	147	1,019
	General Office	4.400	TSF							
	Trip Generation[48]			18	18	36	31	31	62	900
L51 .	**Corydon Group**									
	APN 370-080-002									
	General Light Industrial	94.900	TSF							
	Trips/Unit (Cars)			0.512	0.070	0.582	0.072	0.439	0.511	3.828
	Trips/Unit (2-Axle Trucks)			0.031	0.021	0.052	0.023	0.023	0.045	0.390
	Trips/Unit (3-Axle Trucks)			0.017	0.011	0.028	0.012	0.012	0.025	0.190
	Trips/Unit (4+ Axle Trucks)			0.047	0.031	0.078	0.034	0.034	0.069	0.463
	Trips/Unit (Total)[36]			0.65	0.089	0.740	0.091	0.559	0.650	4.870
	Trip Generation (Cars)			49	6	55	7	41	48	363
	Trip Generation (2-Axle Trucks)			3	2	5	2	2	4	37
	Trip Generation (3-Axle Trucks)			2	1	3	1	1	2	18
	Trip Generation (4+ Axle Trucks)			4	3	7	3	4	7	44
	Truck Trip Generation			9	6	15	6	7	13	99
	Trip Generation (Total)			58	12	70	13	48	61	462
	Trip Generation (Cars)			49	6	55	7	41	48	363
	PCE Trip Generation (2-Axle Trucks)			5	3	8	3	3	6	37
	PCE Trip Generation (3-Axle Trucks)			4	2	6	2	2	4	18
	PCE Trip Generation (4+ Axle Trucks)			12	9	21	9	12	21	44
	Total Truck Trip Generation			9	6	15	6	7	13	99
	Auto Trips			49	6	55	7	41	48	363
	Truck PCE Trips			21	14	35	14	17	31	99
	Total PCE Trip Generation			70	20	90	21	58	79	462

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
L52 .	**Mission Trail Residential**									
	Northwestern corner of Mission Trail and Lemon Street									
	Single-Family Detached Housing	191	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			34	99	133	113	67	180	1,801
L53 .	**Corydon Gateway**									
	Northwestern corner of Mission Trail and Corydon Road									
	Super Convenience Market/Gas Station	16	VFP							
	Trips/Unit			14.04	14.04	28.08	11.48	11.48	22.96	230.52
	Trip Generation[49]			83	83	166	63	63	126	1,844
	Fast-Food Restaurant with Drive-Through	2.300	TSF							
	Trips/Unit			20.50	19.69	40.19	16.99	15.68	32.67	470.95
	Trip Generation[49]			24	22	46	20	17	37	541
	Tire Store	5.200	TSF							
	Trips/Unit			1.74	0.98	2.72	1.71	2.27	3.98	28.52
	Trip Generation[49]			9	5	14	9	12	21	148
	General Office Building	11.520	TSF							
	Trips/Unit			2.79	0.45	3.24	0.20	1.07	1.27	11.32
	Trip Generation[49]			32	5	37	2	12	14	130
	Automobile Care Center	11.520	TSF							
	Trips/Unit			1.49	0.76	2.25	1.49	1.62	3.11	31.10
	Trip Generation[49]			17	9	26	17	19	36	358
	Car Wash	120	LF							
	Trips/Unit			0.25	0.21	0.46	0.38	0.41	0.79	8.45
	Trip Generation[49]			20	15	35	30	33	63	659
R01 .	**CUP190006**									
	APN 377-020-026									
	Automobile Care Center	8.192	TSF							
	Trips/Unit[50]			1.49	0.76	2.25	1.49	1.62	3.11	26.80
	Trip Generation			12	6	18	12	13	25	220
R02 .	**PP20158R03**									
	APN 377-372-040									
	General Office Building	8.192	TSF							
	Trips/Unit[6]			1.34	0.18	1.52	0.24	1.20	1.44	10.84
	Trip Generation			11	1	12	2	10	12	89
	Mini Warehouse	152.558	TSF							
	Trips/Unit[51]			0.05	0.04	0.09	0.07	0.08	0.15	1.45
	Trip Generation			8	6	14	11	12	23	221

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Table 4.C: Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
R03 .	**CUP200006**									
	APN 377-372-038									
	Convenience Store	4.050	TSF							
	Trips/Unit[52]			31.27	31.27	62.54	25.05	24.06	49.11	762.28
	Trip Generation			127	127	254	101	97	198	3,087
	Fast-Food Restaurant with Drive-Through Window	1.510	TSF							
	Trips/Unit[23]			22.75	21.86	44.61	17.18	15.85	33.03	467.48
	Trip Generation			34	33	67	26	24	50	706
	Pass-by Trips[24]			(17)	(17)	(34)	(14)	(13)	(28)	(371)
	Net New Trips			17	16	33	12	11	22	335
	Strip Retail Plaza (<40k)	5.040	TSF							
	Trips/Unit[29]			1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation			7	5	12	17	17	34	274
	Pass-by Trips[30]			0	0	0	(7)	(7)	(14)	(110)
	Net New Trips			7	5	12	10	10	20	164
	Small Office Building	1.400	TSF							
	Trips/Unit[53]			1.37	0.30	1.67	0.73	1.43	2.16	14.39
	Trip Generation			2	0	2	1	2	3	20
R04 .	**PPT210016**									
	APNs 347-130-028 and 347-130-029									
	Convenience Store/Gas Station - GFA (2-4k)	6	VFP							
	Trips/Unit[54]			8.03	8.03	16.06	9.21	9.21	18.42	265.12
	Trip Generation			48	48	96	55	55	110	1,591
	Pass-by Trips[55]			(29)	(29)	(58)	(31)	(31)	(62)	(923)
	Net New Trips			19	19	38	24	24	48	668
R05 .	**PPT190027**									
	APN 347-090-045									
	Industrial Park	60.553	TSF							
	Trips/Unit (Cars)			0.145	0.034	0.180	0.039	0.140	0.180	1.779
	Trips/Unit (2-Axle Trucks)			0.006	0.007	0.013	0.005	0.008	0.013	0.135
	Trips/Unit (3-Axle Trucks)			0.005	0.006	0.011	0.004	0.007	0.011	0.111
	Trips/Unit (4+ Axle Trucks)			0.061	0.075	0.136	0.052	0.085	0.136	1.345
	Trips/Unit (Total)[56]			0.28	0.065	0.340	0.075	0.265	0.340	3.370
	Trip Generation (Cars)			9	2	11	2	9	11	108
	Trip Generation (2-Axle Trucks)			0	1	1	0	1	1	8
	Trip Generation (3-Axle Trucks)			0	1	1	0	1	1	7
	Trip Generation (4+ Axle Trucks)			4	4	8	3	5	8	81
	Truck Trip Generation			4	6	10	3	7	10	96
	Trip Generation (Total)			13	8	21	5	16	21	204
	Trip Generation (Cars)			9	2	11	2	9	11	108
	PCE Trip Generation (2-Axle Trucks)			0	2	2	0	2	2	8
	PCE Trip Generation (3-Axle Trucks)			0	2	2	0	2	2	7
	PCE Trip Generation (4+ Axle Trucks)			12	12	24	9	15	24	81
	Total Truck Trip Generation			4	6	10	3	7	10	96
	Auto Trips			9	2	11	2	9	11	108
	Truck PCE Trips			12	16	28	9	19	28	96
	Total PCE Trip Generation			21	18	39	11	28	39	204
	Total Trip Generation (PCE)[57]			**12,754**	**12,943**	**25,697**	**19,383**	**18,543**	**37,925**	**377,554**

Table 4.C: Cumulative Projects Trip Generation

Notes:

AC = Acres; DU = Dwelling Units; LF = Linear Feet; RM = Rooms; TSF = Thousand Square Feet; TUN = Tunnels; VFP = Vehicle Fueling Positions

[1] Rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing" , Setting/Location - 'General Urban/Suburban'.

[2] Trip generation taken from the *Lake Street/I-15 Property Traffic Impact Analysis (TIA)* , dated September 2018. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[3] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 220 - "Multifamily Housing (Low-Rise) Not Close to Rail Transit" , Setting/Location - 'General Urban/Suburban'.

[4] Rates from ITE *Trip Generation Manua* l (11th Edition), Land Use 850 - "Supermarket" , Setting/Location - 'General Urban/Suburban'.

[5] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 850 - 'Supermarket.' A pass-by rate of 24% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the p.m. pass-by rate was used as the daily pass-by rate.

[6] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 710 - "General Office Building" , Setting/Location - 'General Urban/Suburban'.

[7] Trip generation taken from the *Updated Supplemental Analysis to the Final Updated Alberhill Villages Specific Plan TIA* , dated October 2015. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[8] Trip generation taken from the *Lake and Mountain Shopping Center TIA* , dated January 2020. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[9] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 150 - "Warehousing" , Setting/Location - 'General Urban/Suburban'.

[10] Trip generation taken from the *Terracina TIA (Revised)* , dated January 2014. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[11] Trip generation taken from the *Lakeshore Drive TIA* , dated January 2023. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[12] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 937 - "Coffee/Donut Shop with Drive-Through Window" , Setting/Location - 'General Urban/Suburban'.

[13] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 937 - 'Coffee/Donut Shop with Drive-Through Window.' A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

[14] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 948 - "Automated Car Wash" , Setting/Location - 'General Urban/Suburban'.

[15] Trip generation taken from the *Riverside at Lincoln Retail VMT Screening Analysis Memorandum* , dated August 2020. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[16] Trip generation taken from the *Lakeshore Pointe TIA* , dated October 2015. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[17] Trip generation taken from the *Lakeside Homes TIA* , dated October 2021. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[18] Trip generation taken from the *Wakerider Beach Resort TIA* , dated May 2015. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[19] Trip generation taken from the *Bamiyan Marketplace TIA* , dated June 2021. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[20] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 140 - "Manufacturing" , Setting/Location - 'General Urban/Suburban'.

[21] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 157 - "High-Cube Cold Storage Warehouse" , Setting/Location - 'General Urban/Suburban'.

[22] Trip generation taken from *The Lakeview Plaza TIA* , dated January 2020. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[23] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" , Setting/Location - 'General Urban/Suburban'.

[24] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 934 - 'Fast-Food Restaurant with Drive-Through Window.' A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

[25] Trip generation taken from the *Nichols Ranch TIA* , dated December 2018. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[26] Trip generation taken from the *North Elsinore Business Park TIA* , dated June 2021. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[27] Trip generation taken from the *Kassab Travel Center TIA* , dated April 2020. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[28] Trip generation taken from the *Tige Watersports Boat Sales & Manufacturing Scoping Agreement* , dated June 2017. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[29] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 822 - "Strip Retail Plaza (<40k)" , Setting/Location - 'General Urban/Suburban'.

[30] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 822 - 'Strip Retail Plaza (<40k).' A pass-by rate of 40% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the p.m. pass-by rate was used as the daily pass-by rate.

[31] Trip generation taken from the *Central and Collier TIA* , dated December 2023. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[32] Trip generation taken from the *Central and Cambern Retail TIA* , dated July 2022. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[33] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 930 - "Fast Casual Restaurant" , Setting/Location - 'General Urban/Suburban'.

[34] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 930 - 'Fast Casual Restaurant.' A pass-by rate of 43% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the p.m. pass-by rate was used as the daily pass-by rate.

[35] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 720 - "Medical-Dental Office Building - Stand-Alone" , Setting/Location - 'General Urban/Suburban'.

[36] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 110 - "General Light Industrial " , Setting/Location - 'General Urban/Suburban'.

[37] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 310 - "Hotel" , Setting/Location - 'General Urban/Suburban'.

[38] Trip generation taken from the *Lakeshore Town Center TIA* , dated January 2016. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[39] Trip generation taken from the *Spyglass Ranch TIA* , dated June 2009. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[40] Trip generation taken from the *Tentative Tract Map No. 36567 TIA* , dated July 2013. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[41] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 820 - "Shopping Center (>150k)" , Setting/Location - 'General Urban/Suburban'.

[42] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 820 - 'Shopping Center (>150k).' A pass-by rate of 29% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the p.m. pass-by rate was used as the daily pass-by rate.

[43] Trip generation taken from the *Diamond Specific Plan TIA* , dated April 2009. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[44] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 492 - "Health/Fitness Club" , Setting/Location - 'General Urban/Suburban'.

[45] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 821 - "Shopping Plaza (40-150k) - Supermarket - Yes" , Setting/Location - 'General Urban/Suburban'.

[46] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 821 - 'Shopping Plaza (40-150k) - Supermarket - Yes.' A pass-by rate of 40% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the p.m. pass-by rate was used as the daily pass-by rate.

[47] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 971 - "Brewery Tap Room" , Setting/Location - 'General Urban/Suburban'.

[48] Trip generation taken from the *Imperial Stations TIA* , dated June 2021. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[49] Trip generation taken from the *Corydon and Mission Trail C-Store Trip Generation Analysis Memorandum* , dated September 2020. Trip generation reflects the net trip generation after pass-by, diverted, and/or internal capture trips where applicable.

[50] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 942 - "Automobile Care Center" , Setting/Location - 'General Urban/Suburban'.

[51] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 150 - "Mini Warehouse" , Setting/Location - 'General Urban/Suburban'.

[52] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 851 - "Convenience Store" , Setting/Location - 'General Urban/Suburban'.

[53] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 712 - "Small Office Building" , Setting/Location - 'General Urban/Suburban'.

[54] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 945 - "Convenience Store/Gas Station - GFA (2-4k)" , Setting/Location - 'General Urban/Suburban'.

[55] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 945 - 'Convenience Store/Gas Station - GFA (2-4k).' A pass-by rate of 60% was used for the a.m. peak hour and a pass-by rate of 56% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE Trip Generation Manual, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

[56] Rates from ITE *Trip Generation Manual* (11th Edition), Land Use 130 - "Industrial Park" , Setting/Location - 'General Urban/Suburban'.

[57] Total daily trips reflect actual vehicle estimations and do not account for PCE conversions.

LSA

Table 4.D: General Plan Build-Out Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Unadjusted General Plan Build-Out ADT	I-15/SR-74 Int Project Adjustment[1]	Adjusted General Plan Build-Out ADT	Project Trips	General Plan Build-Out With Project ADT
SR-74 (Central Avenue)	1	between I-15 Northbound Ramps and Dexter Avenue	75,215	(10,158)	65,057	949	66,006
Dexter Avenue	2	between Central Avenue (SR-74) and 3rd Street	14,497	0	14,497	1,380	15,877
Dexter Avenue	3	between 3rd Street and 2nd Street	15,236	0	15,236	1,839	17,075
Camino Del Norte	4	between 2nd Street and Main Street	19,405	0	19,405	1,345	20,750
Main Street	5	between 1-15 Northbound Ramps and Camino Del Norte	20,138	0	20,138	1,311	21,449

Notes:

ADT = Average Daily Traffic

[1]Adjustments to daily volumes are based off of the adjustments calculated at adjacent intersections under the a.m. and p.m. peak hour. The percent change between unadjusted and adjusted volumes at adjacent intersections was calculated for each peak hour and the average of both peak hour percent changes were applied to the daily volumes.

LSA

Table 4.E: General Plan Build-Out Freeway Segment and Ramp Peak Hour PCE Traffic Volumes

Northbound											
		A.M. Peak Hour					P.M. Peak Hour				
I-15 Northbound	Type	Build-Out Mainline Volume	Build-Out Ramp Volume	Project Trips	GP Build-Out WP Mainline Volume	GP Build-Out WP Ramp Volume	Build-Out Mainline Volume	Build-Out Ramp Volume	Project Trips	GP Build-Out WP Mainline Volume	GP Build-Out WP Ramp Volume
1 . South of Main Street Off-Ramp	Basic	6,206			6,225		6,055			6,111	
2 . Main Street Off-Ramp	Ramp Diverge		1,158	19		1,177		863	56		919
3 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	5,048			5,048		5,192			5,192	
4 . Main Street On-Ramp	Ramp Merge		722	0		722		517	0		517
5 . Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	Basic	5,770			5,770		5,709			5,709	
6 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge		1,293	0		1,293		1,640	2		1,642
7 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	4,477			4,477		4,069			4,067	
8 . SR-74 (Central Ave) On-Ramp	Ramp Merge		1,434	19		1,453		1,050	13		1,063
9 . North of SR-74 (Central Ave) On-Ramp	Basic	5,911			5,930		5,119			5,130	

Southbound											
		A.M. Peak Hour					P.M. Peak Hour				
I-15 Southbound	Type	Build-Out Mainline Volume	Build-Out Ramp Volume	Project Trips	GP Build-Out WP Mainline Volume	GP Build-Out WP Ramp Volume	Build-Out Mainline Volume	Build-Out Ramp Volume	Project Trips	GP Build-Out WP Mainline Volume	GP Build-Out WP Ramp Volume
10 . North of SR-74 (Central Ave) Off-Ramp	Basic	3,769			3,776		4,406			4,426	
11 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge		975	7		982		1,272	20		1,292
12 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	2,794			2,794		3,134			3,134	
13 . SR-74 (Central Ave) On-Ramp	Ramp Merge		1,703	2		1,705		1,670	1		1,671
14 . Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	Basic	4,497			4,499		4,804			4,805	
15 . Main Street Off-Ramp	Ramp Diverge		367	0		367		896	0		896
16 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	4,130			4,132		3,908			3,909	
17 . Main Street On-Ramp	Ramp Merge		815	52		867		772	35		807
18 . South of Main Street On-Ramp	Basic	4,945			4,999		4,680			4,716	

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 210 – 'Single-Family Detached Housing', Land Use 215 – 'Single-Family Attached Housing', and Land Use 220 – 'Multifamily Housing (Low-Rise) Not Close to Rail Transit' with setting/location as 'General Urban/Suburban'. The project trip generation was approved by City staff and Riverside County staff during the scoping agreement process.

Table 5.A summarizes the project trip generation. As shown in Table 5.A, the proposed project is anticipated to generate 3,447 daily net trips, with 229 net trips occurring in the a.m. peak hour and 295 net trips occurring the p.m. peak hour.

5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution patterns were obtained from select zone model runs using RIVCOM, which takes into account the location of the proposed project in relation to surrounding land uses and the regional roadway network. Separate select zone trip distributions for the single-family housing land uses and the multifamily land uses were obtained from RIVCOM. The select zone distribution plots are included in Appendix E. However, the model does not account for driveway location, driveway access configuration, or the internal site circulation pattern. Therefore, the distribution was manually adjusted to reflect the project driveway locations and access patterns. Figures 5-1 and 5-2 illustrate the trip distributions at study intersections for the single-family housing land uses and multifamily housing land uses, respectively, under existing roadway conditions.

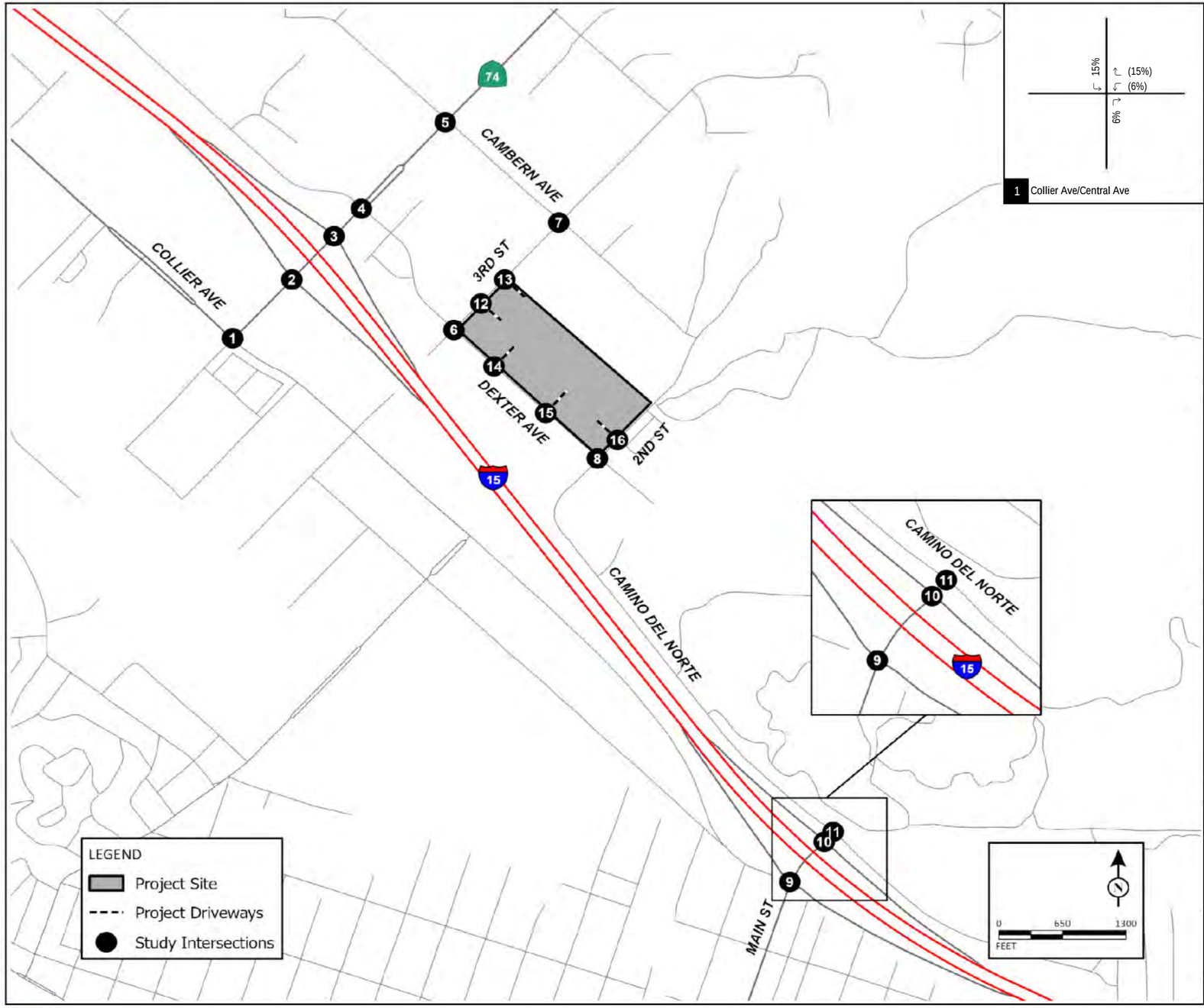
The project trip distribution was further adjusted for General Plan Build-Out conditions to reflect the updated roadway geometry as proposed by the I-15/SR-74 (Central Avenue) Interchange Project Alternative 3. Figures 5-3 and 5-4 illustrate the trip distributions at study intersections for the single-family housing land uses and multifamily housing land uses, respectively, under General Plan Build-Out conditions.

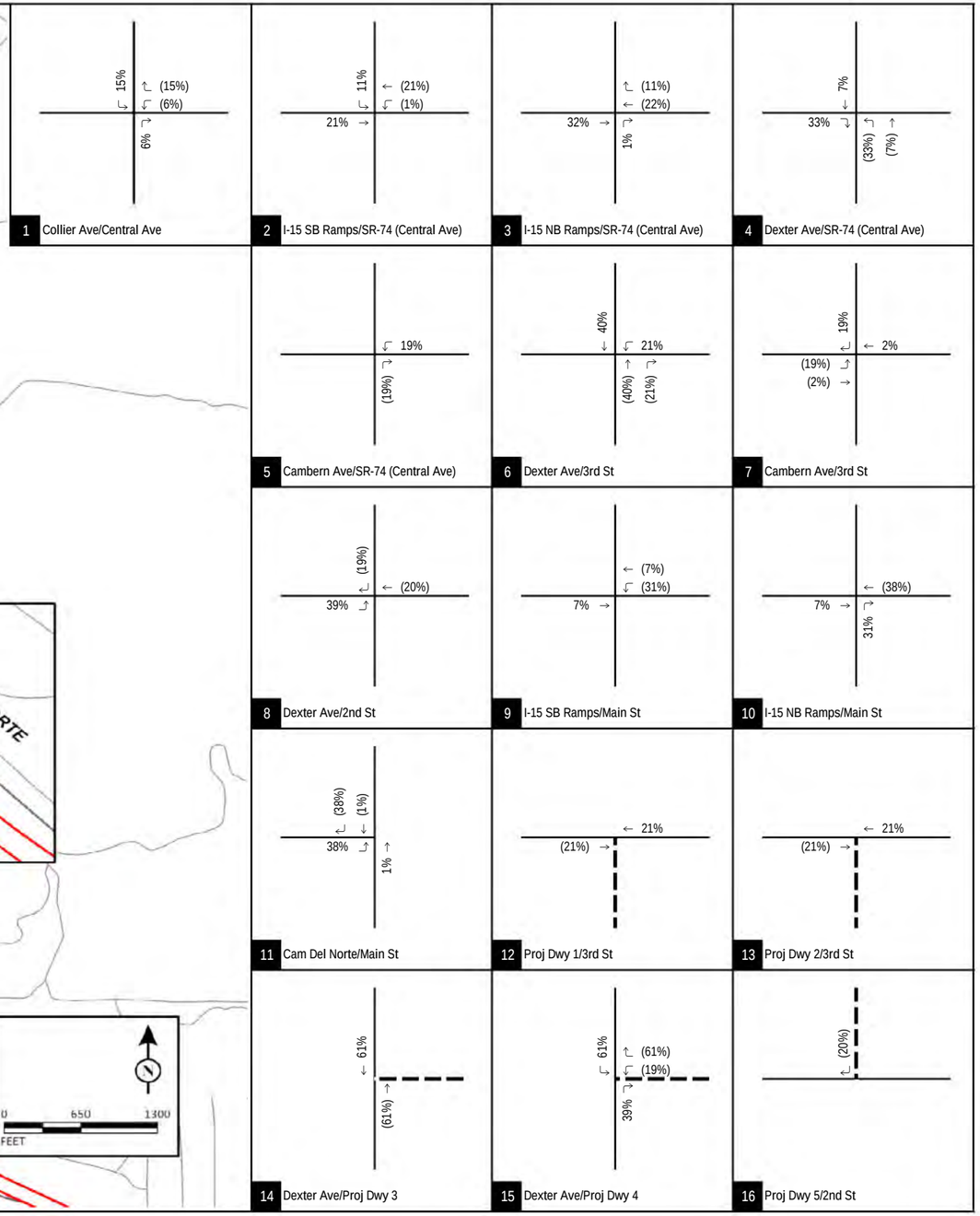
The project trip assignment is the product of the project trip generation and the trip distribution percentages. Figures 5-5 and 5-6 illustrate the trip assignments at study intersections for the single-family housing land uses and the multifamily housing land uses, respectively, under existing roadway conditions. Figure 5-7 illustrates the total net project trip assignment under existing roadway conditions. Figures 5-8 and 5-9 illustrate the trip assignments at study intersections for the single-family housing land uses and the multifamily housing land uses, respectively, under General Plan Build-Out conditions. Figure 5-10 illustrates the total net project trip assignment under General Plan Build-Out conditions.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Trip Distribution Under Existing Conditions (Single-Family Residential)
- Figure 5-2: Project Trip Distribution Under Existing Conditions (Multifamily Residential)

- Figure 5-3: Project Trip Distribution Under Existing Conditions (Single-Family Residential)
- Figure 5-4: Project Trip Distribution Under Existing Conditions (Multifamily Residential)
- Figure 5-5: Project Trip Assignment Under Existing Conditions (Single-Family Residential)
- Figure 5-6: Project Trip Assignment Under Existing Conditions (Multifamily Residential)
- Figure 5-7: Total Net Project Trip Assignment Under Existing Conditions
- Figure 5-8: Project Trip Assignment Under General Plan Build-Out Conditions (Single-Family Residential)
- Figure 5-9: Project Trip Assignment Under General Plan Build-Out Conditions (Multifamily Residential)
- Figure 5-10: Total Net Project Trip Assignment Under General Plan Build-Out Conditions
- Table 5.A: Project Trip Generation





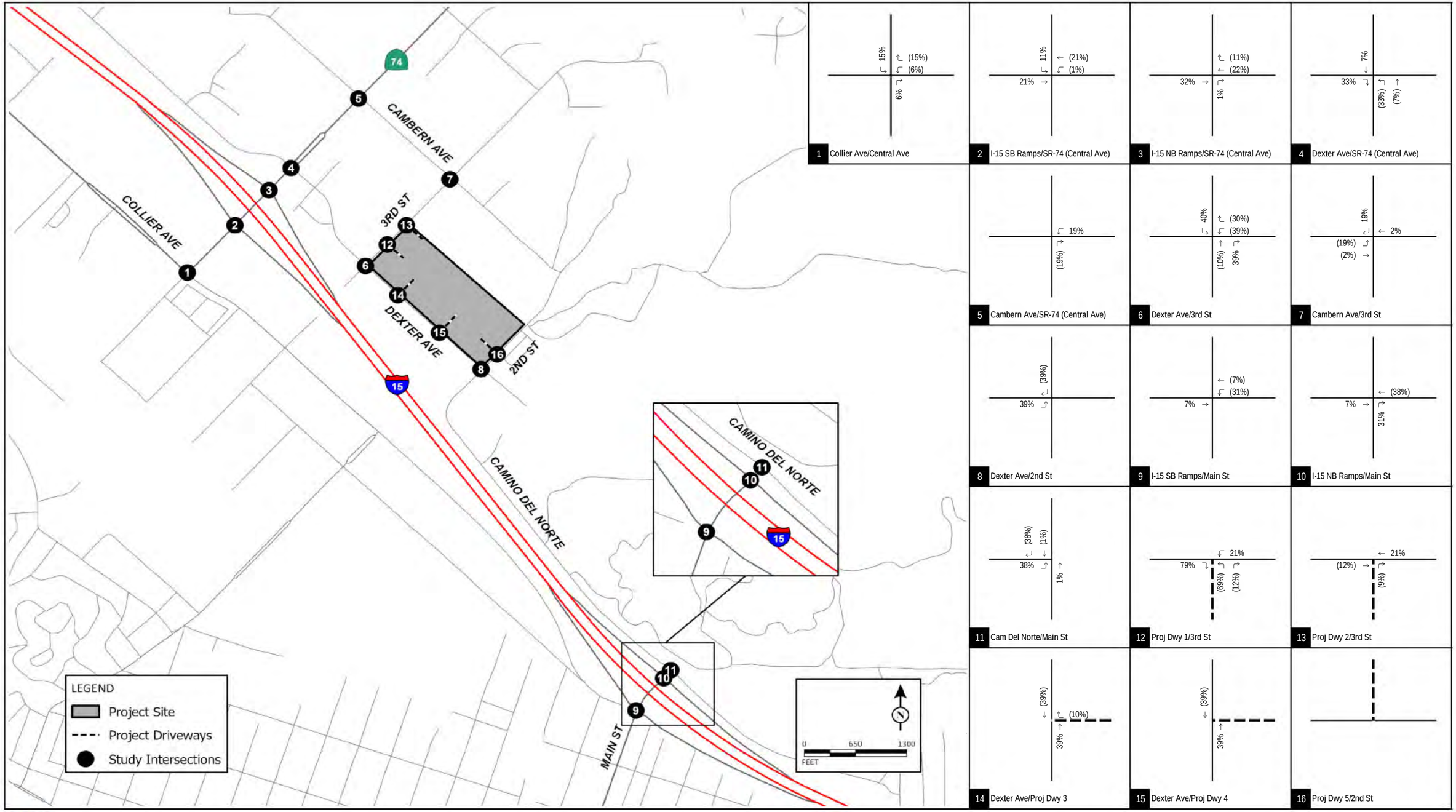
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FIGURE 5-1

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

Dexter Village Project
Traffic Impact Analysis

Project Trip Distribution Under Existing Conditions (Single-Family Residential)



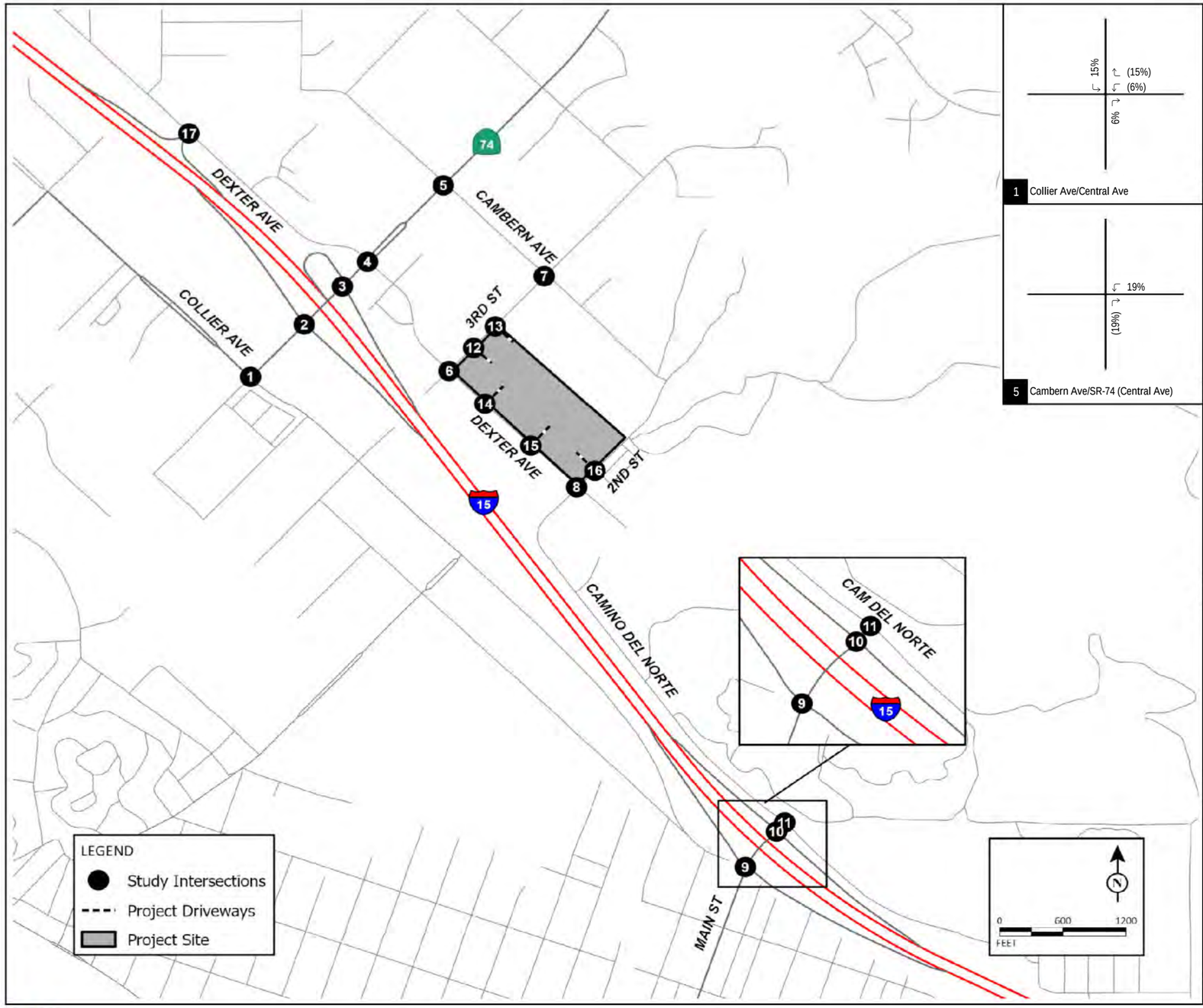
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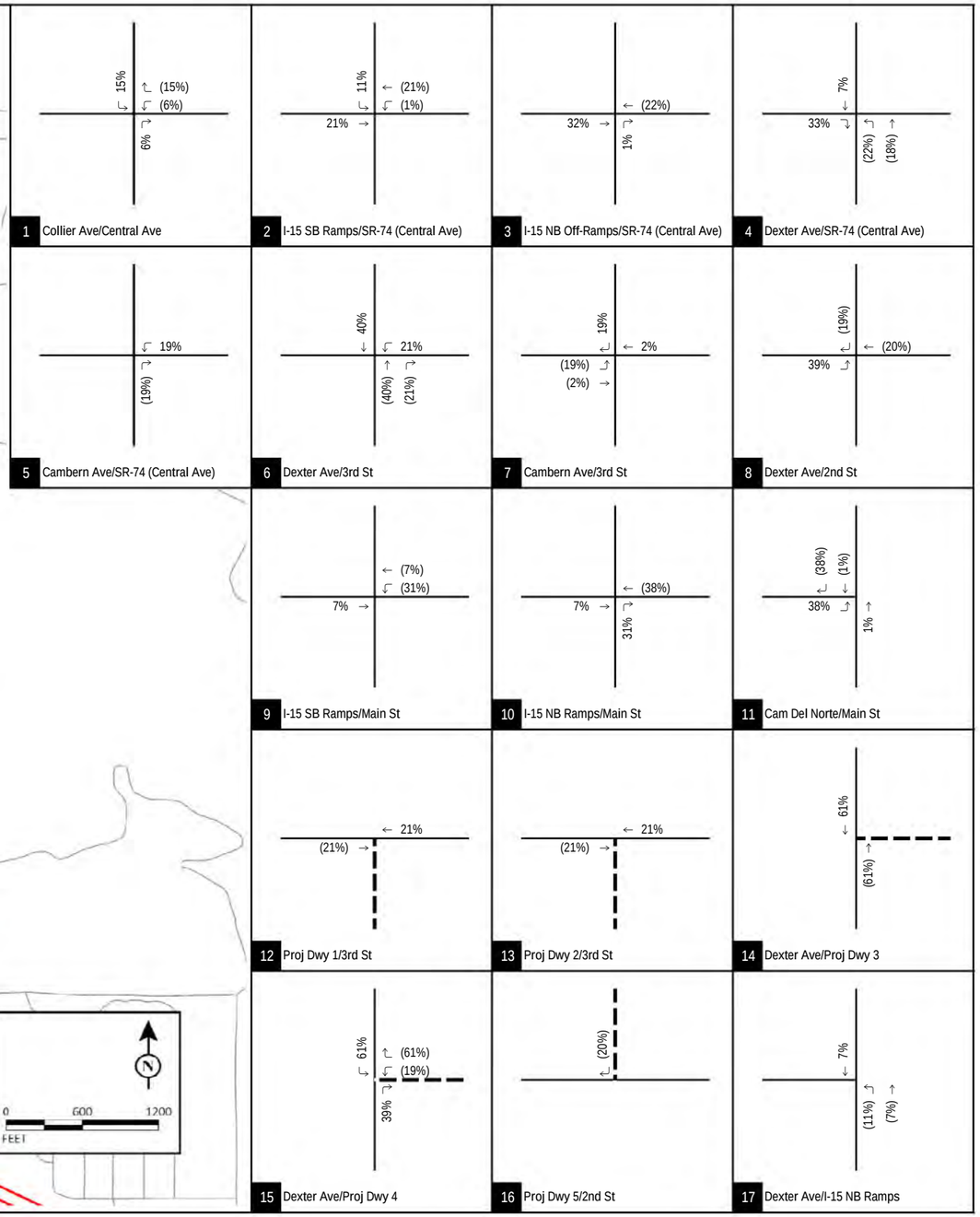
FIGURE 5-2

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

Dexter Village Project
Traffic Impact Analysis

Project Trip Distribution Under Existing Conditions (Multifamily Residential)





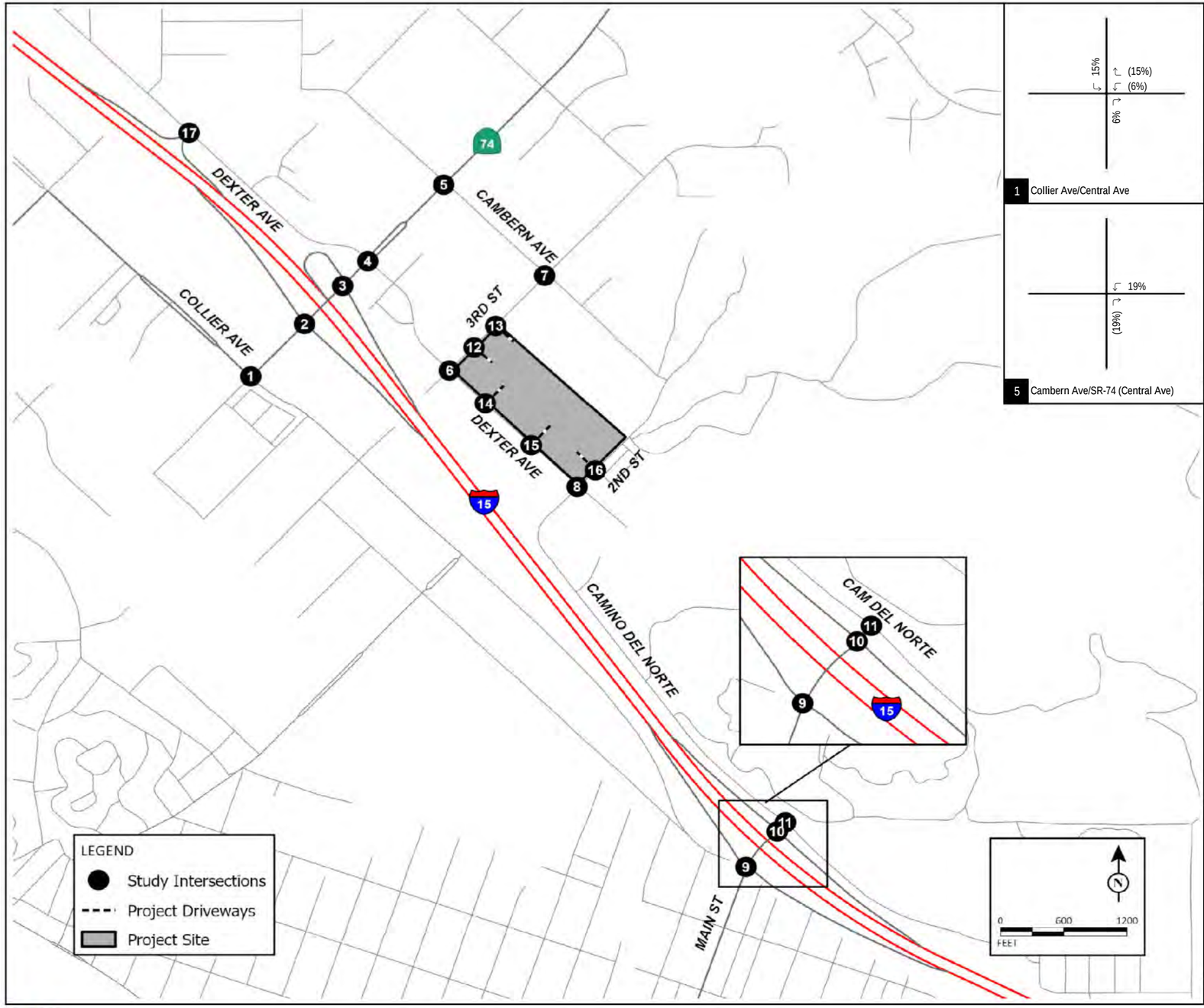
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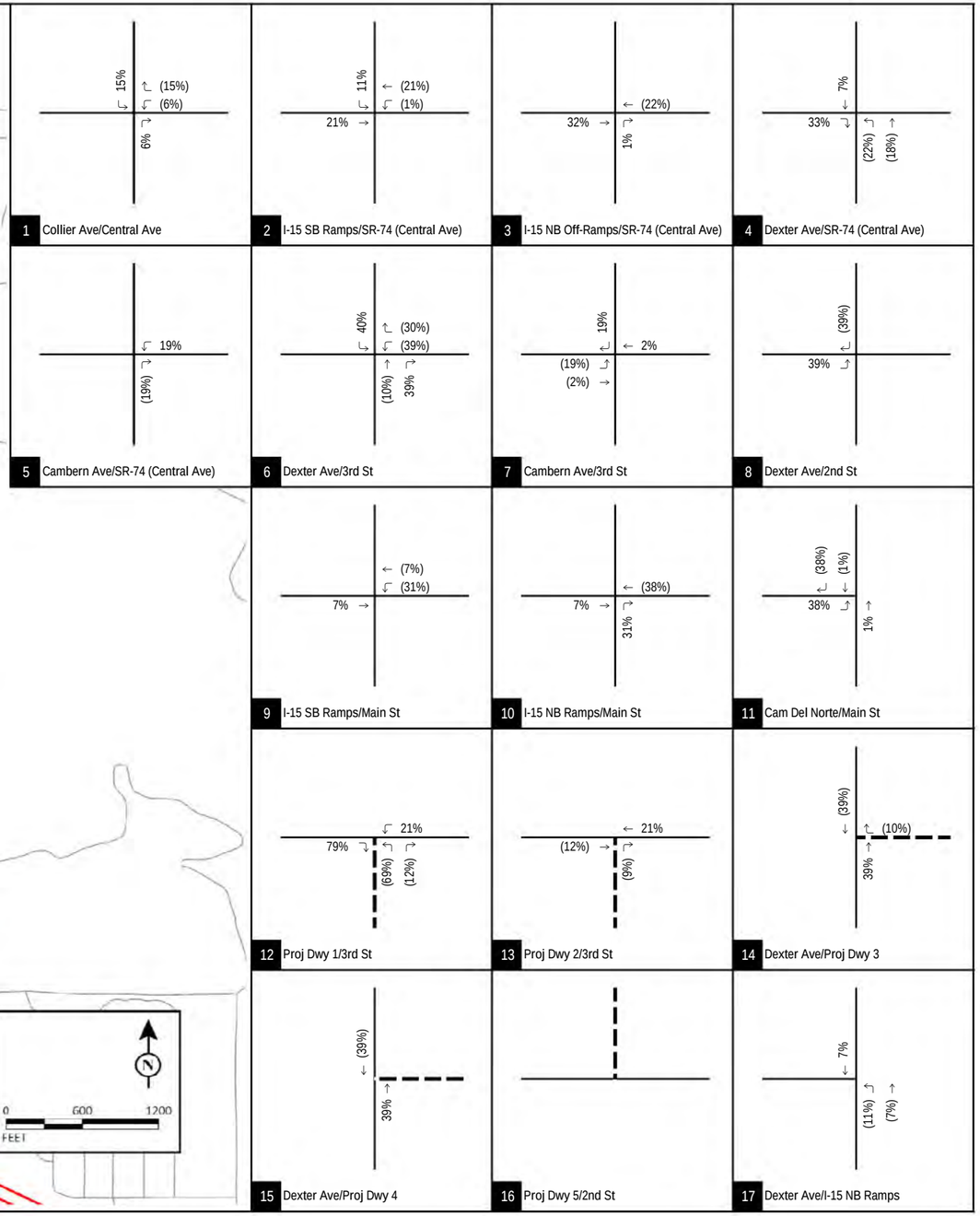
FIGURE 5-3

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

Dexter Village Project
Traffic Impact Analysis

Project Trip Distribution Under General Plan Build-Out Conditions (Single-Family Residential)





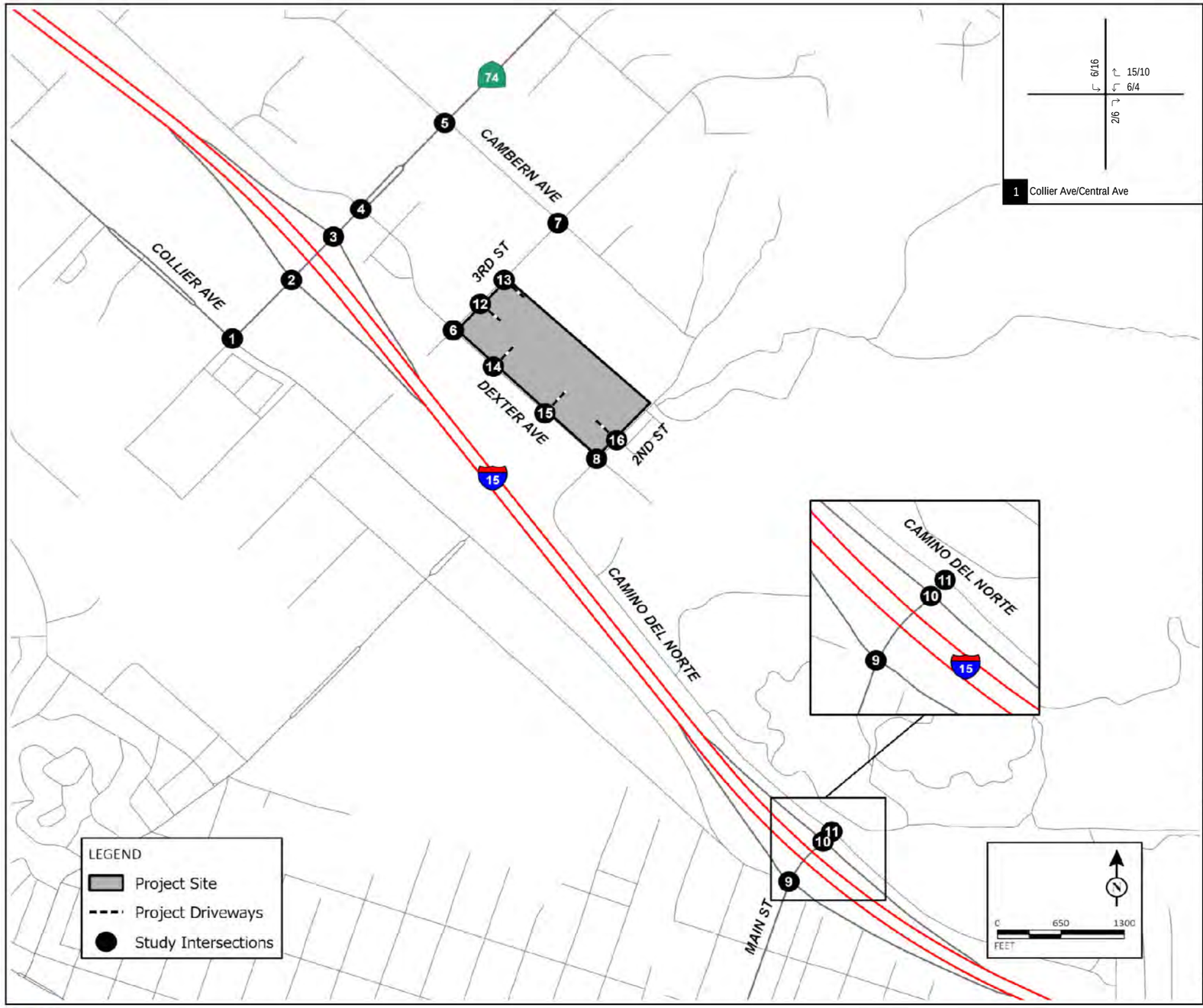
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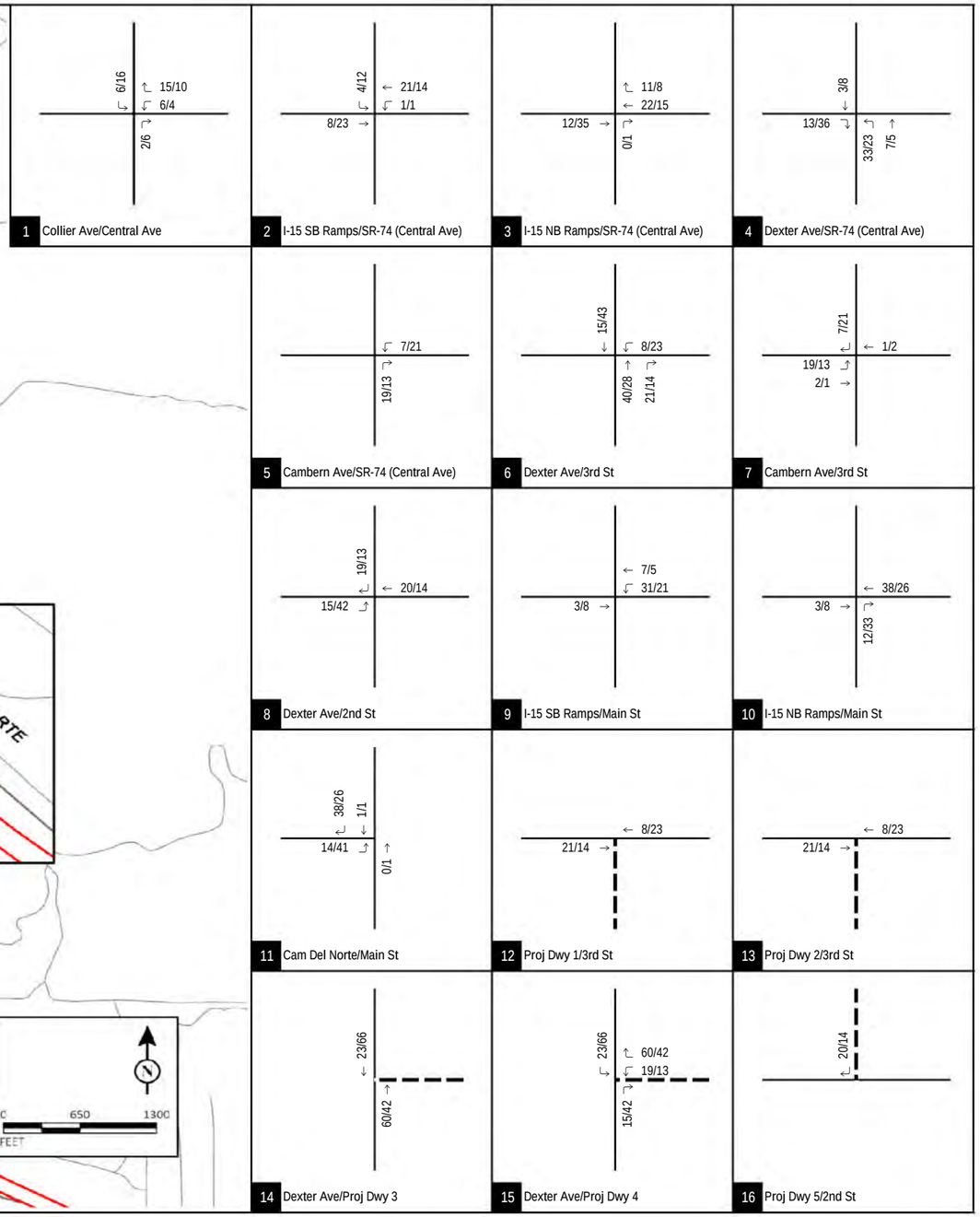
FIGURE 5-4

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

Dexter Village Project
Traffic Impact Analysis

Project Trip Distribution Under General Plan Build-Out Conditions (Multifamily Residential)





LSA

FIGURE 5-5

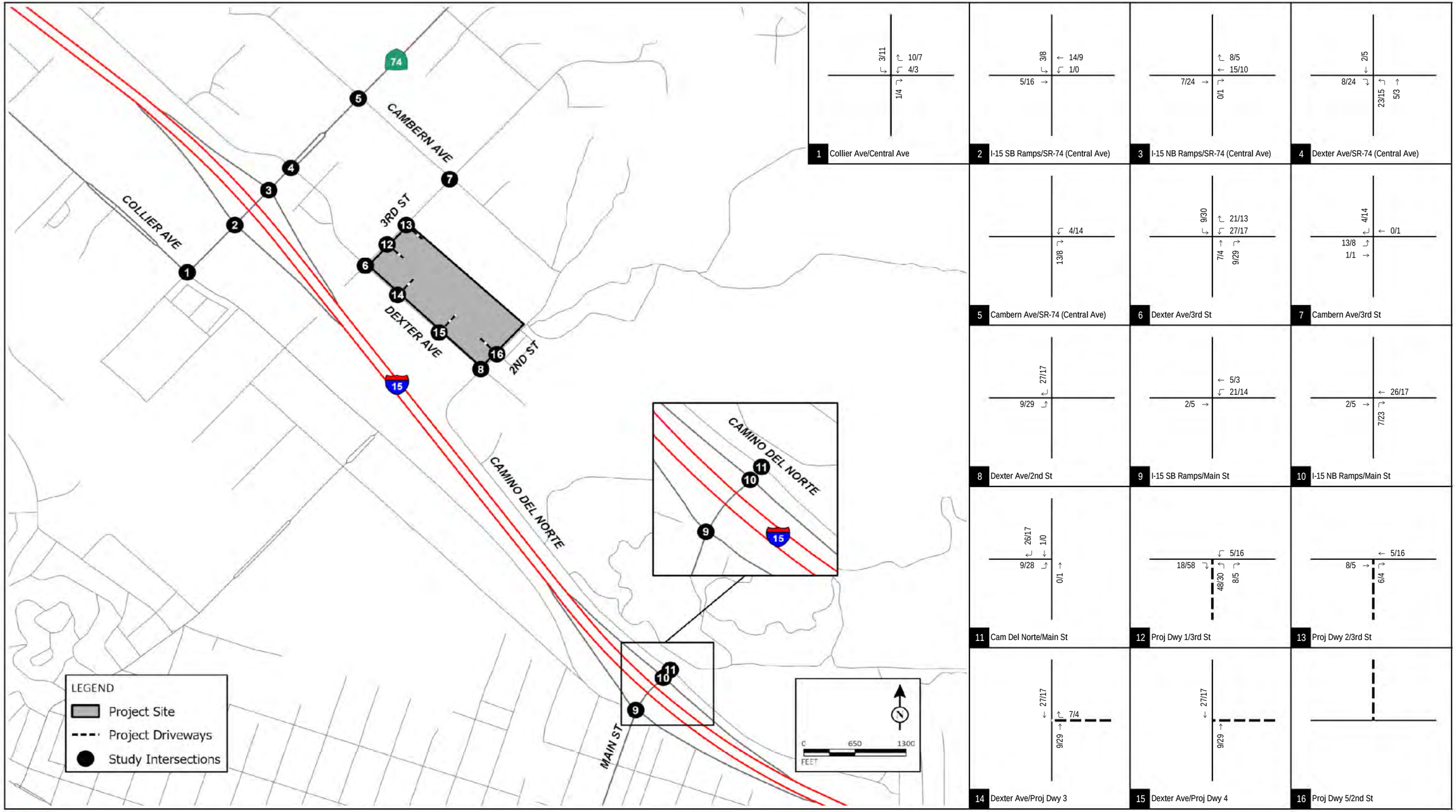
XX/YY

AM/PM Peak Hour Traffic Volumes

Project Driveway

Dexter Village Project
Traffic Impact Analysis

Project Trip Assignment Under Existing Conditions (Single-Family Residential)



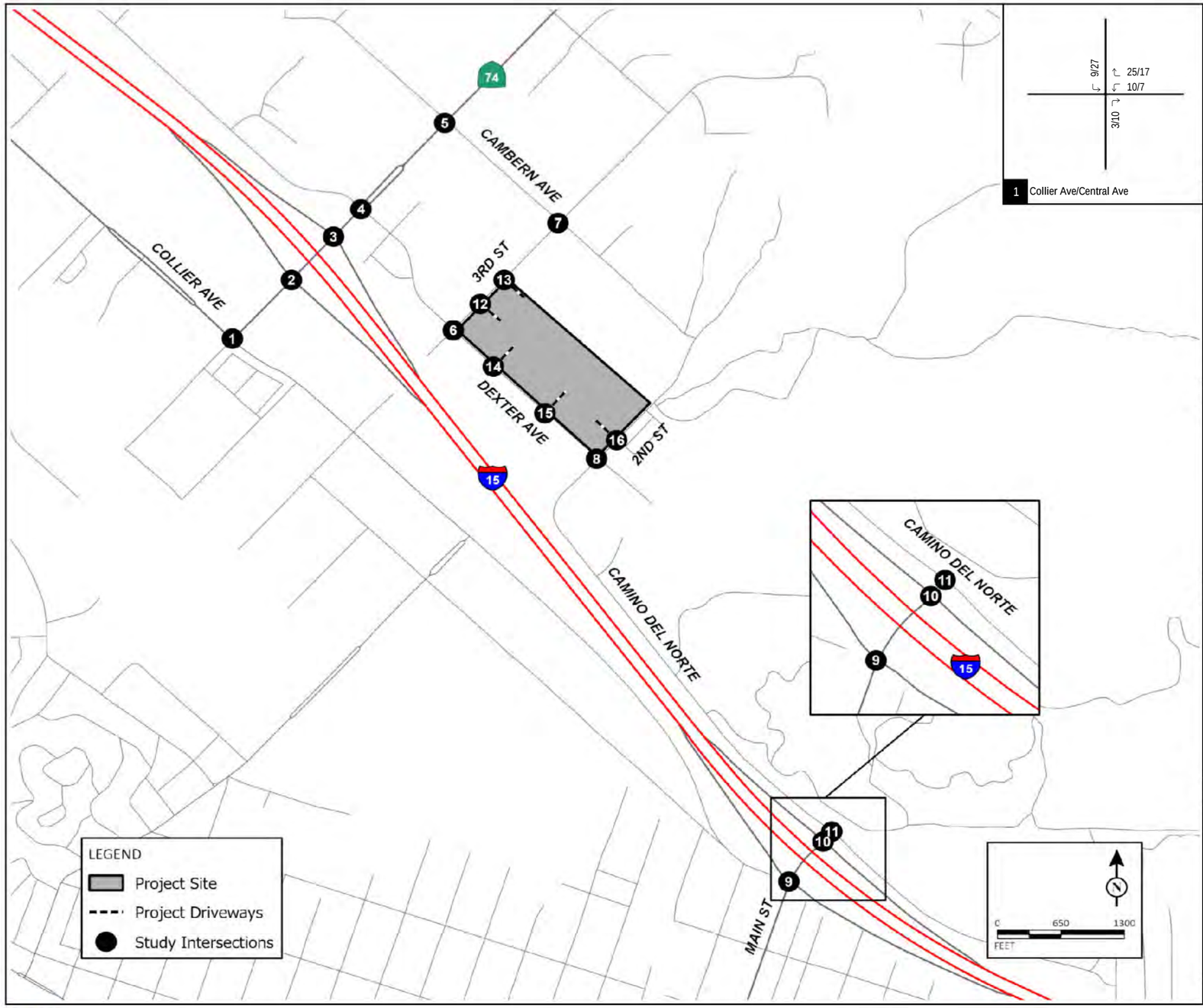
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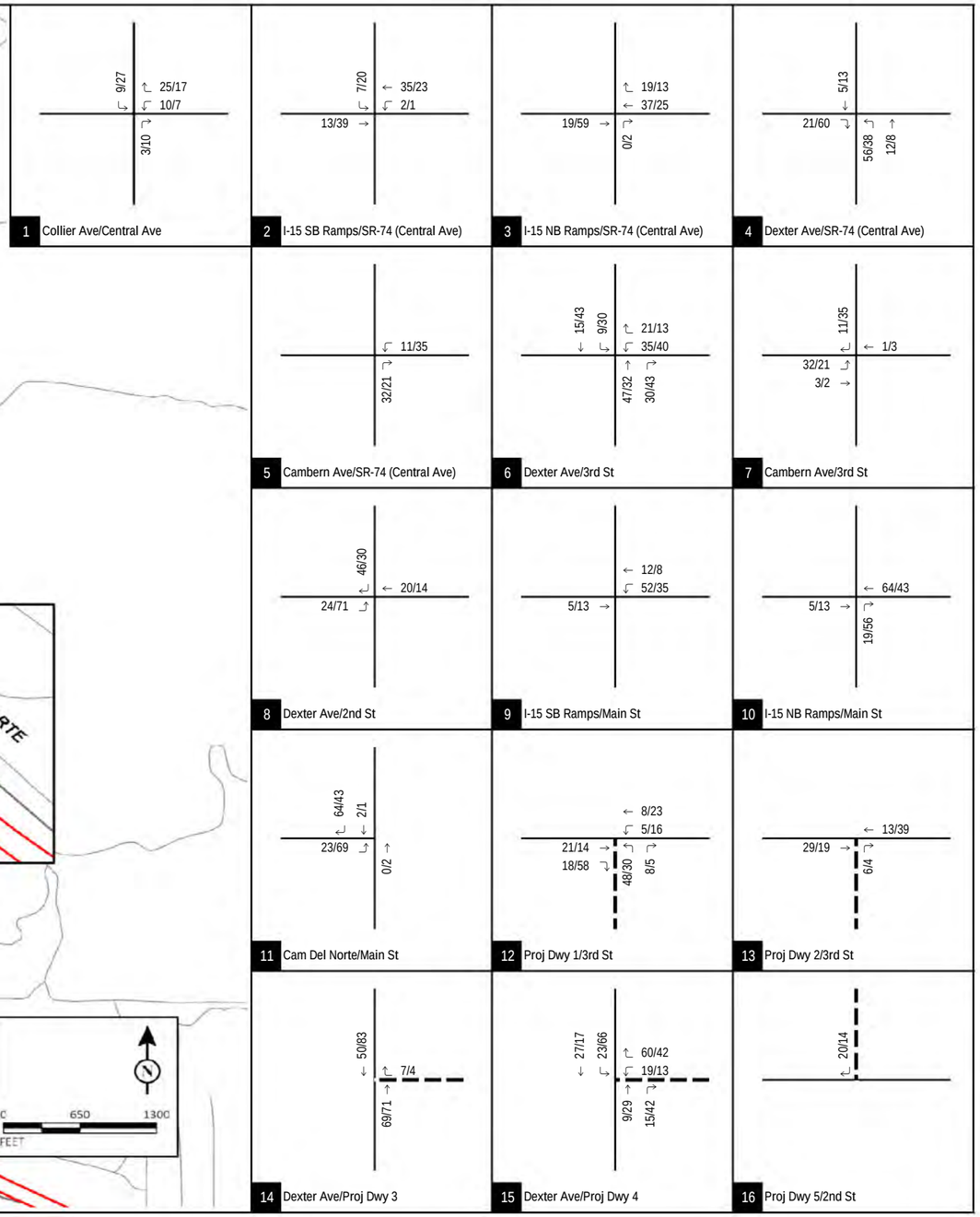
FIGURE 5-6

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Dexter Village Project
Traffic Impact Analysis

Project Trip Assignment Under Existing Conditions (Multifamily Residential)





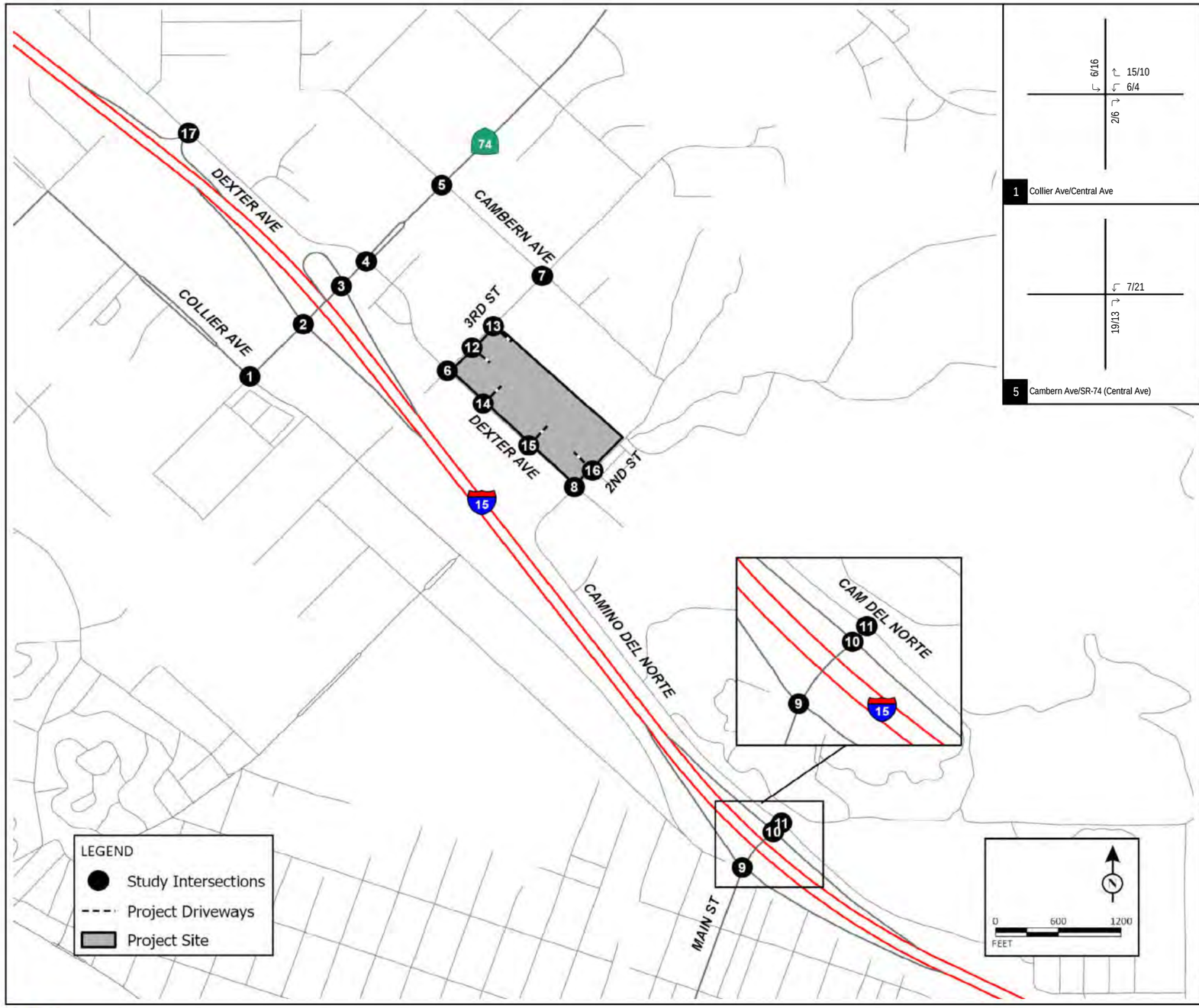
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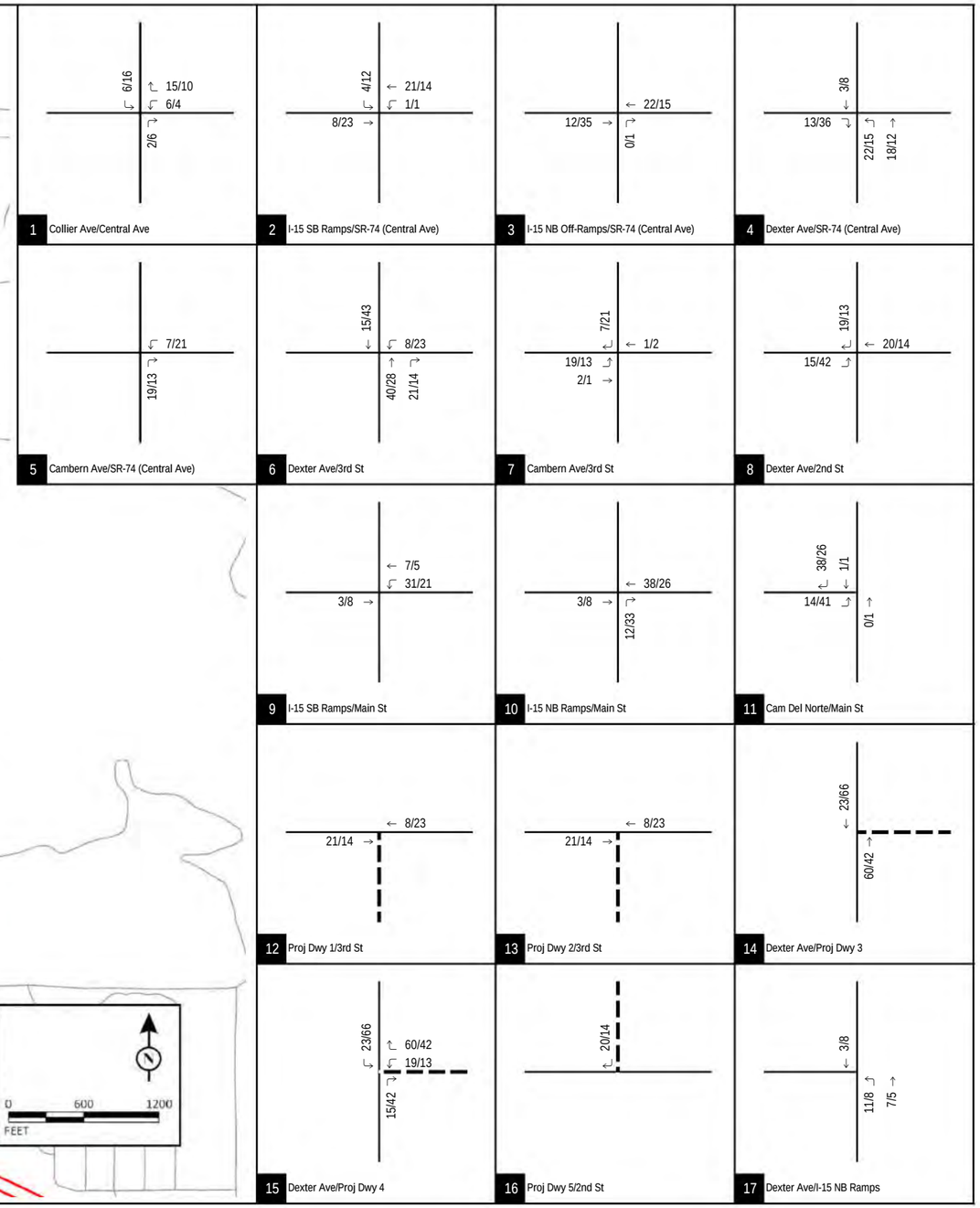
FIGURE 5-7

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Dexter Village Project
Traffic Impact Analysis

Total Net Project Trip Assignment Under Existing Conditions





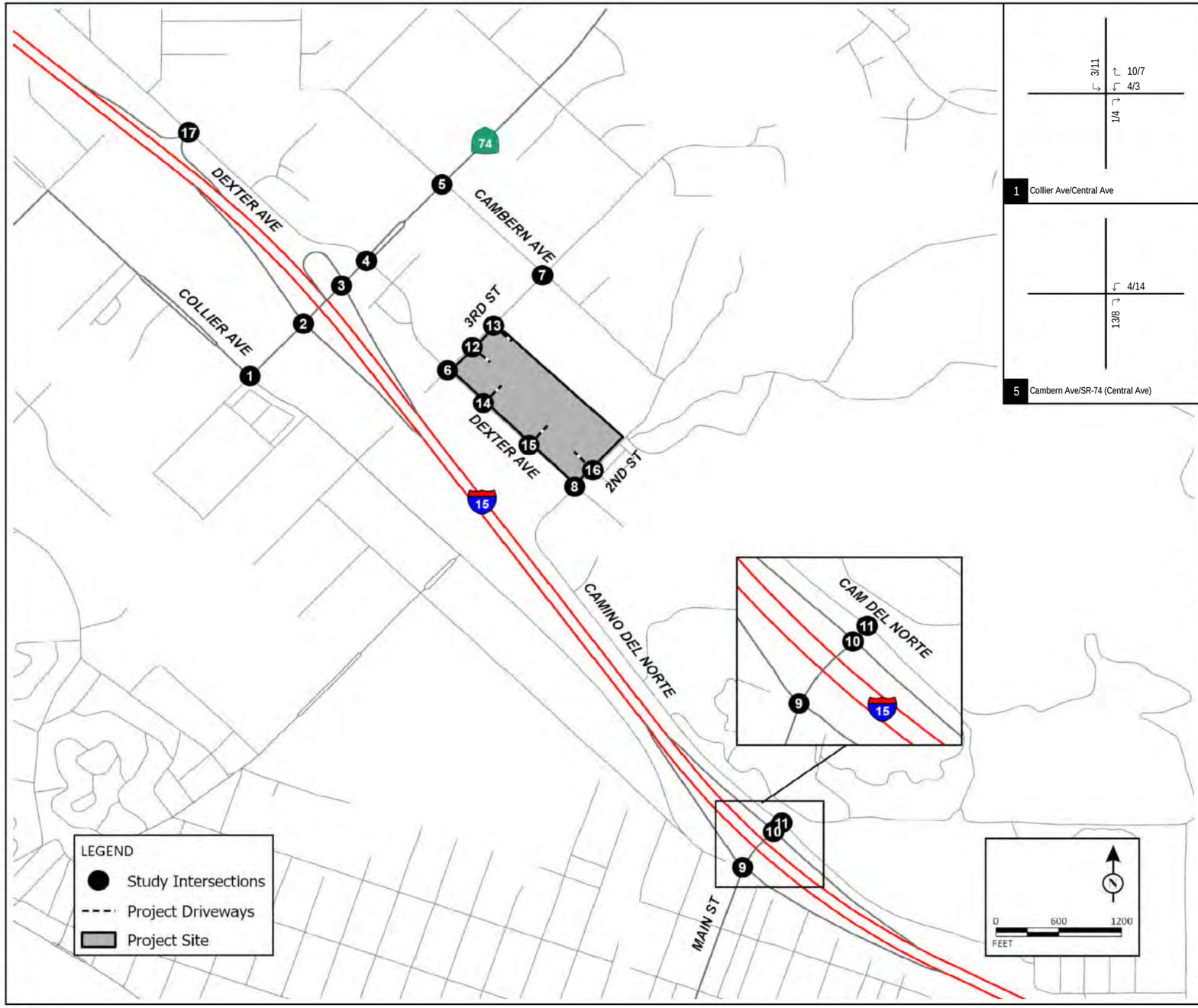
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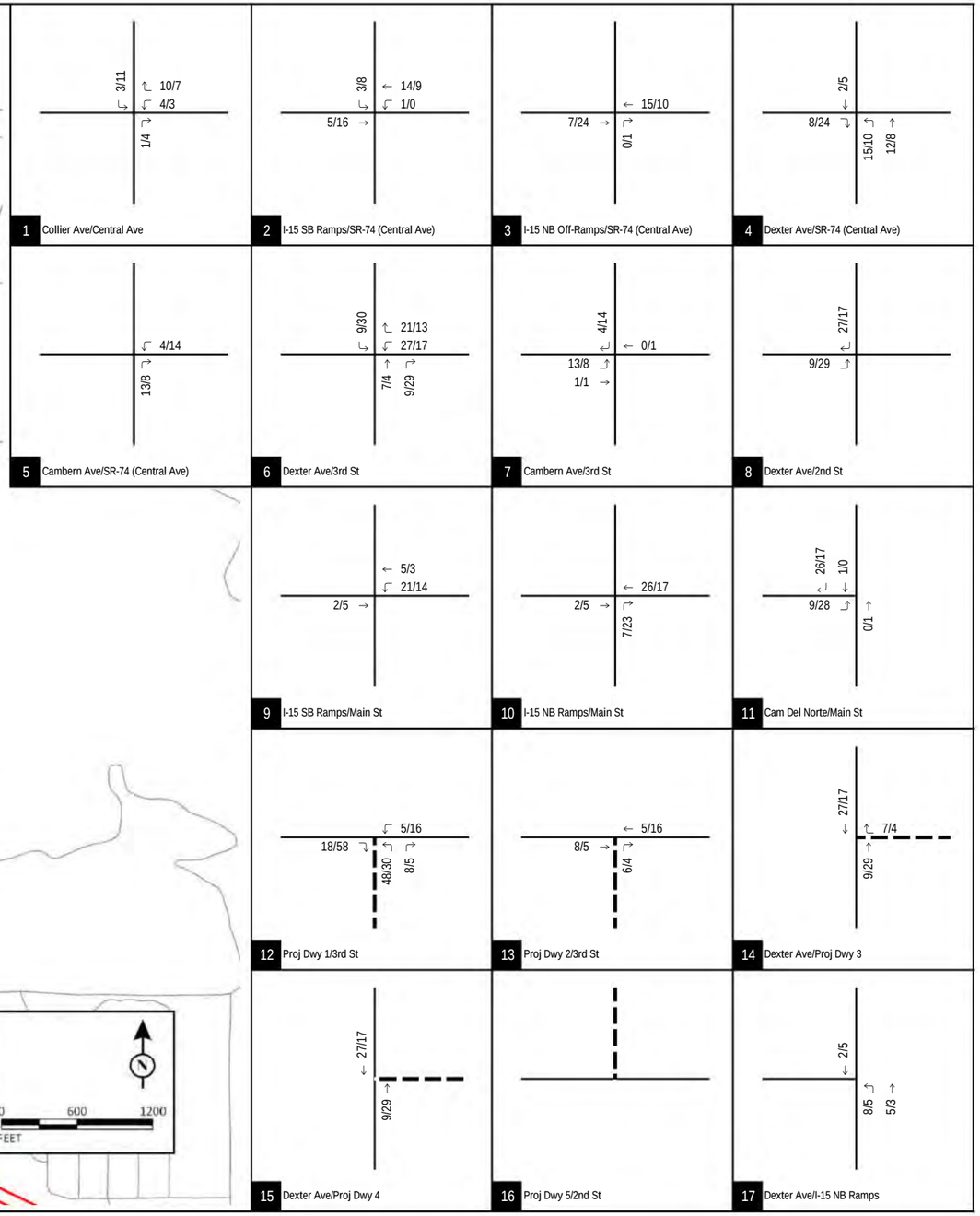
FIGURE 5-8

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Dexter Village Project
Traffic Impact Analysis

Project Trip Assignment Under General Plan Build-Out Conditions (Single-Family Residential)





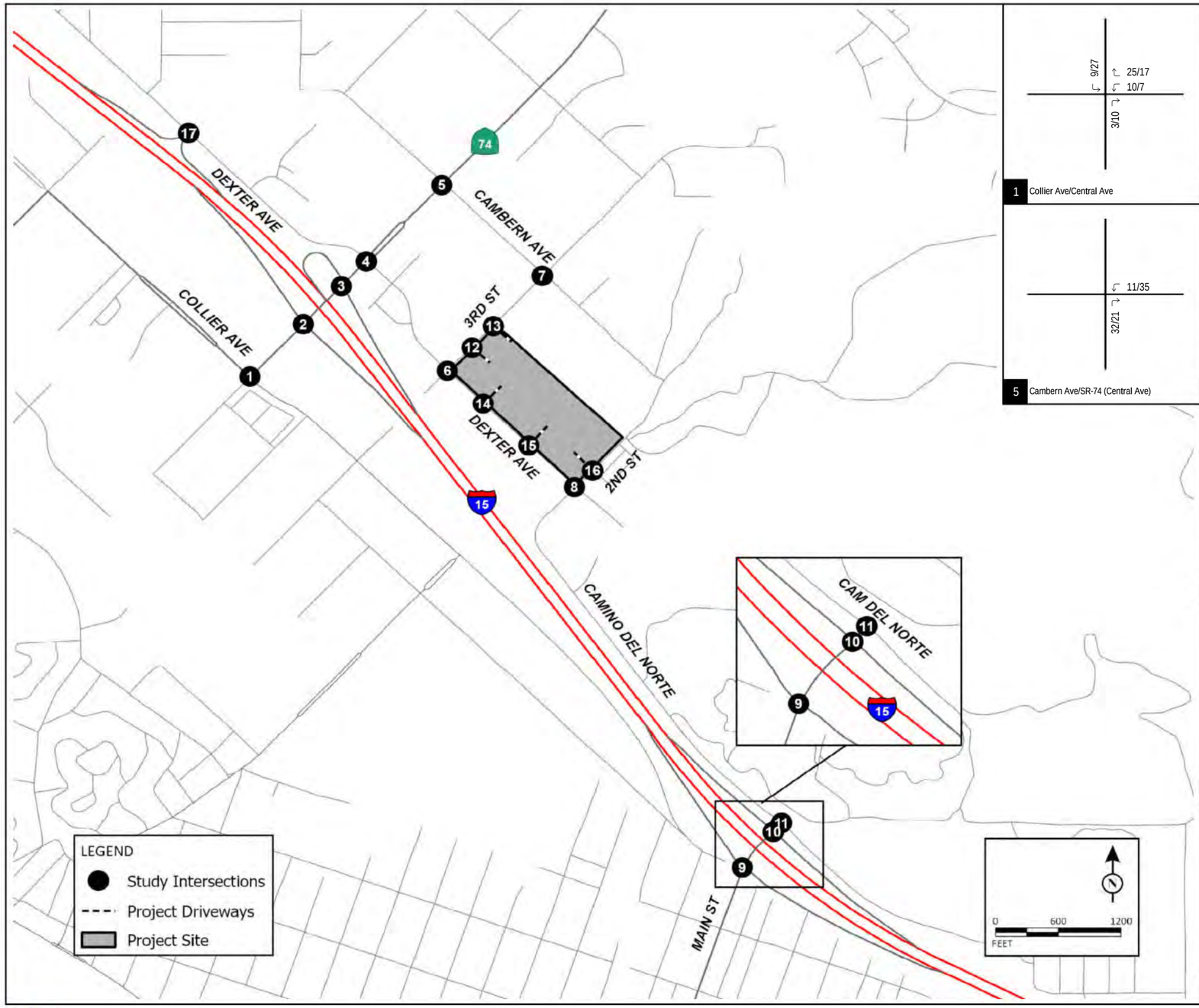
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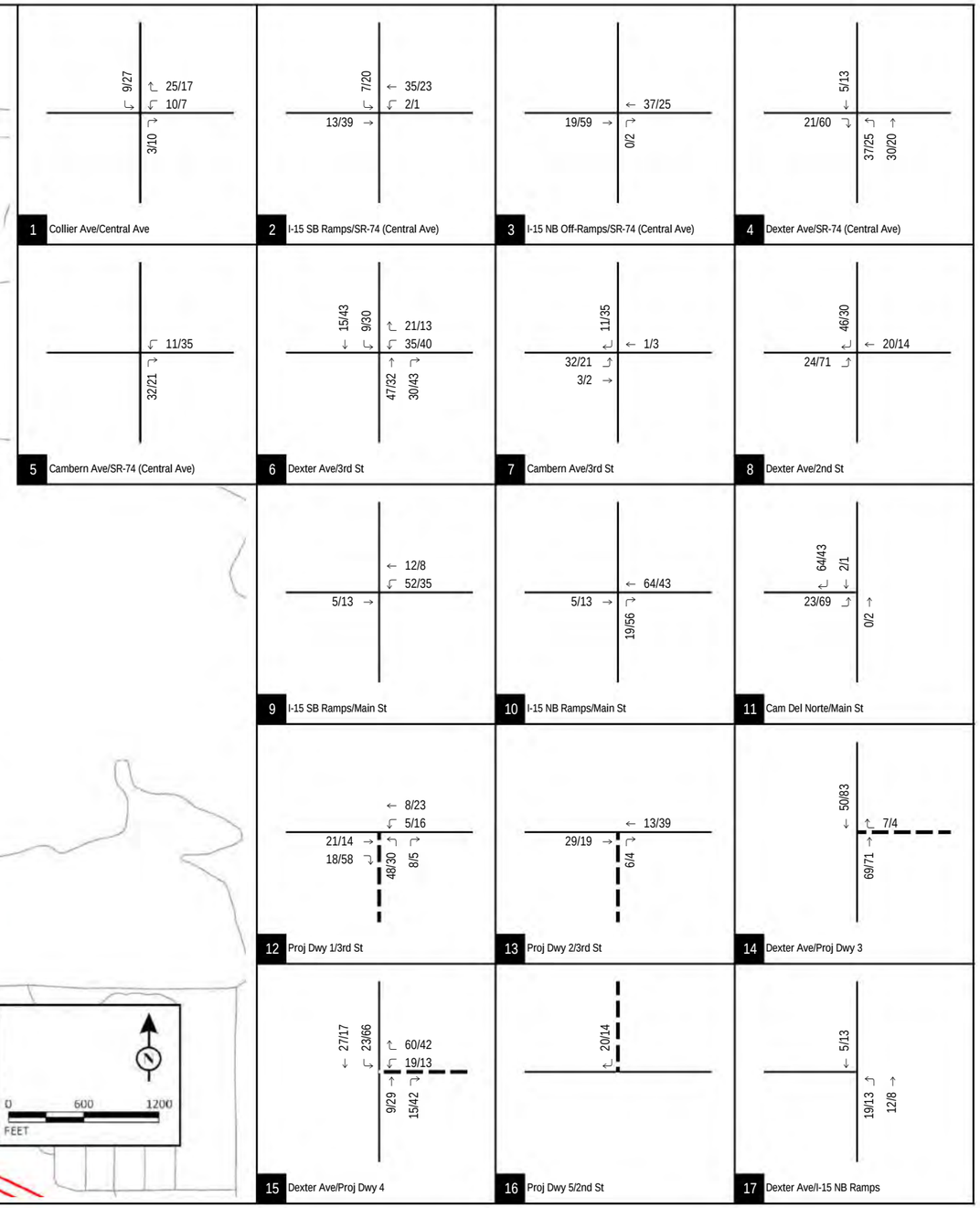
FIGURE 5-9

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Dexter Village Project
Traffic Impact Analysis

Project Trip Assignment Under General Plan Build-Out Conditions (Multifamily Residential)





LSA

FIGURE 5-10

XX/YY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Dexter Village Project
Traffic Impact Analysis

Total Net Project Trip Assignment Under General Plan Build-Out Conditions

LSA

Table 5.A: Project Trip Generation

Land Use	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Single-Family Attached Housing	84	DU							
Trips/Unit[1]			0.15	0.33	0.48	0.32	0.25	0.57	7.20
Trip Generation			13	28	41	27	21	48	605
Multifamily Housing (Low-Rise) Not Close to Rail Transit	230	DU							
Trips/Unit[2]			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			23	69	92	74	44	118	1,550
Single-Family Detached Housing	137	DU							
Trips/Unit[3]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation			25	71	96	81	48	129	1,292
Total Net Trip Generation			**61**	**168**	**229**	**182**	**113**	**295**	**3,447**

Notes:

DU = Dwelling Units

[1] Rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual,* (11th Edition) Land Use 215 - "Single-Family Attached Housing", Setting/Location - 'General Urban/Suburban'.

[2] Rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual,* (11th Edition) Land Use 220 - "Multifamily Housing (Low-Rise) Not Close to Rail Transit", Setting/Location - 'General Urban/Suburban'.

[3] Rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual,* (11th Edition) Land Use 210 - "Single-Family Detached Housing", Setting/Location - 'General Urban/Suburban'.

6.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIOS

6.1 PROJECT COMPLETION TRAFFIC VOLUMES

Traffic volumes for project completion conditions were developed by adding project trips to the traffic volumes under project completion without project conditions. As previously noted, Project Completion is considered to be Year 2028. Figure 6-1 illustrates the peak hour PCE traffic volumes at study intersections under project completion conditions. Table 6.A summarizes the daily traffic volumes under project completion conditions. Table 6.B shows the peak hour PCE volumes at study area freeway ramp merge/diverge areas and freeway segments under project completion conditions.

6.2 CUMULATIVE TRAFFIC VOLUMES

Traffic volumes for cumulative conditions were developed by adding project trips to the traffic volumes under cumulative without project conditions. Figure 6-2 illustrates the peak hour PCE traffic volumes at study intersections under cumulative conditions. Previously referenced Table 6.A summarizes the daily traffic volumes under cumulative conditions. Table 6.C shows the peak hour PCE volumes at study area freeway ramp merge/diverge areas and freeway segments under cumulative conditions.

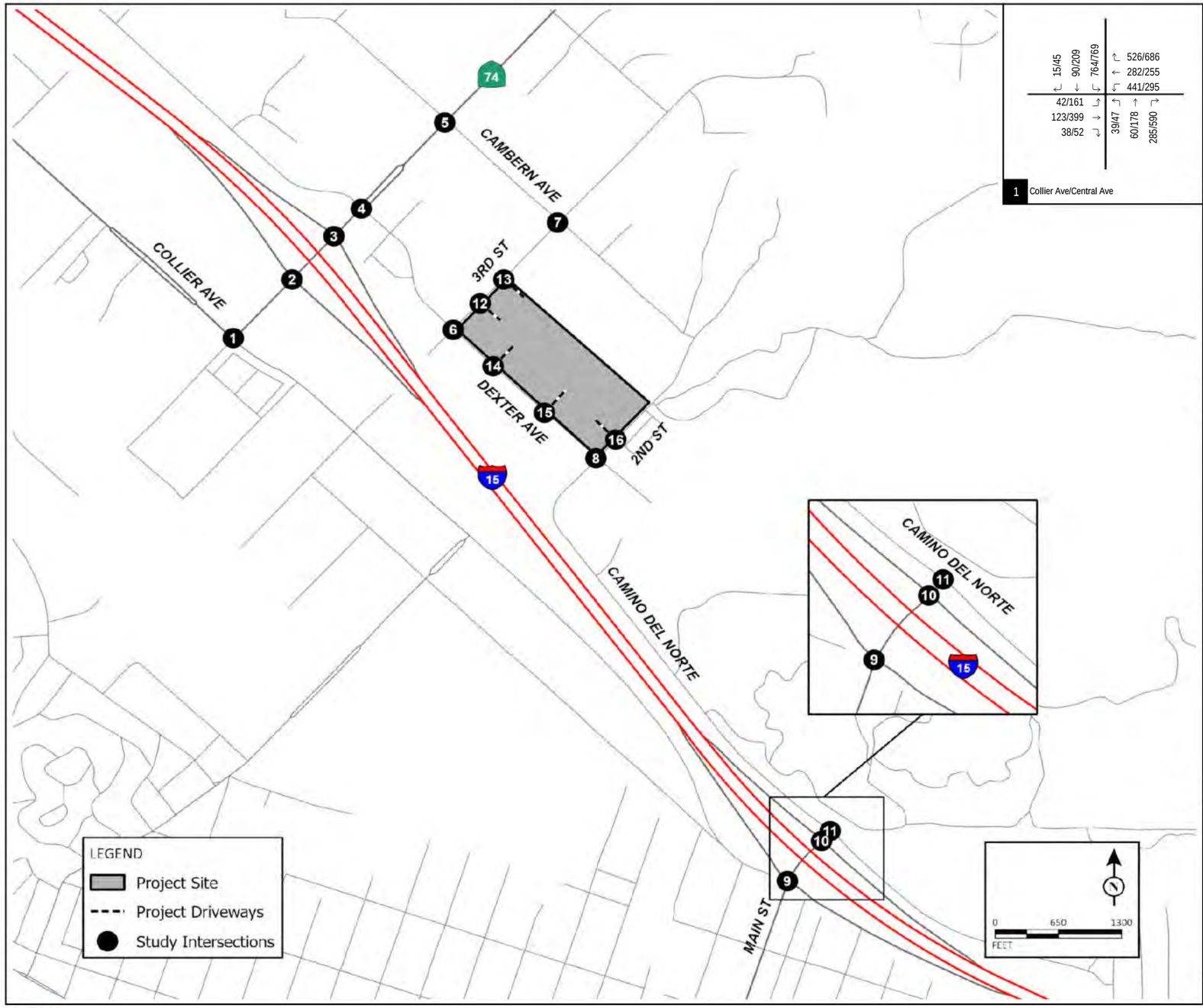
6.3 GENERAL PLAN BUILD-OUT PLUS PROJECT TRAFFIC VOLUMES

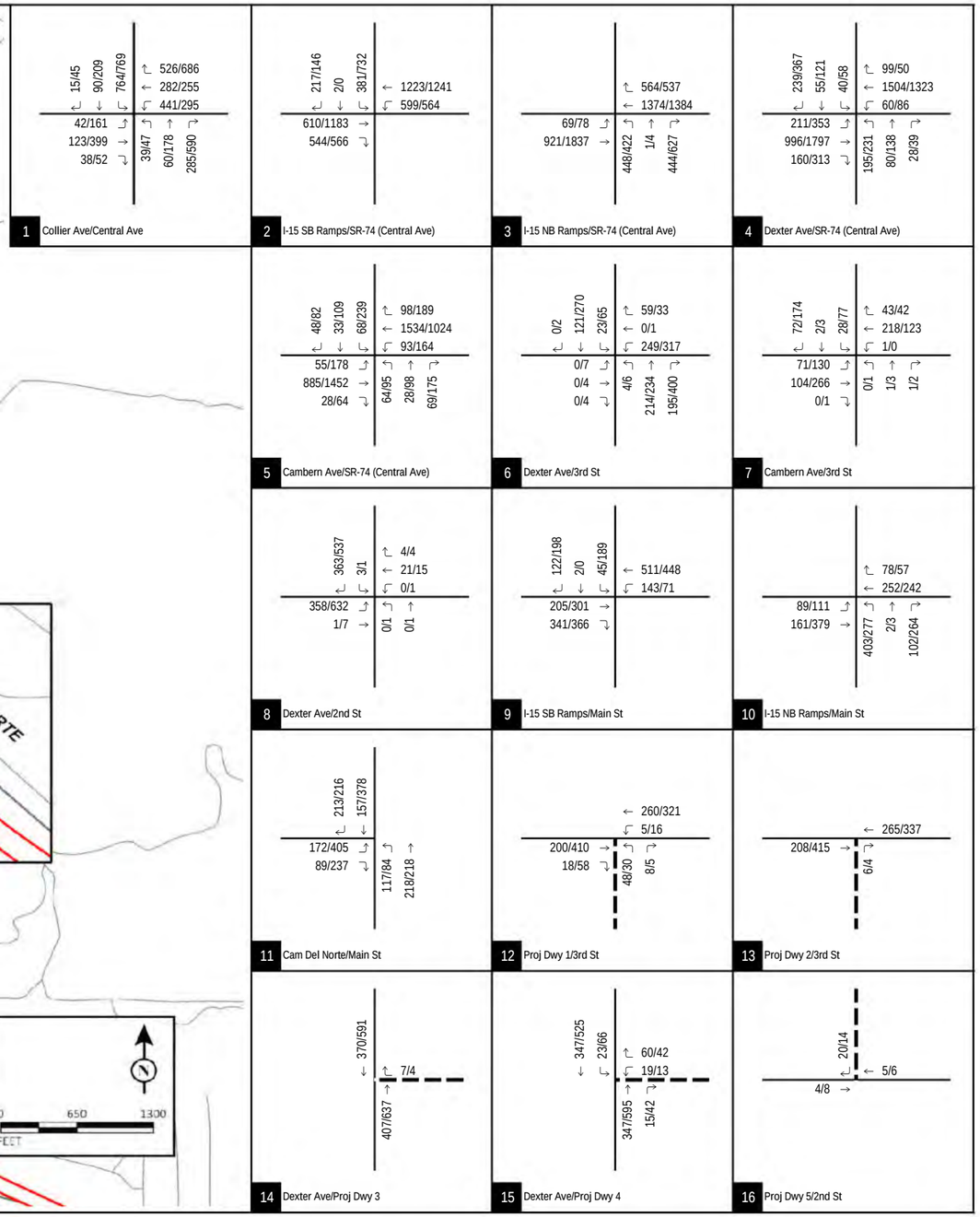
Traffic volumes for General Plan Build-Out plus project conditions were developed by adding project trips to the traffic volumes under General Plan Build-Out conditions. Figure 6-3 illustrates the peak hour PCE traffic volumes at study intersections under General Plan Build-Out plus project conditions. Previously referenced Table 4.D summarizes the daily traffic volumes under General Plan Build-Out plus project conditions. Previously referenced Table 4.E shows the peak hour PCE volumes at study area freeway ramp merge/diverge areas and freeway segments under General Plan Build-Out plus project conditions.

Detailed volume development worksheets are included in Appendix D.

6.4 LIST OF CHAPTER 6.0 FIGURES AND TABLES

- Figure 6-1: Project Completion Peak Hour PCE Traffic Volumes
- Figure 6-2: Cumulative Peak Hour PCE Traffic Volumes
- Figure 6-3: General Plan Build-Out Plus Project Peak Hour PCE Traffic Volumes
- Table 6.A: Project Completion and Cumulative Roadway Segment Daily Traffic Volumes
- Table 6.B: Project Completion Freeway Segment and Ramp Peak Hour PCE Traffic Volumes
- Table 6.C: Cumulative Freeway Segment and Ramp Peak Hour PCE Traffic Volumes





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FIGURE 6-1

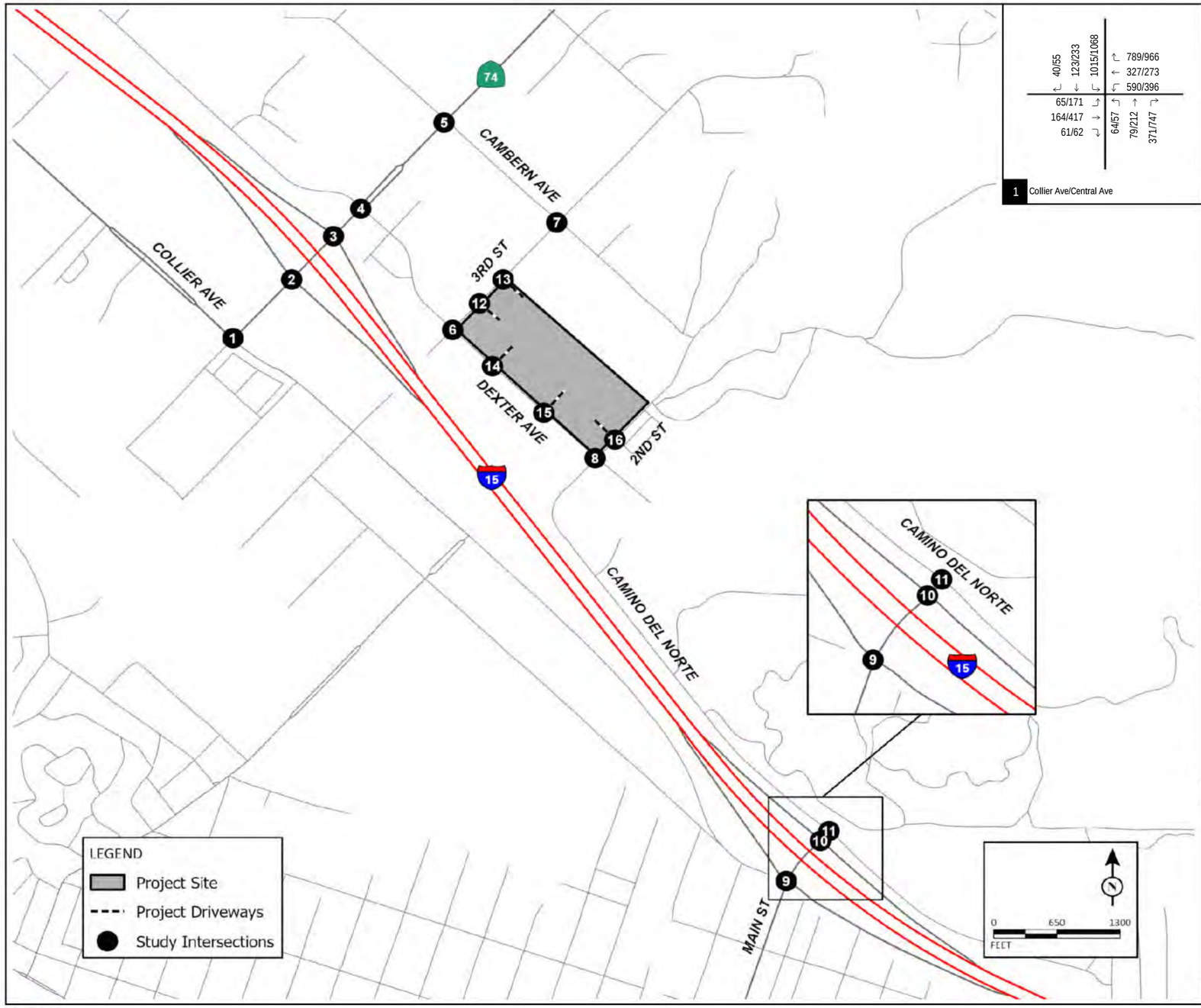
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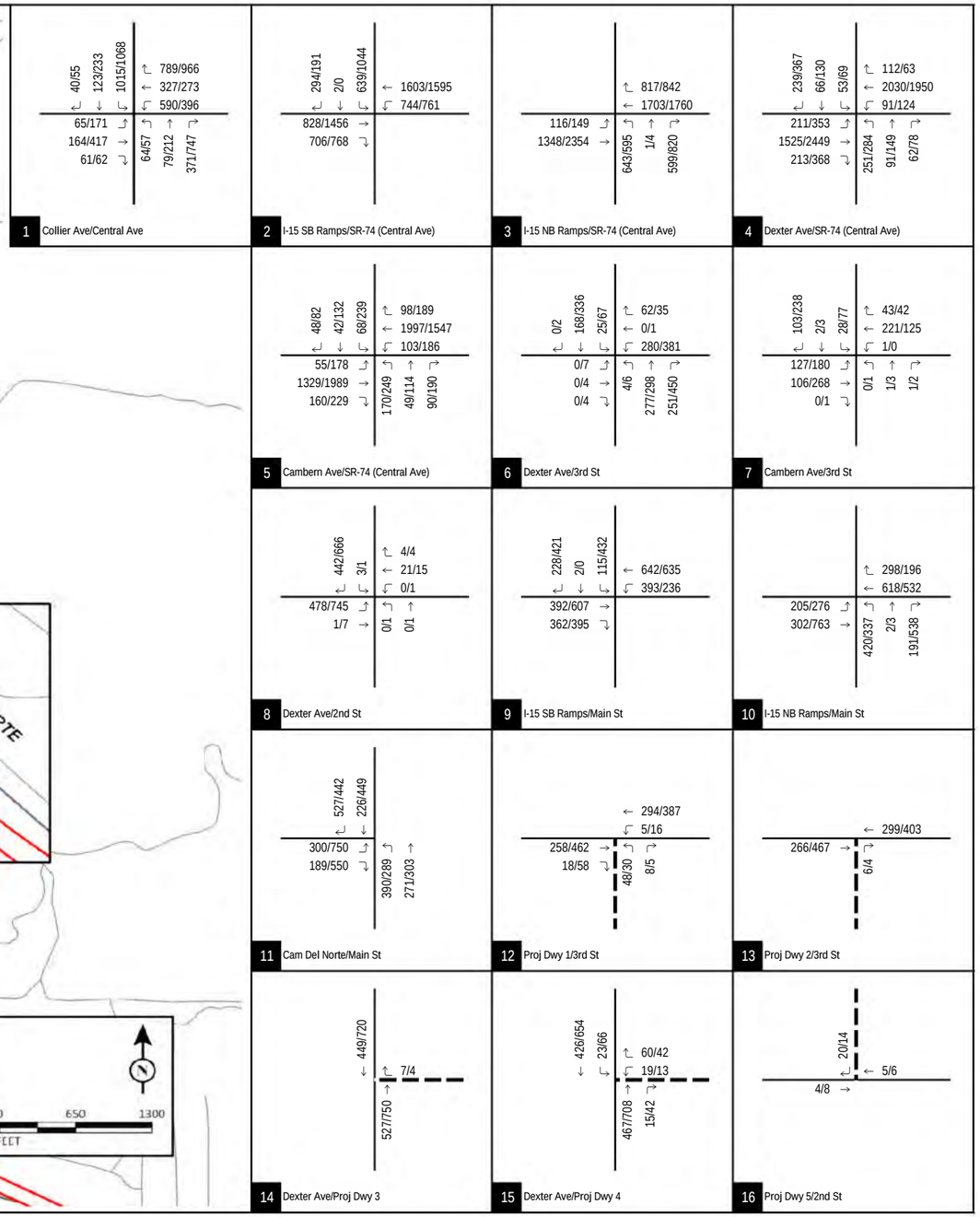
AM/PM Peak Hour PCE Traffic Volumes

Project Driveway

Dexter Village Project
Traffic Impact Analysis

Project Completion Peak Hour PCE Traffic Volumes





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FIGURE 6-2

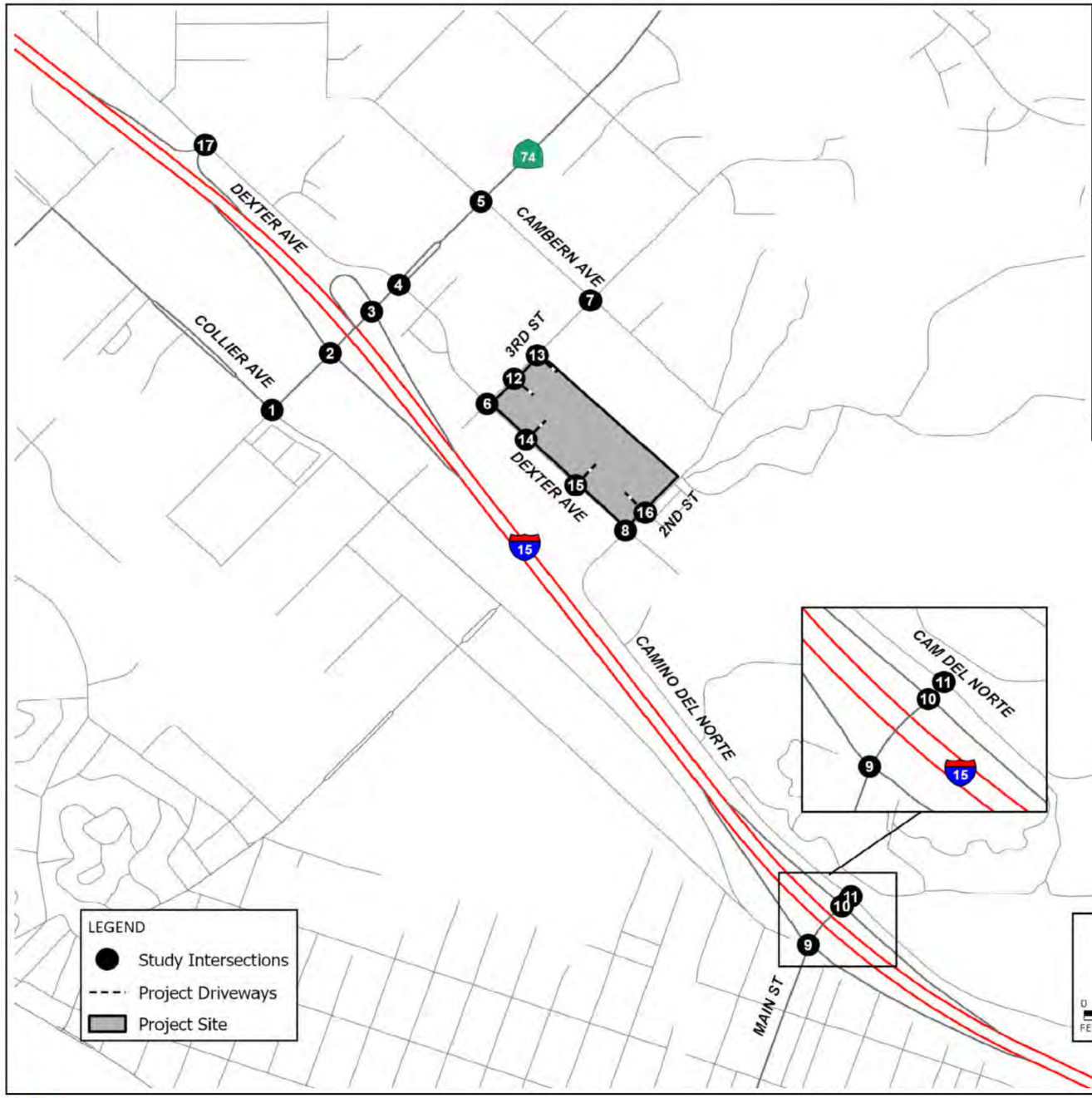
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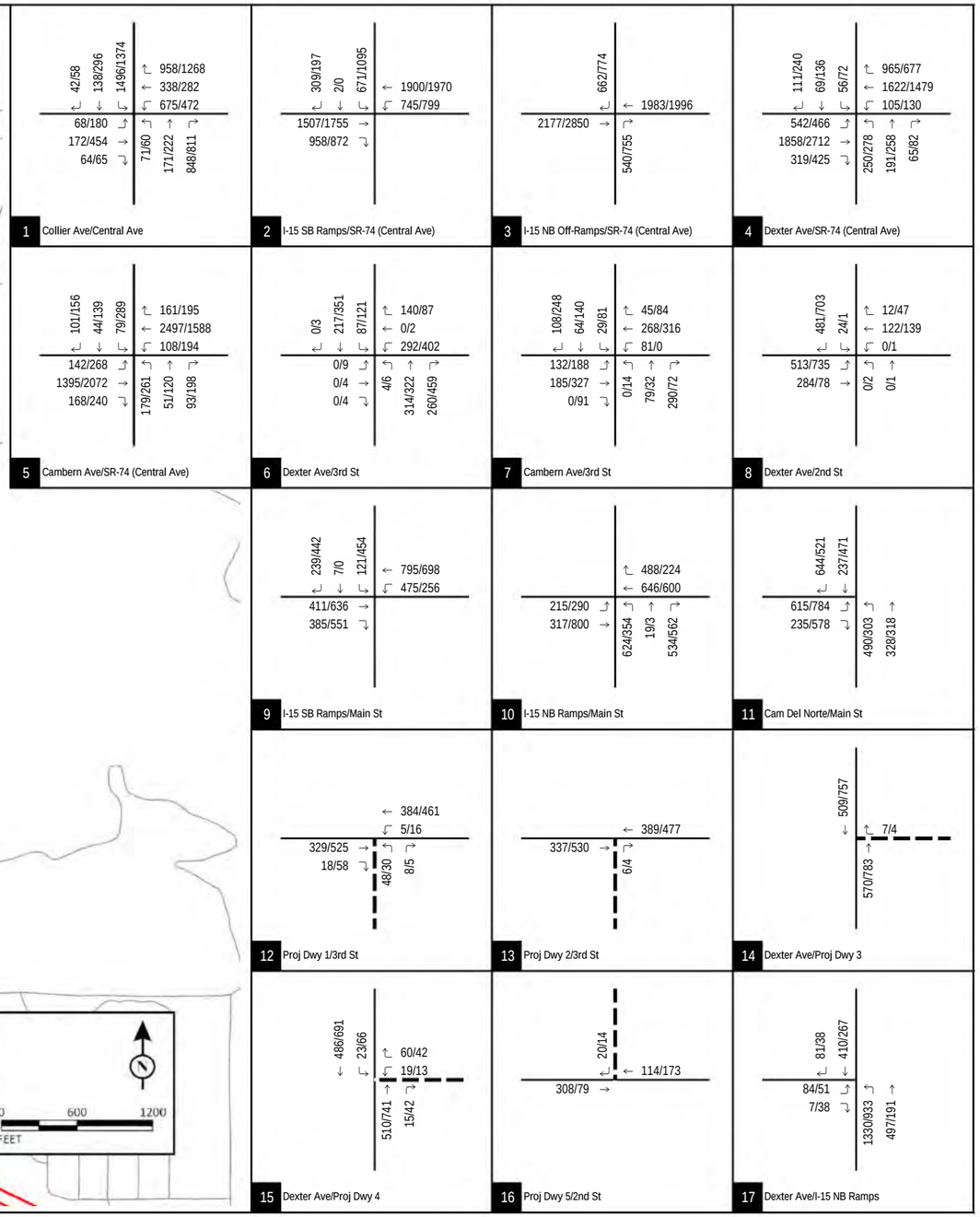
AM/PM Peak Hour PCE Traffic Volumes

Project Driveway

Dexter Village Project
Traffic Impact Analysis

Cumulative Peak Hour PCE Traffic Volumes





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FIGURE 6-3

XXXX/YYYY

AM/PM Peak Hour PCE Traffic Volumes

Project Driveway

Dexter Village Project
Traffic Impact Analysis

General Plan Build-Out Plus Project Peak Hour PCE Traffic Volumes

LSA

Table 6.A: Project Completion and Cumulative Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	2025-2028 Growth	Project Trips	Project Completion ADT	Cumulative Project Trips	Cumulative ADT
SR-74 (Central Avenue)	1	between I-15 Northbound Ramps and Dexter Avenue	53,828	3,230	1,138	58,196	14,592	72,788
Dexter Avenue	2	between Central Avenue (SR-74) and 3rd Street	10,839	650	1,380	12,869	2,207	15,076
Dexter Avenue	3	between 3rd Street and 2nd Street	10,877	653	1,839	13,369	2,460	15,829
Camino Del Norte	4	between 2nd Street and Main Street	10,928	656	1,345	12,929	7,270	20,199
Main Street	5	between 1-15 Northbound Ramps and Camino Del Norte	7,954	477	1,311	9,742	10,748	20,490

Notes:
ADT = Average Daily Traffic

LSA

Table 6.B: Project Completion Freeway Segment and Ramp Peak Hour PCE Traffic Volumes

Northbound													
		A.M. Peak Hour						P.M. Peak Hour					
I-15 Northbound	Type	Exist NP Mainline Volume	Exist NP Ramp Volume	2025 to 2028 Growth	Project Trips	Project Completion Mainline Volume	Project Completion Ramp Volume	Exist NP Mainline Volume	Exist NP Ramp Volume	2025 to 2028 Growth	Project Trips	Project Completion Mainline Volume	Project Completion Ramp Volume
1 . South of Main Street Off-Ramp	Basic	4,717		283		5,019		5,002		300		5,358	
2 . Main Street Off-Ramp	Ramp Diverge		460	28	19		507		460	28	56		544
3 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	4,257				4,512		4,542				4,814	
4 . Main Street On-Ramp	Ramp Merge		160	10	0		170		162	10	0		172
5 . Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	Basic	4,417				4,682		4,704				4,986	
6 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge		843	51	0		894		992	60	2		1,054
7 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3,574				3,788		3,712				3,932	
8 . SR-74 (Central Ave) On-Ramp	Ramp Merge		580	35	19		634		572	34	13		619
9 . North of SR-74 (Central Ave) On-Ramp	Basic	4,154				4,422		4,284				4,551	

Southbound													
		A.M. Peak Hour						P.M. Peak Hour					
I-15 Southbound	Type	Exist NP Mainline Volume	Exist NP Ramp Volume	2025 to 2028 Growth	Project Trips	Project Completion Mainline Volume	Project Completion Ramp Volume	Exist NP Mainline Volume	Exist NP Ramp Volume	2025 to 2028 Growth	Project Trips	Project Completion Mainline Volume	Project Completion Ramp Volume
10 . North of SR-74 (Central Ave) Off-Ramp	Basic	3,224		193		3,424		3,603		216		3,839	
11 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge		560	34	7		601		810	49	20		879
12 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	2,664				2,823		2,793				2,960	
13 . SR-74 (Central Ave) On-Ramp	Ramp Merge		1,078	65	2		1,145		1,065	64	1		1,130
14 . Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	Basic	3,742				3,968		3,858				4,090	
15 . Main Street Off-Ramp	Ramp Diverge		159	10	0		169		365	22	0		387
16 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3,583				3,799		3,493				3,703	
17 . Main Street On-Ramp	Ramp Merge		410	25	52		487		379	23	35		437
18 . South of Main Street On-Ramp	Basic	3,993				4,286		3,872				4,140	

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Table 6.C: Cumulative Freeway Segment and Ramp Peak Hour PCE Traffic Volumes

		Northbound									
I-15 Northbound	Type	Project Completion Mainline Volume	Project Completion Ramp Volume	Cumulative Project Trips	Cumulative Mainline Volume	Cumulative Ramp Voume	Project Completion Mainline Volume	Project Completion Ramp Volume	Cumulative Project Trips	Cumulative Mainline Volume	Cumulative Ramp Voume
1 . South of Main Street Off-Ramp	Basic	5,019			5,125		5,358			5,692	
2 . Main Street Off-Ramp	Ramp Diverge		507	106		613		544	334		878
3 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	4,512			4,512		4,814			4,814	
4 . Main Street On-Ramp	Ramp Merge		170	336		506		172	304		476
5 . Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	Basic	4,682			5,018		4,986			5,290	
6 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge		894	350		1,244		1,054	366		1,420
7 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3,788			3,774		3,932			3,870	
8 . SR-74 (Central Ave) On-Ramp	Ramp Merge		634	300		934		619	376		995
9 . North of SR-74 (Central Ave) On-Ramp	Basic	4,422			4,708		4,551			4,865	

		Southbound									
I-15 Southbound	Type	Project Completion Mainline Volume	Project Completion Ramp Volume	Cumulative Project Trips	Cumulative Mainline Volume	Cumulative Ramp Voume	Project Completion Mainline Volume	Project Completion Ramp Volume	Cumulative Project Trips	Cumulative Mainline Volume	Cumulative Ramp Voume
10 . North of SR-74 (Central Ave) Off-Ramp	Basic	3,424			3,759		3,839			4,196	
11 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge		601	335		936		879	357		1,236
12 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	2,823			2,823		2,960			2,960	
13 . SR-74 (Central Ave) On-Ramp	Ramp Merge		1,145	307		1,452		1,130	399		1,529
14 . Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	Basic	3,968			4,275		4,090			4,489	
15 . Main Street Off-Ramp	Ramp Diverge		169	176		345		387	466		853
16 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3,799			3,930		3,703			3,636	
17 . Main Street On-Ramp	Ramp Merge		487	271		758		437	194		631
18 . South of Main Street On-Ramp	Basic	4,286			4,688		4,140			4,267	

7.0 LEVELS OF SERVICE ANALYSIS

7.1 EXISTING LEVELS OF SERVICE

Previously referenced Figure 3-2 illustrates existing study intersection geometrics and traffic control.

7.1.1 Study Intersections

An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7.A summarizes the results of this analysis and shows that the following study intersection is currently operating at a deficient LOS under existing conditions:

8. Dexter Avenue/2nd Street (p.m. peak hour only)

All other study intersections are currently operating at a satisfactory LOS under existing conditions.

7.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7.B summarizes the results of this analysis and shows that all study roadway segments are currently operating at a satisfactory LOS under existing conditions.

7.1.3 Freeway Segments

A freeway segment and ramp merge/diverge area LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7.C summarizes the results of this analysis and shows that all merge/diverge areas and freeway segments in the study area are currently operating at a satisfactory LOS under existing conditions.

7.2 PROJECT COMPLETION LEVELS OF SERVICE

Previously referenced Figure 3-5 illustrates existing study intersection geometrics and traffic control with implementation of the proposed project.

7.2.1 Study Intersections

An intersection LOS analysis was conducted for project completion conditions using the methodologies previously discussed. Table 7.D summarizes the results of this analysis and shows that the following study intersection is forecast to operate at a deficient LOS under project completion conditions:

6. Dexter Avenue/3rd Street (p.m. peak hour only)

All other study intersections are forecast to operate at a satisfactory LOS under project completion conditions.

It should be noted that study intersection 8 (Dexter Avenue/2nd Street) is currently operating at a deficient LOS under existing conditions but is not forecast to operate at a deficient LOS under project completion conditions. This is due to the project proposing the implementation of a TWLTL

median as a project design feature along the project frontage on Dexter Avenue. The addition of the TWLTL median alleviates the LOS deficiency at study intersection 8.

7.2.2 Roadway Segments

A roadway segment LOS analysis was conducted for project completion conditions using the methodologies previously discussed. Table 7.E summarizes the results of this analysis and shows that all study roadway segments are forecast to operate at a satisfactory LOS under project completion conditions.

7.2.3 Freeway Segments

A freeway segment and ramp merge/diverge area LOS analysis was conducted for project completion conditions using the methodologies previously discussed. Table 7.F summarizes the results of this analysis and shows that all merge/diverge areas and freeway segments in the study area are forecast to operate at a satisfactory LOS under project completion conditions.

7.3 CUMULATIVE LEVELS OF SERVICE

7.3.1 Study Intersections

An intersection LOS analysis was conducted for cumulative conditions using the methodologies previously discussed. Table 7.G summarizes the results of this analysis and shows that the following study intersections are forecast to operate at a deficient LOS under cumulative conditions:

2. I-15 Southbound Ramps/SR-74 (Central Avenue) (p.m. peak hour only)
3. I-15 Northbound Ramps/SR-74 (Central Avenue) (p.m. peak hour only)
5. Cambern Avenue/SR-74 (Central Avenue) (both a.m. and p.m. peak hours)
6. Dexter Avenue/3rd Street (p.m. peak hour only)
10. I-15 Northbound Ramps/Main Street (p.m. peak hour only)
11. Camino Del Norte/Main Street (both a.m. and p.m. peak hours)

All other study intersections are forecast to operate at a satisfactory LOS under cumulative conditions.

7.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative conditions using the methodologies previously discussed. Table 7.H summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at a deficient LOS under cumulative conditions:

1. SR-74 (Central Avenue), between I-15 Northbound Ramps and Dexter Avenue
4. Camino Del Norte, between 2nd Street and Main Street

All other study roadway segments are forecast to operate at a satisfactory LOS under cumulative conditions.

7.3.3 Freeway Segments

A freeway segment and ramp merge/diverge area LOS analysis was conducted for cumulative conditions using the methodologies previously discussed. Table 7.I summarizes the results of this analysis and shows that all merge/diverge areas and freeway segments in the study area are forecast to operate at a satisfactory LOS under cumulative conditions.

7.4 GENERAL PLAN BUILD-OUT LEVELS OF SERVICE

Previously referenced Figure 3-6 illustrates the study intersection geometrics and traffic control under General Plan Build-Out conditions.

7.4.1 Study Intersections

An intersection LOS analysis was conducted for General Plan Build-Out conditions using the methodologies previously discussed. Table 7.J summarizes the results of this analysis and shows that the following study intersections are forecast to operate at a deficient LOS under General Plan Build-Out conditions:

2. I-15 Southbound Ramps/SR-74 (Central Avenue) (both a.m. and p.m. peak hours)
5. Cambern Avenue/SR-74 (Central Avenue) (both a.m. and p.m. peak hours)
6. Dexter Avenue/3rd Street (p.m. peak hour only)
8. Dexter Avenue/2nd Street (both a.m. and p.m. peak hours)
10. I-15 Northbound Ramps/Main Street (both a.m. and p.m. peak hours)
11. Camino Del Norte/Main Street (both a.m. and p.m. peak hours)

All other study intersections are forecast to operate at a satisfactory LOS under General Plan Build-Out conditions.

It should be noted that study intersection 3 (I-15 Northbound Ramps/SR-74 [Central Avenue]) is forecast to operate at a deficient LOS under cumulative conditions but is no longer forecast to operate at a deficient LOS under General Plan Build-Out conditions. This is due to the redistribution of traffic volumes and network reconfiguration at this study intersection with the implementation of the I-15/SR-74 (Central Avenue) Interchange Project.

7.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for General Plan Build-Out conditions using the methodologies previously discussed. Table 7.K summarizes the results of this analysis and shows that the following study roadway segments are forecast to operate at a deficient LOS under General Plan Build-Out conditions:

3. Dexter Avenue, between 3rd Street and 2nd Street
4. Camino Del Norte, between 2nd Street and Main Street

All other study roadway segments are forecast to operate at a satisfactory LOS under General Plan Build-Out conditions.

It should be noted that study roadway segment 1 (SR-74 [Central Avenue], between I-15 Northbound Ramps and Dexter Avenue) is forecast to operate at a deficient LOS under cumulative conditions but is no longer forecast to operate at a deficient LOS under General Plan Build-Out conditions. This is due to the redistribution of traffic volumes along this roadway segment with the implementation of the I-15/SR-74 (Central Avenue) Interchange Project.

7.4.3 Freeway Segments

A freeway segment and ramp merge/diverge area LOS analysis was conducted for General Plan Build-Out conditions using the methodologies previously discussed. Table 7.L summarizes the results of this analysis and shows that all merge/diverge areas and freeway segments in the study area are forecast to operate at a satisfactory LOS under General Plan Build-Out conditions.

Based on coordination and comments from Caltrans staff, it should be noted that the LOS analysis for ramp merge/diverge areas and freeway segments was conducted using existing freeway segment and ramp geometry without the implementation of the I-15/SR-74 Interchange Project for General Plan Build-Out conditions.

7.5 GENERAL PLAN BUILD-OUT PLUS PROJECT LEVELS OF SERVICE

Previously referenced Figure 3-7 illustrates the study intersection geometrics and traffic control under General Plan Build-Out plus project conditions.

7.5.1 Study Intersections

An intersection LOS analysis was conducted for General Plan Build-Out plus Project conditions using the methodologies previously discussed. Previously referenced Table 7.J summarizes the results of this analysis and shows that the following study intersections are forecast to operate at a deficient LOS under General Plan Build-Out plus Project conditions:

2. I-15 Southbound Ramps/SR-74 (Central Avenue) (both a.m. and p.m. peak hours)
5. Cambern Avenue/SR-74 (Central Avenue) (both a.m. and p.m. peak hours)
6. Dexter Avenue/3rd Street (both a.m. and p.m. peak hours)
7. Cambern Avenue/3rd Street (p.m. peak hour only)
8. Dexter Avenue/2nd Street (both a.m. and p.m. peak hours)
10. I-15 Northbound Ramps/Main Street (both a.m. and p.m. peak hours)
11. Camino Del Norte/Main Street (both a.m. and p.m. peak hours)

With the exception of study intersection 7 (Cambern Avenue/3rd Street), the remaining six (6) deficient study intersections are also forecast to operate at deficient LOS under General Plan Build-Out conditions. All other study intersections are forecast to operate at a satisfactory LOS under General Plan Build-Out plus Project conditions.

7.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for General Plan Build-Out plus Project conditions using the methodologies previously discussed. Previously referenced Table 7.K summarizes the results of this analysis and shows that the following study roadway segments are forecast to operate at a deficient LOS under General Plan Build-Out plus Project conditions:

4. Camino Del Norte, between 2nd Street and Main Street

This study roadway segment is also forecast to operate at a deficient LOS under General Plan Build-Out conditions. All other study roadway segments are forecast to operate at a satisfactory LOS under General Plan Build-Out plus Project conditions.

It should be noted that study roadway segment 3 (Dexter Avenue, between 3rd Street and 2nd Street) is forecast to operate at a deficient LOS under General Plan Build-Out conditions but is no longer forecast to operate at a deficient LOS under General Plan Build-Out plus Project conditions. This is due to the project proposing the implementation of a TWLTL median along this roadway segment as a project design feature which would change the classification along this segment from a 'Collector' to a 'Divided Collector'. As such, the maximum capacity along this roadway segment would increase and therefore, offset the forecasted deficiencies along this roadway segment under these conditions.

7.5.3 Freeway Segments

A freeway segment and ramp merge/diverge area LOS analysis was conducted for General Plan Build-Out plus Project conditions using the methodologies previously discussed. Previously referenced Table 7.L summarizes the results of this analysis and shows that all merge/diverge areas and freeway segments in the study area are forecast to operate at a satisfactory LOS under General Plan Build-Out plus Project conditions.

Based on coordination and comments from Caltrans staff, it should be noted that the LOS analysis for ramp merge/diverge areas and freeway segments was conducted using existing freeway segment and ramp geometry without the implementation of the I-15/SR-74 Interchange Project for General Plan Build-Out plus Project conditions.

Detailed intersection level of service worksheets are included in Appendix F. Detailed HCS worksheets are included in Appendix G.

7.6 LIST OF CHAPTER 7.0 TABLES

- Table 7.A: Existing Intersection Levels of Service
- Table 7.B: Existing Roadway Segment Levels of Service
- Table 7.C Existing Freeway Segment and Ramp Levels of Service
- Table 7.D: Project Completion Intersection Levels of Service
- Table 7.E: Project Completion Roadway Segment Levels of Service
- Table 7.F Project Completion Freeway Segment and Ramp Levels of Service
- Table 7.G: Cumulative Intersection Levels of Service

- Table 7.H: Cumulative Roadway Segment Levels of Service
- Table 7.I: Cumulative Freeway Segment and Ramp Levels of Service
- Table 7.J: General Plan Build-Out Intersection Levels of Service
- Table 7.K: General Plan Build-Out Roadway Segment Levels of Service
- Table 7.L: General Plan Build-Out Freeway Segment and Ramp Levels of Service

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Table 7.A: Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Existing Control	Existing A.M. Peak Hour Delay (sec.)	Existing A.M. Peak Hour LOS	Existing P.M. Peak Hour Delay (sec.)	Existing P.M. Peak Hour LOS	Improvement Required?
1 . Collier Avenue/Central Avenue	Lake Elsinore	D	Signal	26.7	C	35.0	C	No
2 . Interstate 15 Southbound Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	22.9	C	29.2	C	No
3 . Interstate 15 Northbound Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	25.2	C	27.7	C	No
4 . Dexter Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	14.4	B	16.3	B	No
5 . Cambern Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	27.6	C	37.3	D	No
6 . Dexter Avenue/3rd Street	Lake Elsinore	D	AWSC	12.1	B	33.1	D	No
7 . Cambern Avenue/3rd Street	Lake Elsinore	D	AWSC	9.7	A	10.8	B	No
8 . Dexter Avenue/2nd Street	Lake Elsinore	D	TWSC	14.0	B	46.0	E *	No
9 . Interstate 15 Southbound Ramps/Main Street	Caltrans	D	Signal	12.8	B	18.7	B	No
10 . Interstate 15 Northbound Ramps/Main Street	Caltrans	D	Signal	36.0	D	39.5	D	No
11 . Camino Del Norte/Main Street	Lake Elsinore	D	Signal	20.5	C	26.5	C	No
12 . Project Driveway 1/3rd Street	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		No
13 . Project Driveway 2/3rd Street	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		No
14 . Dexter Avenue/Project Driveway 3	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		No
15 . Dexter Avenue/Project Driveway 4	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		No
16 . Project Driveway 5/2nd Street	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		No

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

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Table 7.B: Existing Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Existing			
				Roadway Capacity[2]	Daily Volume	V/C	LOS
Segments on SR-74 (Central Avenue)							
1 . between I-15 Northbound Ramps and Dexter Avenue	City of Lake Elsinore	Augmented Urban Arterial	8	71,800	53,828	0.75	A
Segments on Dexter Avenue							
2 . between Central Avenue (SR-74) and 3rd Street	City of Lake Elsinore	Divided Collector	2	18,000	10,839	0.60	A
3 . between 3rd Street and 2nd Street	City of Lake Elsinore	Collector	2	13,000	10,877	0.84	AC
Segments on Camino Del Norte							
4 . between 2nd Street and Main Street	City of Lake Elsinore	Secondary[3]	2	12,950	10,928	0.84	AC
Segments on Main Street							
5 . between 1-15 Northbound Ramps and Camino Del Norte	City of Lake Elsinore	Major	4	34,100	7,954	0.23	A

Notes:

LOS = Level of Service [**A** = Acceptable, **AC** = Approaching Capacity, **PEC** = Potentially Exceeds Capacity, **D** = Deficient]; V/C = Volume to Capacity

***** Exceeds LOS Standard

[1] Roadway Classifications have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[2] Roadway segment capacities have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[3] City of Lake Elsinore does not have roadway capacity for two-lane secondary roadway. Therefore, roadway capacity for two-lane secondary roadway was calculated using an adjustment factor of 0.5 to four-lane secondary roadway capacity.

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Table 7.C: Existing Freeway Segment and Ramp Levels of Service

	Interstate 15	Segment Type	Mainline Lanes	Setting	Existing					
					A.M. Peak Hour			P.M. Peak Hour		
					Speed (mi/hr)	Density (pc/mi/ln)	LOS	Speed (mi/hr)	Density (pc/mi/ln)	LOS
	Northbound									
1	South of Main Street Off-Ramp	Basic	3	Urban	68.4	24.5	C	67.0	26.5	D
2	Main Street Off-Ramp	Ramp Diverge	3	Urban	57.5	30.5	D	57.5	31.8	D
3	Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3	Urban	69.8	21.6	C	68.8	23.4	C
4	Main Street On-Ramp	Ramp Merge	3	Urban	60.6	24.8	C	60.1	26.7	C
5	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	Basic	3	Urban	69.0	22.7	C	68.0	24.5	C
6	SR-74 (Central Ave) Off-Ramp	Ramp Diverge	3	Urban	56.4	29.8	D	56.0	31.4	D
7	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3	Urban	71.3	17.7	B	71.3	18.5	C
8	SR-74 (Central Ave) On-Ramp	Ramp Merge	3	Urban	61.6	24.2	C	61.4	24.8	C
9	North of SR-74 (Central Ave) On-Ramp	Basic	3	Urban	70.7	20.8	C	70.3	21.6	C
	Southbound									
10	North of SR-74 (Central Ave) Off-Ramp	Basic	3	Urban	72.2	15.8	B	71.9	17.8	B
11	SR-74 (Central Ave) Off-Ramp	Ramp Diverge	3	Urban	57.6	22.9	C	56.9	25.4	C
12	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3	Urban	71.5	13.2	B	71.4	13.8	B
13	SR-74 (Central Ave) On-Ramp	Ramp Merge	3	Urban	61.1	24.4	C	61.0	24.0	C
14	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	Basic	3	Urban	70.2	18.7	C	70.2	19.3	C
15	Main Street Off-Ramp	Ramp Diverge	3	Urban	58.3	25.6	C	57.7	26.5	C
16	Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3	Urban	71.5	17.8	B	71.6	17.3	B
17	Main Street On-Ramp	Ramp Merge	3	Urban	61.7	22.6	C	61.8	22.0	C
18	South of Main Street On-Ramp	Basic	3	Urban	71.1	19.9	C	71.2	19.2	C

Notes:

mi/hr: miles per hour

pc/mi/ln: passanger cars per mile per lane

* Exceeds LOS Standard

LSA

Table 7.D: Project Completion Intersection Levels of Service

	Intersection	Jurisdiction	LOS Standard	Project Completion					Improvement Required?
				Control	A.M. Peak Hour		P.M. Peak Hour		
					Delay (sec.)	LOS	Delay (sec.)	LOS	
1 .	Collier Avenue/Central Avenue	Lake Elsinore	D	Signal	27.5	C	37.5	D	No
2 .	Interstate 15 Southbound Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	24.7	C	34.7	C	No
3 .	Interstate 15 Northbound Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	26.4	C	30.5	C	No
4 .	Dexter Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	16.1	B	24.0	C	No
5 .	Cambern Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	33.0	C	46.1	D	No
6 .	Dexter Avenue/3rd Street	Lake Elsinore	D	AWSC	18.9	C	95.7	**F** *	**Yes**
7 .	Cambern Avenue/3rd Street	Lake Elsinore	D	AWSC	10.1	B	11.8	B	No
8 .	Dexter Avenue/2nd Street	Lake Elsinore	D	TWSC	12.4	B	20.6	C	No
9 .	Interstate 15 Southbound Ramps/Main Street	Caltrans	D	Signal	14.5	B	20.4	C	No
10 .	Interstate 15 Northbound Ramps/Main Street	Caltrans	D	Signal	40.7	D	41.9	D	No
11 .	Camino Del Norte/Main Street	Lake Elsinore	D	Signal	20.2	C	27.7	C	No
12 .	Project Driveway 1/3rd Street	Lake Elsinore	D	OWSC	12.2	B	16.2	C	No
13 .	Project Driveway 2/3rd Street	Lake Elsinore	D	OWSC	9.4	A	10.8	B	No
14 .	Dexter Avenue/Project Driveway 3	Lake Elsinore	D	OWSC	10.8	B	12.9	B	No
15 .	Dexter Avenue/Project Driveway 4	Lake Elsinore	D	OWSC	11.5	B	14.4	B	No
16 .	Project Driveway 5/2nd Street	Lake Elsinore	D	OWSC	8.4	A	8.4	A	No

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 7.E: Project Completion Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Project Completion			
				Roadway Capacity[2]	Daily Volume	V/C	LOS
Segments on SR-74 (Central Avenue)							
1 . between I-15 Northbound Ramps and Dexter Avenue	City of Lake Elsinore	Augmented Urban Arterial	8	71,800	58,196	0.81	AC
Segments on Dexter Avenue							
2 . between Central Avenue (SR-74) and 3rd Street	City of Lake Elsinore	Divided Collector	2	18,000	12,869	0.71	A
3 . between 3rd Street and 2nd Street	City of Lake Elsinore	Divided Collector	2	18,000	13,369	0.74	A
Segments on Camino Del Norte							
4 . between 2nd Street and Main Street	City of Lake Elsinore	Secondary[3]	2	12,950	12,929	1.00	AC
Segments on Main Street							
5 . between 1-15 Northbound Ramps and Camino Del Norte	City of Lake Elsinore	Major	4	34,100	9,742	0.29	A

Notes:

LOS = Level of Service [**A** = Acceptable, **AC** = Approaching Capacity, **PEC** = Potentially Exceeds Capacity, **D** = Deficient]; V/C = Volume to Capacity

***** Exceeds LOS Standard

[1] Roadway Classifications have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[2] Roadway segment capacities have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[3] City of Lake Elsinore does not have roadway capacity for two-lane secondary roadway. Therefore, roadway capacity for two-lane secondary roadway was calculated using an adjustment factor of 0.5 to four-lane secondary roadway capacity.

LSA

Table 7.F: Project Completion Freeway Segment and Ramp Levels of Service

Interstate 15	Segment Type	Mainline Lanes	Setting	Project Completion					
				A.M. Peak Hour			P.M. Peak Hour		
				Speed (mi/hr)	Density (pc/mi/ln)	LOS	Speed (mi/hr)	Density (pc/mi/ln)	LOS
Northbound									
1 . South of Main Street Off-Ramp	Basic	3	Urban	66.9	26.6	D	65.0	29.2	D
2 . Main Street Off-Ramp	Ramp Diverge	3	Urban	57.3	31.9	D	57.2	33.5	D
3 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3	Urban	69.0	23.2	C	67.7	25.2	C
4 . Main Street On-Ramp	Ramp Merge	3	Urban	60.2	26.3	C	59.5	28.3	D
5 . Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	Basic	3	Urban	68.1	24.4	C	66.7	26.5	D
6 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge	3	Urban	56.2	31.2	D	55.8	32.8	D
7 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3	Urban	71.2	18.9	C	70.9	19.7	C
8 . SR-74 (Central Ave) On-Ramp	Ramp Merge	3	Urban	61.1	25.7	C	60.9	26.3	C
9 . North of SR-74 (Central Ave) On-Ramp	Basic	3	Urban	69.8	22.5	C	69.3	23.3	C
Southbound									
10 . North of SR-74 (Central Ave) Off-Ramp	Basic	3	Urban	72.1	16.8	B	71.5	19.0	C
11 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge	3	Urban	57.5	24.0	C	56.7	26.7	C
12 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3	Urban	71.5	14.0	B	71.4	14.6	B
13 . SR-74 (Central Ave) On-Ramp	Ramp Merge	3	Urban	60.7	25.7	C	60.6	26.2	C
14 . Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	Basic	3	Urban	70.1	20.0	C	70.1	20.6	C
15 . Main Street Off-Ramp	Ramp Diverge	3	Urban	58.3	26.7	C	57.7	27.7	C
16 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3	Urban	71.2	18.9	C	71.3	18.4	C
17 . Main Street On-Ramp	Ramp Merge	3	Urban	61.3	24.3	C	61.5	23.5	C
18 . South of Main Street On-Ramp	Basic	3	Urban	70.3	21.6	C	70.8	20.7	C

Notes:

mi/hr: miles per hour

pc/mi/ln: passanger cars per mile per lane

* Exceeds LOS Standard

LSA

Table 7.G: Cumulative Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Cumulative Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Improvement Required?
1 . Collier Avenue/Central Avenue	Lake Elsinore	D	Signal	38.8	D	41.9	D	No
2 . Interstate 15 Southbound Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	53.9	D	91.6	**F** *	**Yes**
3 . Interstate 15 Northbound Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	38.7	D	59.1	**E** *	**Yes**
4 . Dexter Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	19.0	B	40.8	D	No
5 . Cambern Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	96.7	**F** *	>100	**F** *	**Yes**
6 . Dexter Avenue/3rd Street	Lake Elsinore	D	AWSC	26.6	D	>100	**F** *	**Yes**
7 . Cambern Avenue/3rd Street	Lake Elsinore	D	AWSC	9.9	A	12.0	B	No
8 . Dexter Avenue/2nd Street	Lake Elsinore	D	TWSC	13.0	B	23.8	C	No
9 . Interstate 15 Southbound Ramps/Main Street	Caltrans	D	Signal	26.5	C	38.4	D	No
10 . Interstate 15 Northbound Ramps/Main Street	Caltrans	D	Signal	36.3	D	81.3	**F** *	**Yes**
11 . Camino Del Norte/Main Street	Lake Elsinore	D	Signal	>100	**F** *	>100	**F** *	**Yes**
12 . Project Driveway 1/3rd Street	Lake Elsinore	D	OWSC	13.3	B	18.5	C	No
13 . Project Driveway 2/3rd Street	Lake Elsinore	D	OWSC	9.8	A	11.2	B	No
14 . Dexter Avenue/Project Driveway 3	Lake Elsinore	D	OWSC	11.8	B	14.2	B	No
15 . Dexter Avenue/Project Driveway 4	Lake Elsinore	D	OWSC	12.8	B	16.3	C	No
16 . Project Driveway 5/2nd Street	Lake Elsinore	D	OWSC	8.4	A	8.4	A	No

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 7.H: Cumulative Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Cumulative			
				Roadway Capacity[2]	Daily Volume	V/C	LOS
Segments on SR-74 (Central Avenue)							
1 . between I-15 Northbound Ramps and Dexter Avenue	City of Lake Elsinore	Augmented Urban Arterial	8	71,800	72,788	1.01	**PEC** *
Segments on Dexter Avenue							
2 . between Central Avenue (SR-74) and 3rd Street	City of Lake Elsinore	Divided Collector	2	18,000	15,076	0.84	AC
3 . between 3rd Street and 2nd Street	City of Lake Elsinore	Divided Collector	2	18,000	15,829	0.88	AC
Segments on Camino Del Norte							
4 . between 2nd Street and Main Street	City of Lake Elsinore	Secondary[3]	2	12,950	20,199	1.56	**D** *
Segments on Main Street							
5 . between 1-15 Northbound Ramps and Camino Del Norte	City of Lake Elsinore	Major	4	34,100	20,490	0.60	A

Notes:

LOS = Level of Service [**A** = Acceptable, **AC** = Approaching Capacity, **PEC** = Potentially Exceeds Capacity, **D** = Deficient]; V/C = Volume to Capacity

***** Exceeds LOS Standard

[1] Roadway Classifications have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[2] Roadway segment capacities have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[3] City of Lake Elsinore does not have roadway capacity for two-lane secondary roadway. Therefore, roadway capacity for two-lane secondary roadway was calculated using an adjustment factor of 0.5 to four-lane secondary roadway capacity.

LSA

Table 7.I: Cumulative Freeway Segment and Ramp Levels of Service

	Interstate 15	Segment Type	Mainline Lanes	Setting	Cumulative					
					A.M. Peak Hour			P.M. Peak Hour		
					Speed (mi/hr)	Density (pc/mi/ln)	LOS	Speed (mi/hr)	Density (pc/mi/ln)	LOS
	Northbound									
1	South of Main Street Off-Ramp	Basic	3	Urban	66.3	27.4	D	62.7	32.2	D
2	Main Street Off-Ramp	Ramp Diverge	3	Urban	57.0	32.6	D	56.3	35.4	E
3	Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3	Urban	69.0	23.2	C	67.7	25.2	C
4	Main Street On-Ramp	Ramp Merge	3	Urban	58.6	29.9	D	57.5	31.7	D
5	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	Basic	3	Urban	66.6	26.7	D	65.1	28.8	D
6	SR-74 (Central Ave) Off-Ramp	Ramp Diverge	3	Urban	55.3	34.2	D	54.8	35.8	E
7	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3	Urban	71.2	18.8	C	71.0	19.3	C
8	SR-74 (Central Ave) On-Ramp	Ramp Merge	3	Urban	60.2	28.0	C	59.8	28.9	D
9	North of SR-74 (Central Ave) On-Ramp	Basic	3	Urban	68.7	24.3	C	67.9	25.4	C
	Southbound									
10	North of SR-74 (Central Ave) Off-Ramp	Basic	3	Urban	71.6	18.6	C	70.6	21.1	C
11	SR-74 (Central Ave) Off-Ramp	Ramp Diverge	3	Urban	56.6	26.4	C	55.7	29.2	D
12	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3	Urban	71.4	14.0	B	71.4	14.6	B
13	SR-74 (Central Ave) On-Ramp	Ramp Merge	3	Urban	59.8	28.1	D	59.0	29.8	D
14	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	Basic	3	Urban	69.7	21.8	C	69.0	23.1	C
15	Main Street Off-Ramp	Ramp Diverge	3	Urban	57.8	28.5	D	56.4	30.5	D
16	Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3	Urban	70.9	19.7	C	71.4	18.1	C
17	Main Street On-Ramp	Ramp Merge	3	Urban	60.3	27.1	C	61.2	24.6	C
18	South of Main Street On-Ramp	Basic	3	Urban	68.8	24.2	C	70.4	21.5	C

Notes:

mi/hr: miles per hour

pc/mi/ln: passanger cars per mile per lane

* Exceeds LOS Standard

LSA

Table 7.J: General Plan Build-Out Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	General Plan Build-Out					General Plan Build-Out Plus Project					Improvement Required?
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	
1 . Collier Avenue/Central Avenue	Lake Elsinore	D	Signal	43.1	D	43.5	D	Signal	42.7	D	43.7	D	No
2 . Interstate 15 Southbound Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	61.5	**E** *	59.6	**E** *	Signal	61.2	**E** *	60.2	**E** *	**Yes**
3 . Interstate 15 Northbound Off-Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	0.3	A	0.1	A	Signal	0.3	A	0.1	A	No
4 . Dexter Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	24.1	C	34.3	C	Signal	25.1	C	36.9	D	No
5 . Cambern Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	100.0	**F** *	>100	**F** *	Signal	99.7	**F** *	>100	**F** *	**Yes**
6 . Dexter Avenue/3rd Street	Lake Elsinore	D	AWSC	25.5	D	>100	**F** *	AWSC	43.8	**E** *	>100	**F** *	**Yes**
7 . Cambern Avenue/3rd Street	Lake Elsinore	D	AWSC	19.4	C	34.8	D	AWSC	20.4	C	38.0	**E** *	**Yes**
8 . Dexter Avenue/2nd Street	Lake Elsinore	D	TWSC	>100	**F** *	>100	**F** *	TWSC	>100	**F** *	>100	**F** *	**Yes**
9 . Interstate 15 Southbound Ramps/Main Street	Caltrans	D	Signal	30.6	C	42.4	D	Signal	39.1	D	44.5	D	No
10 . Interstate 15 Northbound Ramps/Main Street	Caltrans	D	Signal	>100	**F** *	73.8	**E** *	Signal	>100	**F** *	93.7	**F** *	**Yes**
11 . Camino Del Norte/Main Street	Lake Elsinore	D	Signal	>100	**F** *	>100	**F** *	Signal	>100	**F** *	>100	**F** *	**Yes**
12 . Project Driveway 1/3rd Street	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		OWSC	15.7	C	21.8	C	No
13 . Project Driveway 2/3rd Street	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		OWSC	10.2	B	11.8	B	No
14 . Dexter Avenue/Project Driveway 3	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		OWSC	12.2	B	14.7	B	No
15 . Dexter Avenue/Project Driveway 4	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		OWSC	13.4	B	17.0	C	No
16 . Project Driveway 5/2nd Street	Lake Elsinore	D	OWSC	*Future Driveway*		*Future Driveway*		OWSC	8.7	A	8.8	A	No
17 . Dexter Avenue/Interstate 15 Northbound Ramps	Caltrans	D	Signal	14.3	B	11.0	B	Signal	14.6	B	11.1	B	No

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 7.K: General Plan Build-Out Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	General Plan Build-Out						General Plan Build-Out Plus Project					
		Classification[1]	Existing Number of Lanes	Roadway Capacity[2]	Daily Volume	V/C	LOS	Classification[1]	Existing Number of Lanes	Roadway Capacity[2]	Daily Volume	V/C	LOS
Segments on SR-74 (Central Avenue)													
1 . between I-15 Northbound Ramps and Dexter Avenue	City of Lake Elsinore	Augmented Urban Arterial	8	71,800	65,057	0.91	AC	Augmented Urban Arterial	8	71,800	66,006	0.92	AC
Segments on Dexter Avenue													
2 . between Central Avenue (SR-74) and 3rd Street	City of Lake Elsinore	Divided Collector	2	18,000	14,497	0.81	AC	Divided Collector	2	18,000	15,877	0.88	AC
3 . between 3rd Street and 2nd Street	City of Lake Elsinore	Collector	2	13,000	15,236	1.17	**PEC** *	Divided Collector	2	18,000	17,075	0.95	AC
Segments on Camino Del Norte													
4 . between 2nd Street and Main Street	City of Lake Elsinore	Secondary[3]	2	12,950	19,405	1.50	**D** *	Secondary	2	12,950	20,750	1.60	**D** *
Segments on Main Street													
5 . between 1-15 Northbound Ramps and Camino Del Norte	City of Lake Elsinore	Major	4	34,100	20,138	0.59	A	Major	4	34,100	21,449	0.63	A

Notes:

LOS = Level of Service [**A** = Acceptable, **AC** = Approaching Capacity, **PEC** = Potentially Exceeds Capacity, **D** = Deficient]; V/C = Volume to Capacity

***** Exceeds LOS Standard

[1] Roadway Classifications have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[2] Roadway segment capacities have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[3] City of Lake Elsinore does not have roadway capacity for two-lane secondary roadway. Therefore, roadway capacity for two-lane secondary roadway was calculated using an adjustment factor of 0.5 to four-lane secondary roadway capacity.

LSA

Table 7.L: General Plan Build-Out Freeway Segment and Ramp Levels of Service

Interstate 15	Segment Type	Mainline Lanes	Setting	General Plan Build-Out						General Plan Build-Out Plus Project					
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour		
				Speed (mi/hr)	Density (pc/mi/ln)	LOS	Speed (mi/hr)	Density (pc/mi/ln)	LOS	Speed (mi/hr)	Density (pc/mi/ln)	LOS	Speed (mi/hr)	Density (pc/mi/ln)	LOS
Northbound															
1 . South of Main Street Off-Ramp	Basic	3	Urban	58.6	37.6	E	59.9	35.8	E	58.5	37.7	E	59.5	36.4	E
2 . Main Street Off-Ramp	Ramp Diverge	3	Urban	55.5	37.9	E	56.3	36.8	E	55.4	38.0	E	56.2	37.1	E
3 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3	Urban	66.6	26.9	D	65.8	28.0	D	66.6	26.9	D	65.8	28.0	D
4 . Main Street On-Ramp	Ramp Merge	3	Urban	55.2	34.5	D	55.0	34.8	D	55.2	34.5	D	55.0	34.8	D
5 . Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	Basic	3	Urban	62.0	33.0	D	62.4	32.4	D	62.0	33.0	D	62.4	32.4	D
6 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge	3	Urban	55.1	38.6	E	54.2	38.5	E	55.1	38.6	E	54.2	38.5	E
7 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3	Urban	69.3	22.9	C	70.6	20.4	C	69.3	22.9	C	70.6	20.4	C
8 . SR-74 (Central Ave) On-Ramp	Ramp Merge	3	Urban	54.5	35.3	E	59.0	30.3	D	54.4	35.5	E	58.9	30.4	D
9 . North of SR-74 (Central Ave) On-Ramp	Basic	3	Urban	61.2	34.2	D	66.6	27.3	D	61.0	34.5	D	66.5	27.4	D
Southbound															
10 . North of SR-74 (Central Ave) Off-Ramp	Basic	3	Urban	71.6	18.7	C	69.9	22.3	C	71.6	18.7	C	69.8	22.5	C
11 . SR-74 (Central Ave) Off-Ramp	Ramp Diverge	3	Urban	56.5	26.6	C	55.6	30.3	D	56.4	26.6	C	55.5	30.4	D
12 . Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	Basic	3	Urban	71.4	13.8	B	71.4	15.5	B	71.4	13.8	B	71.4	15.5	B
13 . SR-74 (Central Ave) On-Ramp	Ramp Merge	3	Urban	59.0	29.9	D	57.7	31.9	D	59.0	29.9	D	57.7	31.9	D
14 . Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	Basic	3	Urban	69.0	23.1	C	67.8	25.1	C	69.0	23.1	C	67.8	25.1	C
15 . Main Street Off-Ramp	Ramp Diverge	3	Urban	57.7	29.6	D	56.2	31.9	D	57.7	29.6	D	56.2	31.9	D
16 . Between Main Street Off-Ramp and Main Street On-Ramp	Basic	3	Urban	70.4	20.8	C	71.0	19.5	C	70.4	20.8	C	71.0	19.5	C
17 . Main Street On-Ramp	Ramp Merge	3	Urban	59.7	28.5	D	60.3	27.1	C	59.5	28.9	D	60.2	27.4	C
18 . South of Main Street On-Ramp	Basic	3	Urban	67.5	26.0	C	68.8	24.1	C	67.2	26.4	D	68.6	24.4	C

Notes:

mi/hr: miles per hour

pc/mi/ln: passanger cars per mile per lane

* Exceeds LOS Standard

8.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

8.1 RECOMMENDED IMPROVEMENTS

8.1.1 Study Intersections

Improvements have been recommended at study intersections where an operational deficiency has been identified based on the results of the LOS analysis. Table 8.A summarizes the recommended improvements for study intersections operating at a deficient LOS. Tables 8.B, 8.C, and 8.D summarize the post-improvement intersection LOS under project completion, cumulative, and General Plan Build-Out plus project conditions, respectively. Detailed LOS worksheets are included in Appendix F.

As mentioned previously, study intersection 2 (I-15 Southbound Ramps/SR-74 [Central Avenue]) and study intersection 3 (I-15 Northbound Ramps/SR-74 (Central Avenue)] are forecast to operate at a deficient LOS in the p.m. peak hour under cumulative conditions. The implementation of the I-15/SR-74 (Central Avenue) Interchange Project is forecast to alleviate the LOS deficiency at study intersection 3 and mostly alleviate the LOS deficiency at study intersection 2 under General Plan Build-Out plus Project conditions. With further implementation of the recommended improvements as shown in Table 8.A at study intersection 2, this intersection is forecast to operate at a satisfactory LOS under General Plan Build-Out plus Project conditions as shown in Table 8.D. As the I-15/SR-74 (Central Avenue) Interchange Project is currently in the design phase and is estimated to be completed by year 2030, no improvements were recommended at these two study intersections under cumulative conditions as the I-15/SR-74 (Central Avenue) Interchange Project along with improvements recommended under General Plan Build-Out conditions at these two study intersections is forecast to alleviate LOS deficiencies at these two study intersections.

As shown in Tables 8.B, 8.C, and 8.D, all other study intersections where an operational deficiency had been identified are now forecast to operate at a satisfactory LOS under project completion, cumulative, and General Plan Build-Out plus Project conditions, respectively, with implementation of the recommended improvements.

Figures 8-1, 8-2, and 8-3 illustrate the study intersection geometrics and traffic control with implementation of the recommended improvements under project completion, cumulative, and General Plan Build-Out plus Project conditions.

8.1.2 Study Roadway Segments

Improvements have been recommended at study intersections where an operational deficiency has been identified based on the results of the LOS analysis. Table 8.E summarizes the recommended improvements for study roadway segments operating at a deficient LOS. Tables 8.F and 8.G summarize the post-improvement roadway segment LOS under cumulative and General Plan Build-Out plus Project conditions, respectively.

As mentioned previously, the study roadway segment of SR-74 (Central Avenue), between I-15 Northbound Ramps and Dexter Avenue, is forecast to operate at a deficient LOS under cumulative

conditions. As shown in previously referenced Table 7.H, the implementation of the I-15/SR-74 (Central Avenue) Interchange Project is forecast to alleviate the LOS deficiency at this study roadway segment under General Plan Build-Out plus Project conditions. As the I-15/SR-74 (Central Avenue) Interchange Project is currently in the design phase and is estimated to be completed by year 2030, no improvements were recommended at this study roadway segment under cumulative conditions as the I-15/SR-74 (Central Avenue) Interchange Project is forecast to alleviate LOS deficiencies at this study roadway segment under General Plan Build-Out conditions.

As mentioned previously, the study roadway segment of Camino Del Norte, between 2nd Street and Main Street, is forecast to operate at a deficient LOS under cumulative and General Plan Build-Out plus Project conditions. As shown in Table 8.E, it is recommended to widen this roadway segment from two (2) lanes to four (4) lanes under both cumulative and General Plan Build-Out plus Project conditions. With implementation of this improvement, the operational deficiency is eliminated at this study roadway segment and is forecast to operate at a satisfactory LOS under cumulative and General Plan Build-Out plus Project conditions. It should be noted that widening this roadway segment to four (4) lanes is consistent with this roadway's classification in the City's General Plan.

8.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment.

8.2.1 WRCOG Transportation Uniform Mitigation Fee

The purpose of Western Riverside Council of Governments' (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program is "the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways." As new development occurs in western Riverside County, the cumulative transportation impacts of this new development are reflected in increased demand for transportation infrastructure leading to decreased LOS, increased delay, and increased congestion on regional transportation facilities, as well as an overall decline in regional mobility. Therefore, the need to invest in additional transportation infrastructure to meet the increased travel demand and to sustain pre-development traffic conditions to "keep traffic flowing" represents the fundamental premise of the TUMF program. For any new projects within the WRCOG area, the project is required to pay its respective TUMF fee for TUMF related roadway improvements. As such, the project will also be paying its respective TUMF fee as recommended by WRCOG TUMF Fee calculation methodology.

8.2.2 City of Lake Elsinore Capital Improvement Program

The City's Capital Improvement Program (CIP) is responsible for the development, design, funding and construction of the City's capital or physical assets. The CIP is intended for improvements to City

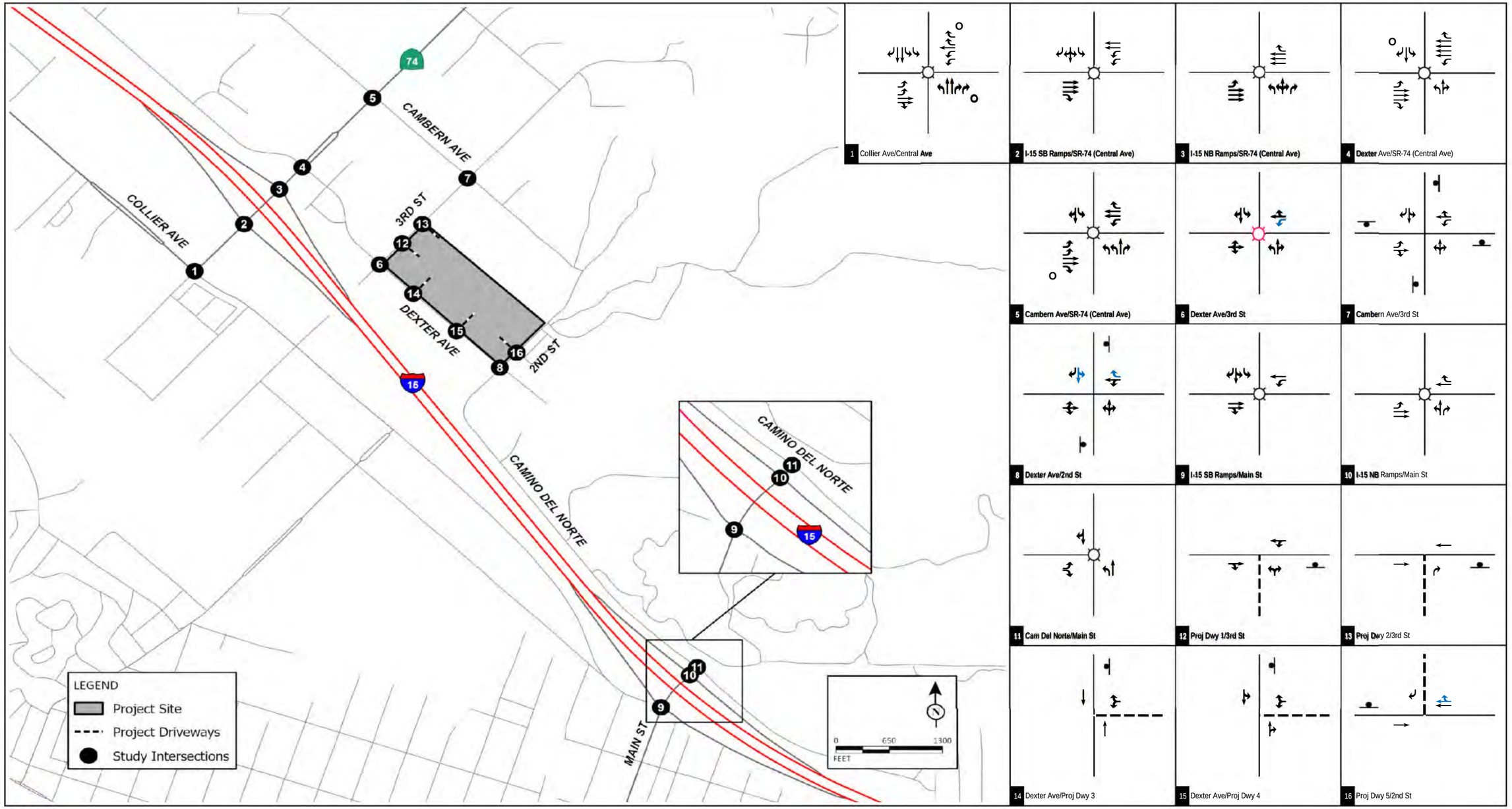
streets, gutters, sidewalks, modifications of traffic signals, improvements to City parks and waterways, and improvements to other public facilities. To provide consistency in addressing the needs of the City, as a part of the annual budget process, the City compiles a five year projected CIP that includes projects with identified funding as well as projects that are unfunded.

8.2.3 Project Fair Share

In the absence of a fee program, the project shall pay its fair share of the cost required to offset operational deficiencies. The project's fair share at each study location has been calculated based on project traffic as a percentage of total growth from existing to General Plan Build-Out plus Project conditions. Table 8.H summarizes the funding source and project's fair share at study intersections where improvements have been recommended to alleviate LOS deficiencies. Table 8.I summarizes the funding source project's fair share at study roadway segments where improvements have been recommended to alleviate LOS deficiencies.

8.3 LIST OF CHAPTER 8.0 FIGURES AND TABLES

- Figure 8-1: Study Intersection Geometrics and Traffic Control Under Project Completion with Improvements Conditions
- Figure 8-2: Study Intersection Geometrics and Traffic Control Under Cumulative with Improvements Conditions
- Figure 8-3: Study Intersection Geometrics and Traffic Control Under General Plan Build-Out Plus Project with Improvements Conditions
- Table 8.A: Recommended Improvements at Study Intersections
- Table 8.B: Project Completion with Recommended Improvements Intersection Levels of Service
- Table 8.C: Cumulative with Recommended Improvements Intersection Levels of Service
- Table 8.D: General Plan Build-Out Plus Project with Recommended Improvements Intersection Levels of Service
- Table 8.E: Recommended Improvements at Study Roadway Segments
- Table 8.F: Cumulative with Recommended Improvements Roadway Segment Levels of Service
- Table 8.G: General Plan Build-Out Plus Project with Recommended Improvements Roadway Segment Levels of Service
- Table 8.H: Study Intersection Improvement Funding Mechanism and Fair Share
- Table 8.I: Study Roadway Segment Improvement Funding Mechanism and Fair Share



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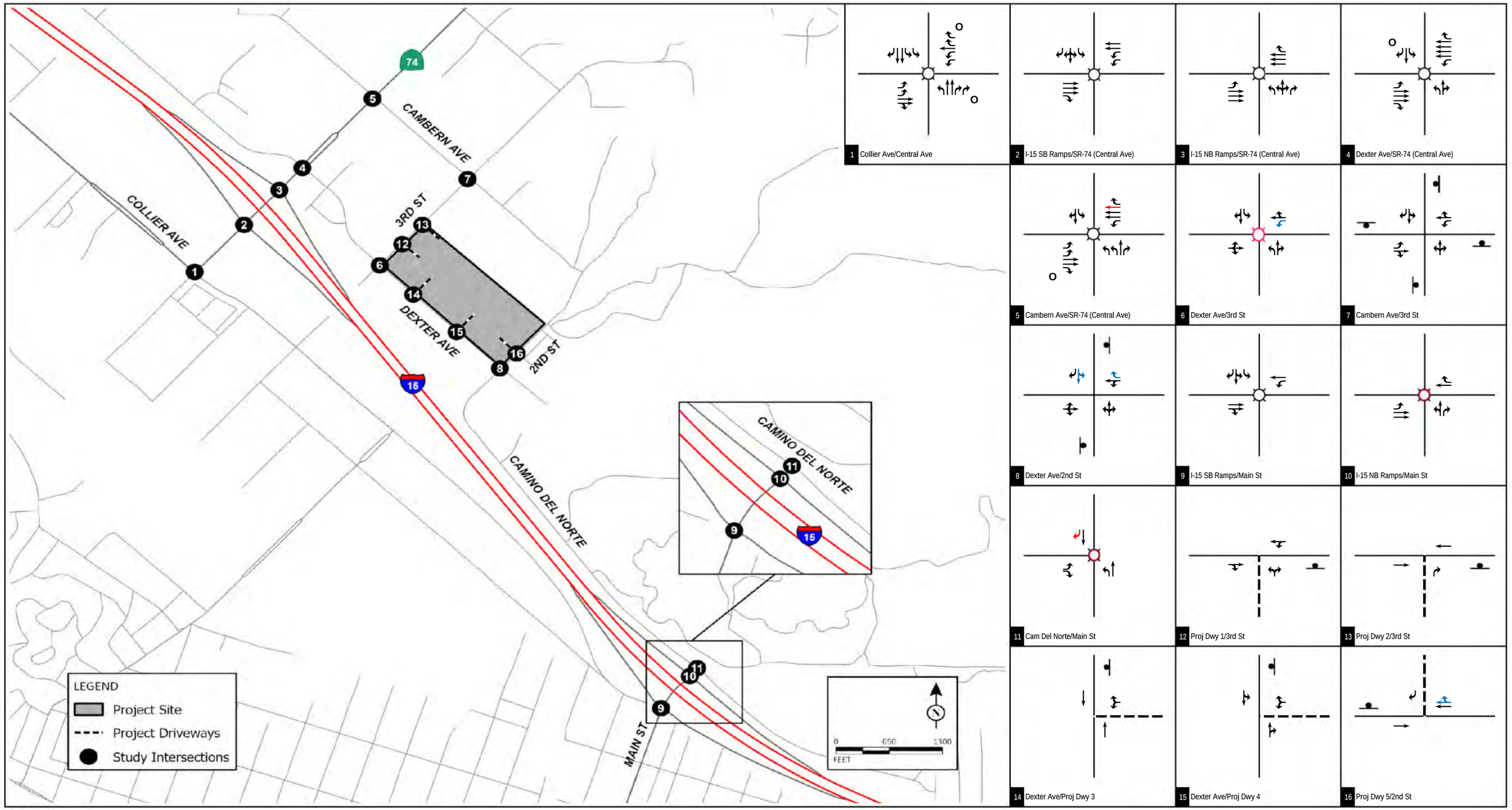
FIGURE 8-1

Legend

Signal
Stop Sign
Project Driveway
Project Design Feature
Right-turn Overlap Phasing
Recommended Improvements

Dexter Village Project
Traffic Impact Analysis

Study Intersection Geometrics and Traffic Control Under Project Completion with Improvements Conditions



LSA

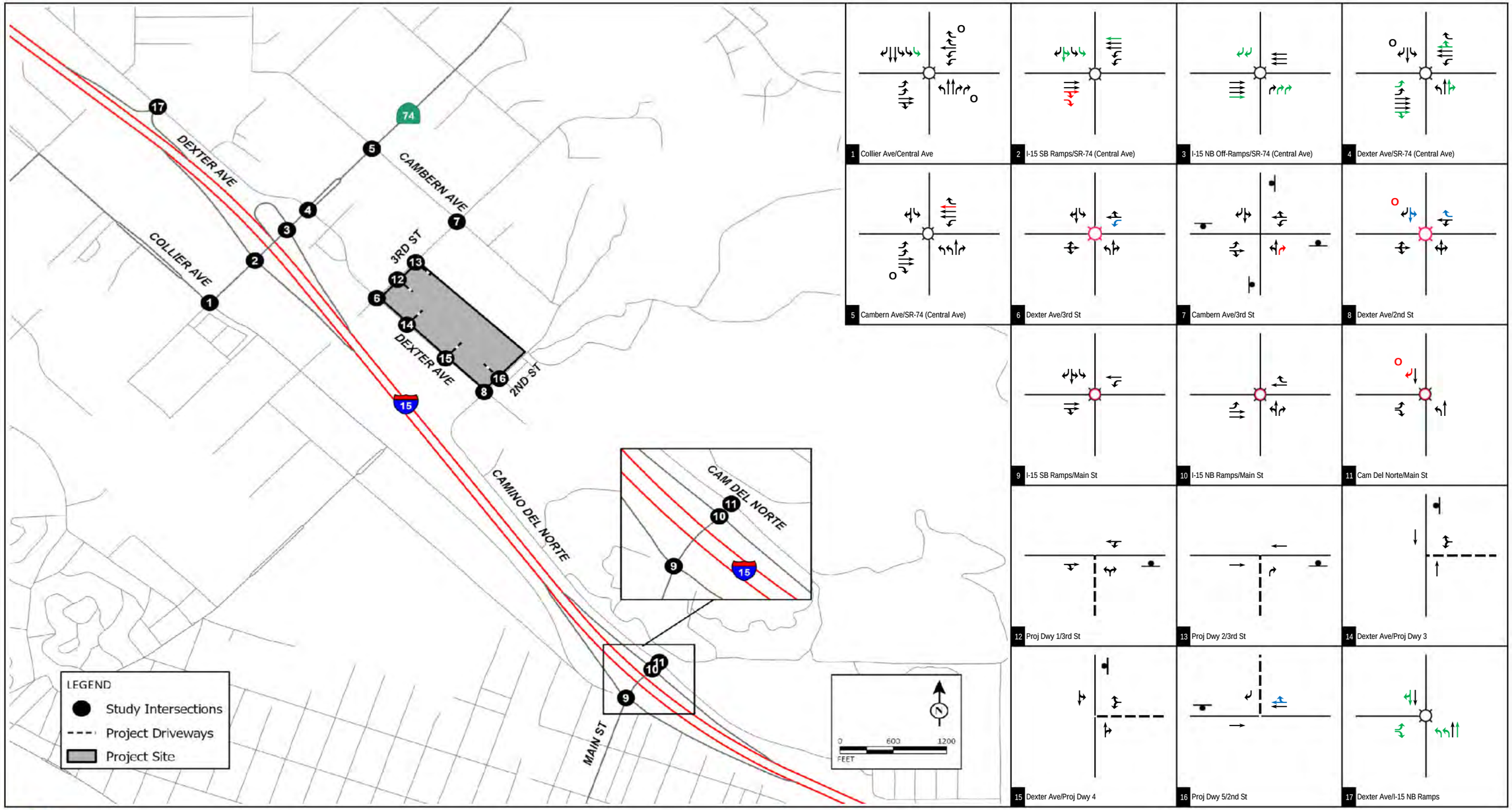
FIGURE 8-2

Legend

Signal
Stop Sign
Project Driveway
Project Design Feature
o Right-turn Overlap Phasing
Recommended Improvements
Signal Timing Optimization

Dexter Village Project
Traffic Impact Analysis

Study Intersection Geometrics and Traffic Control Under Cumulative with Improvements Conditions



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FIGURE 8-3

Legend

- Signal
- Stop Sign
- Project Driveway
- Project Design Features
- O Right-turn Overlap Phasing
- I-15/SR-74 Interchange Project Improvements
- Recommended Improvements
- Signal Timing Optimization

Dexter Village Project
Traffic Impact Analysis

Study Intersection Geometrics and Traffic Control Under General Plan Build-Out Plus Project with Improvements Conditions

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Table 8.A: Recommended Improvements at Study Intersections

Intersection	Jurisdiction	Project Completion Improvements	Cumulative Improvements	General Plan Build-Out Plus Project Improvements
2 . I-15 SB Ramps/SR-74 (Central Ave)	Caltrans		*LOS deficiencies will be alleviated by the I-15/SR-74 (Central Avenue) Interchange Project. Therefore, no improvements have been recommended for this scenario.*	Modify Alternative 3 of I-15/SR-74 (Central Avenue) Interchange Project proposed geometry from EBT x3 and EBR to EBT x2, EBTR, and EBR.
3 . I-15 NB Ramps/SR-74 (Central Ave)	Caltrans		*LOS deficiencies will be alleviated by the I-15/SR-74 (Central Avenue) Interchange Project. Therefore, no improvements have been recommended for this scenario.*	No additional improvements needed.
5 . Cambern Ave/SR-74 (Central Ave)	City of Lake Elsinore		Add WBT lane; Optimize signal timings (p.m. peak hour)	*Cumulative Improvements*
6 . Dexter Ave/3rd St	City of Lake Elsinore	Install traffic signal w/ N/S protected left-turn phasing and E/W split phasing.	*Project Completion Improvements*	*Project Completion Improvements*
7 . Cambern Ave/3rd St	City of Lake Elsinore			Add NBR lane
8 . Dexter Ave/2nd St	City of Lake Elsinore			Install traffic signal w/ N/S permitted left-turn phasing, E/W split phasing, and SBR right-turn overlap phasing.
9 . I-15 SB Ramps/Main St	Caltrans			Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours)
10 . I-15 NB Ramps/Main St	Caltrans		Reprogram traffic signal timing to include protected left-turn phasing for EBL; Optimize signal timings (a.m. and p.m. peak hours)	Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours) + *Cumulative Improvements*
11 . Cam Del Norte/Main St	City of Lake Elsinore		Add SBR lane; Change NBL left-turn phasing from permitted to protected; Optimize signal timings (a.m. and p.m. peak hours)	Add right-turn overlap phasing to SBR; Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours) + *Cumulative Improvements*

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control

L = Left, T = Through, R = Right

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Table 8.B: Project Completion with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Project Completion Without Improvements					Project Completion With Improvements				
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
6 . Dexter Avenue/3rd Street	Lake Elsinore	D	Signal	18.9	C	95.7	F *	Signal	12.5	B	31.8	C

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 8.C: Cumulative with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Cumulative Without Improvements					Cumulative With Improvements				
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
5 . Cambern Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	96.7	F *	>100	F *	Signal	31.7	C	30.2	C
6 . Dexter Avenue/3rd Street	Lake Elsinore	D	Signal	26.6	D	>100	F *	Signal	13.1	B	39.7	D
10 . Interstate 15 Northbound Ramps/Main Street	Caltrans	D	Signal	36.3	D	81.3	F *	Signal	29.4	C	53.4	D
11 . Camino Del Norte/Main Street	Lake Elsinore	D	Signal	>100	F *	>100	F *	Signal	43.7	D	48.9	D

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 8.D: General Plan Build-Out Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	General Plan Build-Out Plus Project Without Improvements					General Plan Build-Out Plus Project With Improvements				
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
2 . Interstate 15 Southbound Ramps/State Route 74 (Central Avenue)	Caltrans	D	Signal	61.2	E *	60.2	E *	Signal	30.3	C	40.0	D
5 . Cambern Avenue/State Route 74 (Central Avenue)	Lake Elsinore	D	Signal	99.7	F *	>100	F *	Signal	31.5	C	50.4	D
6 . Dexter Avenue/3rd Street	Lake Elsinore	D	Signal	43.8	E *	>100	F *	Signal	16.8	B	54.9	D
7 . Cambern Avenue/3rd Street	Lake Elsinore	D	AWSC	20.4	C	38.0	E *	AWSC	16.4	C	34.9	D
8 . Dexter Avenue/2nd Street	Lake Elsinore	D	Signal	>100	F *	>100	F *	Signal	21.9	C	24.7	C
9 . Interstate 15 Southbound Ramps/Main Street	Caltrans	D	Signal	39.1	D	44.5	D	Signal	39.4	D	44.3	D
10 . Interstate 15 Northbound Ramps/Main Street	Caltrans	D	Signal	>100	F *	93.7	F *	Signal	54.6	D	52.9	D
11 . Camino Del Norte/Main Street	Lake Elsinore	D	Signal	>100	F *	>100	F *	Signal	39.1	D	43.8	D

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 8.E: Recommended Improvements at Study Roadway Segments

Roadway Segment	Jurisdiction	Cumulative Improvements	General Plan Build-Out Plus Project Improvements
Segments on SR-74 (Central Avenue)			
1 . between I-15 Northbound Ramps and Dexter Avenue	City of Lake Elsinore	*LOS deficiencies will be alleviated by the I-15/SR-74 (Central Avenue) Interchange Project. Therefore, no improvements have been recommended.*	
Segments on Camino Del Norte			
4 . between 2nd Street and Main Street	City of Lake Elsinore	Widen from 2 lanes to 4 lanes	*Cumulative Improvements*

Table 8.F: Cumulative with Recommended Improvements Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Cumulative Without Improvements						Cumulative With Improvements					
		Classification[1]	Number of Lanes	Roadway Capacity[2]	Daily Volume	V/C	LOS	Classification[1]	Number of Lanes	Roadway Capacity[2]	Daily Volume	V/C	LOS
Segments on SR-74 (Central Avenue)													
1 . between I-15 Northbound Ramps and Dexter Avenue	City of Lake Elsinore	Augmented Urban Arterial	8	71,800	72,788	1.01	**PEC** *	Augmented Urban Arterial	8	71,800	72,788	1.01	**PEC** *
Segments on Dexter Avenue													
2 . between Central Avenue (SR-74) and 3rd Street	City of Lake Elsinore	Divided Collector	2	18,000	15,076	0.84	AC	Divided Collector	2	18,000	15,076	0.84	AC
3 . between 3rd Street and 2nd Street	City of Lake Elsinore	Divided Collector	2	18,000	15,829	0.88	AC	Divided Collector	2	18,000	15,829	0.88	AC
Segments on Camino Del Norte													
4 . between 2nd Street and Main Street	City of Lake Elsinore	Secondary[3]	2	12,950	20,199	1.56	**D** *	Secondary	4	25,900	20,199	0.78	A
Segments on Main Street													
5 . between 1-15 Northbound Ramps and Camino Del Norte	City of Lake Elsinore	Major	4	34,100	20,490	0.60	A	Major	4	34,100	20,490	0.60	A

Notes:

LOS = Level of Service [**A** = Acceptable, **AC** = Approaching Capacity, **PEC** = Potentially Exceeds Capacity, **D** = Deficient]; V/C = Volume to Capacity

***** Exceeds LOS Standard

[1] Roadway Classifications have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[2] Roadway segment capacities have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[3] City of Lake Elsinore does not have roadway capacity for two-lane secondary roadway. Therefore, roadway capacity for two-lane secondary roadway was calculated using an adjustment factor of 0.5 to four-lane secondary roadway capacity.

Table 8.G: General Plan Build-Out Plus Project with Recommended Improvements Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	General Plan Build-Out Plus Project Without Improvements						General Plan Build-Out Plus Project With Improvements					
		Classification[1]	Number of Lanes	Roadway Capacity[2]	Daily Volume	V/C	LOS	Classification[1]	Number of Lanes	Roadway Capacity[2]	Daily Volume	V/C	LOS
Segments on SR-74 (Central Avenue)													
1 . between I-15 Northbound Ramps and Dexter Avenue	City of Lake Elsinore	Augmented Urban Arterial	8	71,800	66,006	0.92	AC	Augmented Urban Arterial	8	71,800	66,006	0.92	AC
Segments on Dexter Avenue													
2 . between Central Avenue (SR-74) and 3rd Street	City of Lake Elsinore	Divided Collector	2	18,000	15,877	0.88	AC	Divided Collector	2	18,000	15,877	0.88	AC
3 . between 3rd Street and 2nd Street	City of Lake Elsinore	Divided Collector	2	18,000	17,075	0.95	AC	Divided Collector	2	18,000	17,075	0.95	AC
Segments on Camino Del Norte													
4 . between 2nd Street and Main Street	City of Lake Elsinore	Secondary[3]	2	12,950	20,750	1.60	D *	Secondary	4	25,900	20,750	0.80	AC
Segments on Main Street													
5 . between 1-15 Northbound Ramps and Camino Del Norte	City of Lake Elsinore	Major	4	34,100	21,449	0.63	A	Major	4	34,100	21,449	0.63	A

Notes:

LOS = Level of Service [**A** = Acceptable, **AC** = Approaching Capacity, **PEC** = Potentially Exceeds Capacity, **D** = Deficient]; V/C = Volume to Capacity

***** Exceeds LOS Standard

[1] Roadway Classifications have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[2] Roadway segment capacities have been obtained from the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Preparation Guide* , dated November 2022.

[3] City of Lake Elsinore does not have roadway capacity for two-lane secondary roadway. Therefore, roadway capacity for two-lane secondary roadway was calculated using an adjustment factor of 0.5 to four-lane secondary roadway capacity.

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Table 8.H: Study Intersection Improvement Funding Mechanisms and Fair Share

Intersection	Total Improvements	Improvements Covered by WRCOG TUMF	Improvements Covered by Fair Share	Fair Share Percentage[1]
2 . I-15 SB Ramps/SR-74 (Central Ave)	Modify Alternative 3 of I-15/SR-74 (Central Avenue) Interchange Project proposed geometry from EBT x3 and EBR to EBT x2, EBTR, and EBR.	Modify Alternative 3 of I-15/SR-74 (Central Avenue) Interchange Project proposed geometry from EBT x3 and EBR to EBT x2, EBTR, and EBR.		
5 . Cambern Ave/SR-74 (Central Ave)	Add WBT lane	Add WBT lane		
6 . Dexter Ave/3rd St	Install traffic signal w/ N/S protected left-turn phasing and E/W split phasing.		Install traffic signal w/ N/S protected left-turn phasing and E/W split phasing.	29.09%
7 . Cambern Ave/3rd St	Add NBR lane		Add NBR lane	6.98%
8 . Dexter Ave/2nd St	Install traffic signal w/ N/S permitted left-turn phasing, E/W split phasing, and SBR right-turn overlap phasing.		Install traffic signal w/ N/S permitted left-turn phasing, E/W split phasing, and SBR right-turn overlap phasing.	16.81%
9 . I-15 SB Ramps/Main St	Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours)		Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours)	5.72%
10 . I-15 NB Ramps/Main St	Reprogram traffic signal timing to include protected left-turn phasing for EBL; Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours)		Reprogram traffic signal timing to include protected left-turn phasing for EBL; Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours)	6.66%
11 . Cam Del Norte/Main St	Add SBR lane; Change NBL left-turn phasing from permitted to protected; Add right-turn overlap phasing to SBR; Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours)		Add SBR lane; Change NBL left-turn phasing from permitted to protected; Add right-turn overlap phasing to SBR; Optimize signal coordination on Main Street corridor (a.m. and p.m. peak hours)	7.05%

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control

L = Left, T = Through, R = Right

[1] Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours require improvements, or only in the peak hour that require improvements.

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Table 8.I: Study Roadway Segment Improvement Funding Mechanisms and Fair Share

Roadway Segment	Total Improvements	Improvements Covered Under Fair Share	Project Fair Share Percentage[1]
Segments on SR-74 (Central Avenue)			
1 . between I-15 Northbound Ramps and Dexter Avenue	*LOS deficiencies will be alleviated by the I-15/SR-74 (Central Avenue) Interchange Project. Therefore, no improvements have been recommended.*		
Segments on Camino Del Norte			
4 . between 2nd Street and Main Street	Widen from 2 lanes to 4 lanes	Widen from 2 lanes to 4 lanes	13.69%

Notes:

[1] Project fair share percentage is calculated as the percentage of daily project trips to the total daily growth from existing volumes to general plan build-out plus project volumes.

9.0 SIGNAL WARRANT ANALYSIS

A peak-hour signal warrant analysis was conducted at unsignalized study intersections where the installation of a traffic signal was recommended as a mitigation measure to improve the forecasted LOS deficiency. The signal warrant analysis was conducted with the peak-hour warrants from the most recent edition of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). Therefore, this analysis is based on the provisions of the CA MUTCD, 2014, Chapter 4C *Traffic Control Signal Needs Studies* for Warrant 3 – Peak Hour. The peak-hour signal warrant is intended for use where traffic conditions are such that for a minimum of one (1) hour on an average day, minor street traffic suffers undue delays when entering or crossing the major street.

Following is a brief summary of signal warrant analysis for each unsignalized study intersection where the installation of a traffic signal was recommended:

9.1 DEXTER AVENUE/3RD STREET

Figure 9-1 illustrates the Warrant 3 (Peak Hour) signal warrant for the study intersection of Dexter Avenue/3rd Street under project completion conditions. As shown in Figure 9-1, this study intersection meets the signal warrant in the p.m. peak hour under project completion conditions in which this intersection is forecast to operate at a deficient LOS.

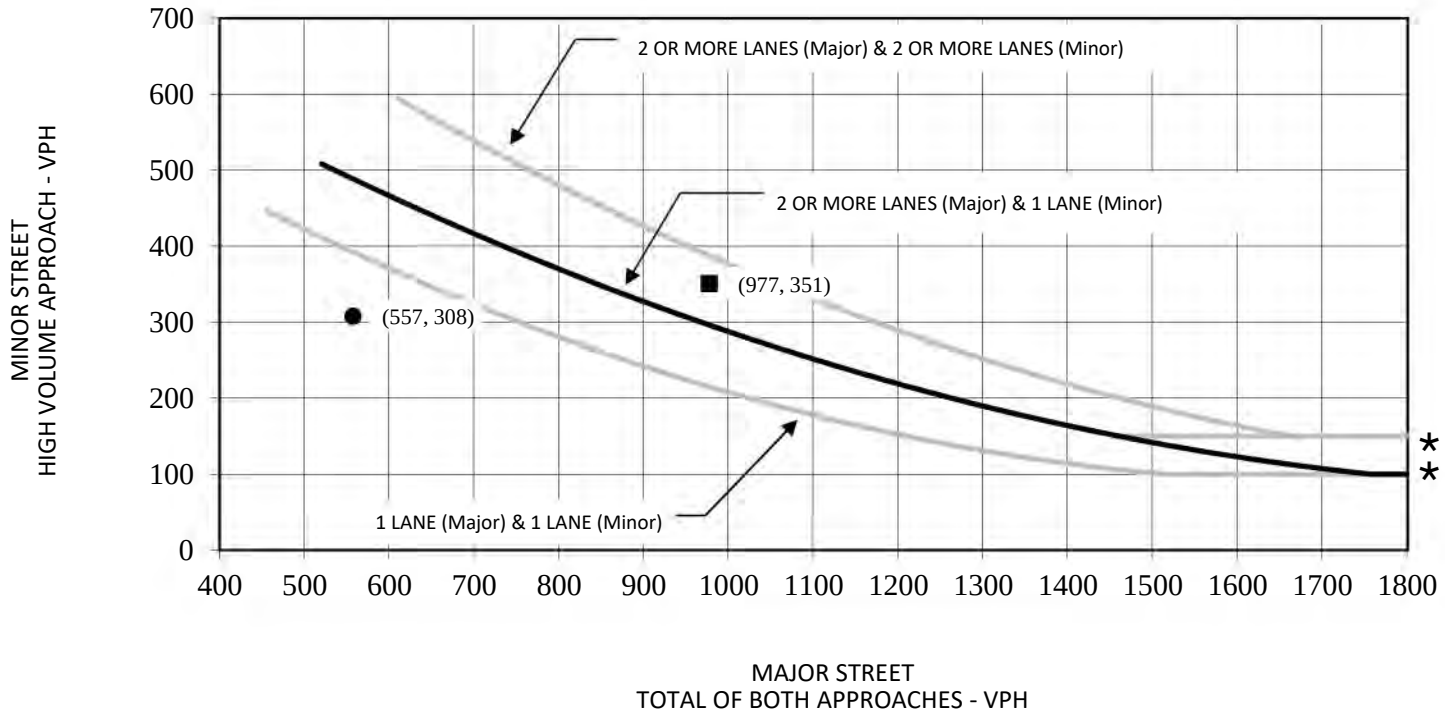
9.2 DEXTER AVENUE/2ND STREET

Figure 9-2 illustrates the Warrant 3 (Peak Hour) signal warrant for the study intersection of Dexter Avenue/2nd Street under General Plan Build-Out plus Project conditions. As shown in Figure 9-2, this study intersection meets the signal warrant in both the a.m. and p.m. peak hours under General Plan Build-Out plus Project conditions in which this intersection is forecast to operate at a deficient LOS.

9.3 LIST OF CHAPTER 9.0 FIGURES

- Figure 9-1: Warrant 3: Peak Hour – Dexter Avenue/3rd Street – Project Completion Conditions
- Figure 9-2: Warrant 3: Peak Hour - Dexter Avenue/2nd Street – General Plan Build-Out Plus Project Conditions

WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

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FIGURE 9-1

● Project Completion AM Peak Hour

■ Project Completion PM Peak Hour

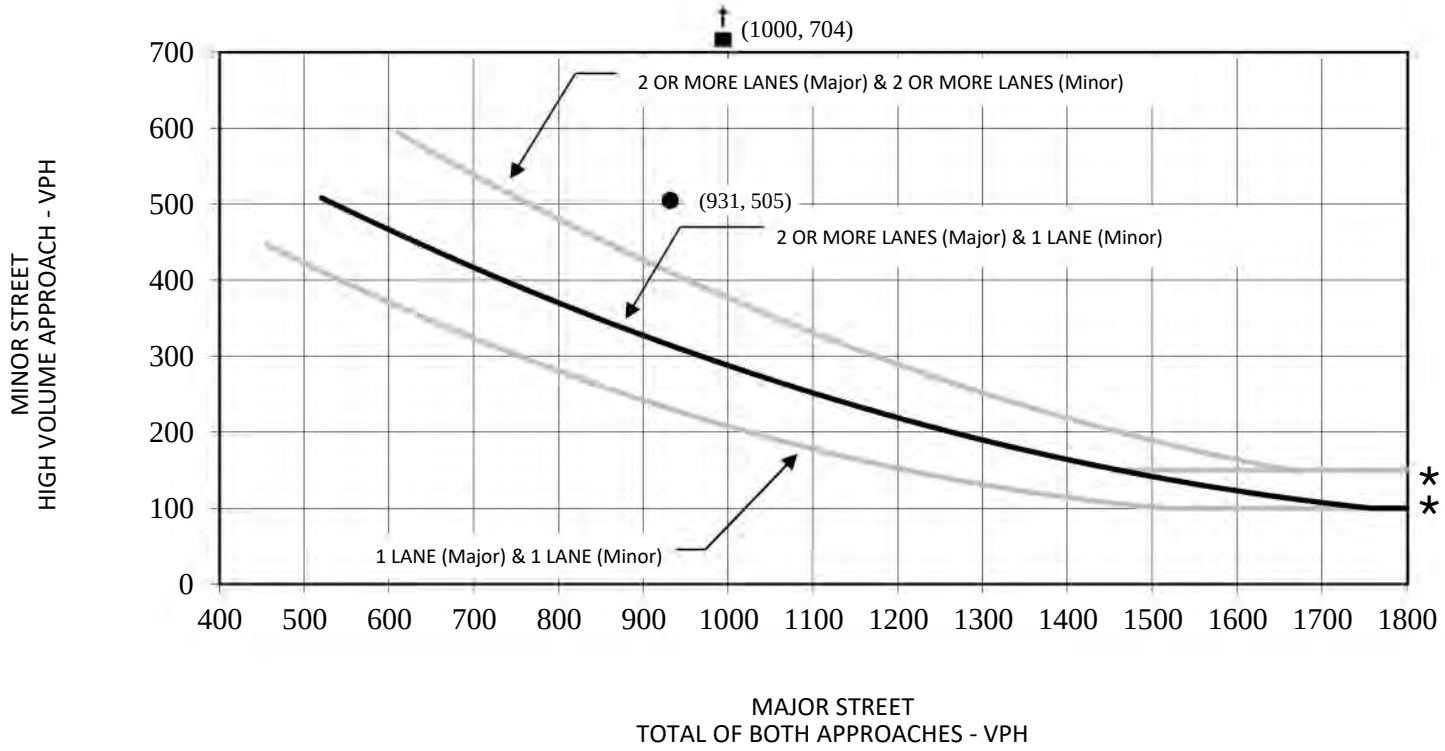
Dexter Village Project
Traffic Impact Analysis

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Warrant 3: Peak Hour - Dexter Avenue/3rd Street - Project Completion Conditions

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WARRANT 3, PEAK HOUR



* 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

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FIGURE 9-2

● GP Build-Out Plus Project AM Peak Hour

■ GP Build-Out Plus Project PM Peak Hour

Dexter Village Project
Traffic Impact Analysis

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

Warrant 3: Peak Hour - Dexter Avenue/2nd Street - General Plan Build-Out Plus Project Conditions

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10.0 SITE ACCESS AND CIRCULATION ANALYSIS

As previously illustrated in Figure 1-2, access to the project would be provided via five (5) project driveways located on 3rd Street, Dexter Avenue, and 2nd Street.

10.1 SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the project driveways along 3rd Street, Dexter Avenue, and 2nd Street to evaluate safe access in and out of the project site. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. For purposes of this analysis, both the stopping sight distance and corner sight distance have been evaluated. That is because there are the two sight distance lengths that would affect safe maneuver of ingress/egress traffic from the project driveways.

According to the *Caltrans Highway Design Manual* (HDM), dated July 2020, the stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway.

The stopping sight distance was evaluated on the major arterials abutting the project (i.e., 3rd Street, Dexter Avenue, 2nd Street). The posted speed limit is 35 mph on 3rd Street, 45 mph on Dexter Avenue, and 30 mph on 2nd Street adjacent to the project site frontage. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 250 feet for a design speed of 35 mph, 360 feet for a design speed of 45 mph, and 200 feet for a design speed of 30 mph. Therefore, the minimum stopping sight distance has been considered as 250 feet for project driveways along 3rd Street, 360 feet for project driveways along Dexter Avenue, and 200 feet for the project driveway along 2nd Street.

As for corner sight distance, Section 405.1 of the HDM states that corner sight distance requirements are not applicable for urban driveways unless signalized. However, as a conservative approach, corner sight distances were also evaluated for the project driveways. The minimum corner sight distance was based on design speed, time gap, and type of vehicles from the minor roads (project driveways) to enter the major roads (3rd Street, Dexter Avenue, and 2nd Street). Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 390 feet and 335 feet would be required at project driveways along 3rd Street for left- and right-turn passenger car egress maneuvers, respectively. A minimum corner sight distance of 500 feet and 430 feet would be required at project driveways along Dexter Avenue for left- and right-turn passenger car egress maneuvers, respectively. A minimum corner sight distance of 335 feet and 290 feet would be required at project driveways along 2nd Street for left- and right-turn passenger car egress maneuvers, respectively.

Since the corner sight distances required at the project driveways would be greater than the stopping sight distances at the corresponding project driveway intersection, sight triangle figures were created using corner sight distances. As a conservative measure, left-turn corner sight

distances were used for both right- and left-turn sight triangles for all project driveways. As illustrated in Figure 10-1, Project Driveway 1 will provide adequate sight distance for left- and right-turn maneuvers onto 3rd Street. As illustrated in Figure 10-2, Project Driveway 2 will provide adequate sight distance for right-turn maneuvers onto 3rd Street. As illustrated in Figures 10-3 and 10-4, Project Driveway 3 and Project Driveway 4 will provide adequate sight distance for left- and right-turn maneuvers onto Dexter Avenue, respectively. As illustrated in Figure 10-5, Project Driveway 5 will provide adequate sight distance for right-turn maneuvers onto 2nd Street.

10.2 GATED DRIVEWAY STACKING ANALYSIS

Per comments received from City staff, a stacking analysis was performed at project driveways with on-site gate access either at the project driveway intersection or near the project driveway intersection to ensure vehicle stacking from ingress movements into the project does not extend from the respective gate locations to public streets (i.e. 3rd Street, Dexter Avenue, and 2nd Street). Access for all ingress gates into the project site will be provided to residents via coded cards that will be automatically scanned for gate access. According to the *Entrance-Exit Design and Control for Major Parking Facilities*, dated October 1972, the service rate per vehicle at coded-card operated gates is estimated to be 8.9 seconds per vehicle. The effective vehicle length is assumed to be 25 feet for the purposes of this analysis. The following are descriptions for the driveway stacking analysis at each project driveway with gated ingress movements:

- **Project Driveway 1** is located on 3rd Street and provides ingress access for residents of the multifamily housing units. There are two gates at this location, one of which is located approximately 100 feet northeast of the driveway and the other which is located approximately 100 feet southwest of the driveway. If a vehicle is assumed to be 25 feet in length, then the internal driveway may accommodate up to a vehicle stack of four (4) vehicles for each gate. Based on the project trip assignment, it is anticipated that there will be 23 trips in the a.m. peak hour and 74 trips in the p.m. peak hour entering this driveway. This equates to approximately one (1) trip every 156 seconds in the a.m. peak hour and one (1) trip every 48 seconds in the p.m. peak hour. Since the internal driveway may accommodate up to eight (8) vehicles (four at each gate) and the rate of vehicle arrival is less frequent than the gates' service rate, it is not anticipated that inbound driveway stacking would back up onto 3rd Street during the peak hours at this location.
- **Project Driveway 4** is located on Dexter Avenue and provides ingress access for residents of the single-family housing units. There is one gate at this location for ingress movements which is located approximately 170 feet northeast of the driveway entrance. If a vehicle is assumed to be 25 feet in length, then the internal driveway for this gate may accommodate up to a vehicle stack of six (6) vehicles. Based on the project trip assignment, it is anticipated that there will be 38 trips in the a.m. peak hour and 108 trips in the p.m. peak hour entering this driveway. This equates to approximately one (1) trip every 94 seconds in the a.m. peak hour and one (1) trip every 33 seconds in the p.m. peak hour. Since the internal driveway may accommodate up to six (6) vehicles and the rate of vehicle arrival is less frequent than the gate's service rate, it is not anticipated that inbound driveway stacking would back up onto Dexter Avenue during the peak hours at this location. It should be noted that there will be a raised median separating the ingress and egress movements at this internal driveway as shown in previously referenced

Figure 1-2. However, the median ends approximately 25 feet before the internal gates to allow for ingress vehicles to perform a U-turn maneuver to exit the project site without entering the gated area. Figure 10-6 illustrates the turn template for vehicle U-turn maneuvers at the internal driveway for Project Driveway 4. As shown in Figure 10-6, there is adequate space available for vehicles to conduct a U-turn maneuver at this location.

- **Project Driveway 5** is located on 2nd Street and provides right-turn ingress access for residents of the single-family housing units. There is one gate at this location which is located approximately 25 feet northwest of the driveway entrance. If a vehicle is assumed to be 25 feet in length, then the internal driveway for this gate may accommodate up to a vehicle stack of one (1) vehicle. Based on the project trip assignment, it is not anticipated for any project trips to enter this driveway during either the a.m. or p.m. peak hour. As such, it is not anticipated that inbound driveway stacking would back up onto 2nd Street during the peak hours at this location.

10.3 LIST OF CHAPTER 10.0 FIGURES

- Figure 10-1: Intersection Sight Distance - Project Driveway 1
- Figure 10-2: Intersection Sight Distance - Project Driveway 2
- Figure 10-3: Intersection Sight Distance - Project Driveway 3
- Figure 10-4: Intersection Sight Distance - Project Driveway 4
- Figure 10-5: Intersection Sight Distance - Project Driveway 5
- Figure 10-6: Vehicle U-Turn Maneuver at Project Driveway 4



LSA

LEGEND

Sight Distance Triangle

FIGURE 10-1

0 45 90

FEET

SOURCE: Urban Arena, January 2025

P:\2024\20242037 - Dexter Village\Technical Studies\Traffic\GIS\report\ISD\ACAD-10.103_SP_ENT.dwg (4/7/2025)

Dexter Village Project

Traffic Impact Analysis

Intersection Sight Distance - Project Driveway 1

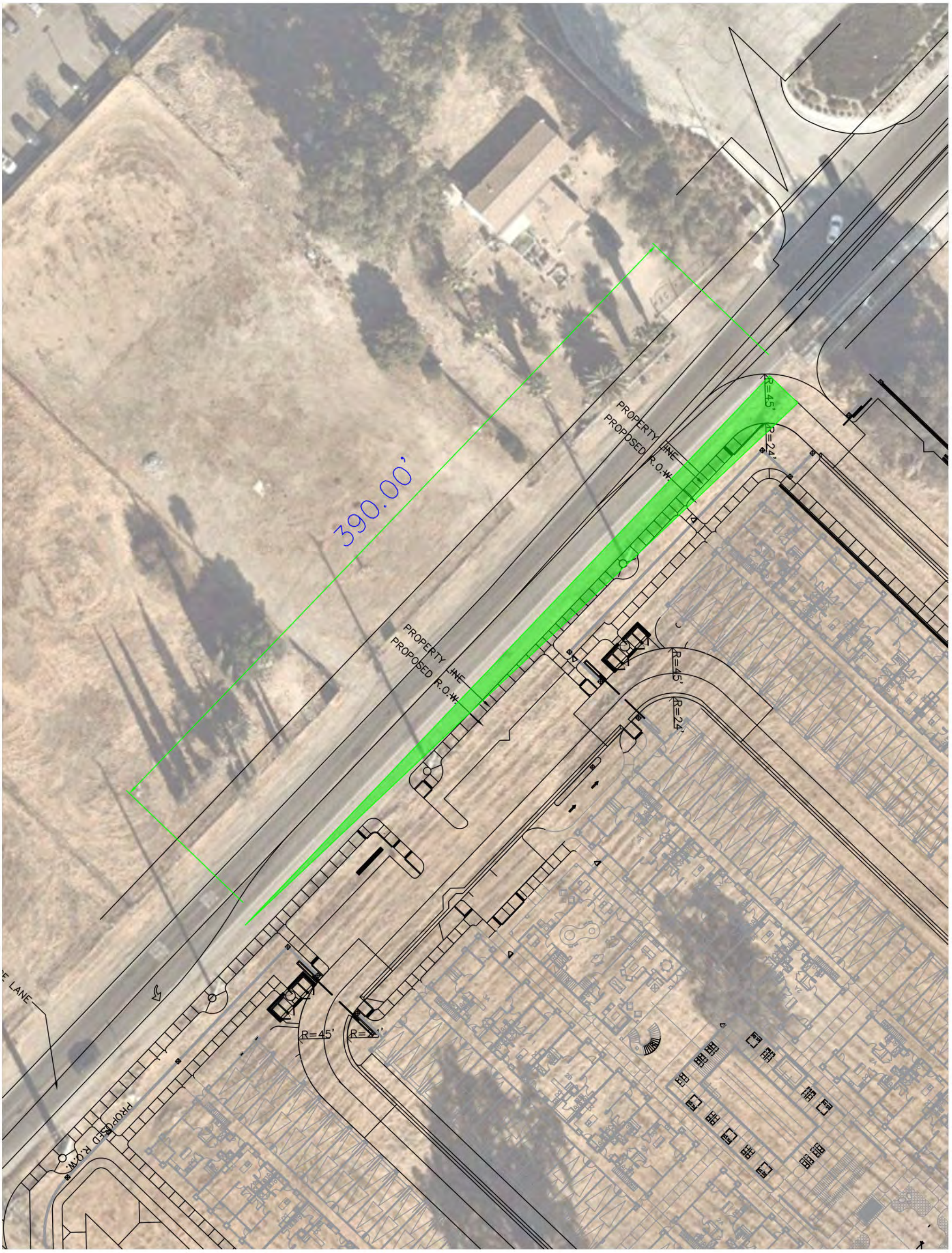


FIGURE 10-2

LSA

LEGEND

Sight Distance Triangle

0 25 50

FEET

SOURCE: Urban Arena, January 2025

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Dexter Village Project

Traffic Impact Analysis

Intersection Sight Distance - Project Driveway 2



LSA

LEGEND

Sight Distance Triangle

0 45 90

FEET

SOURCE: Urban Arena, January 2025

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FIGURE 10-3

Dexter Village Project

Traffic Impact Analysis

Intersection Sight Distance - Project Driveway 3



FIGURE 10-4

LSA

LEGEND

Sight Distance Triangle

0 45 90

FEET

SOURCE: Urban Arena, January 2025

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Dexter Village Project

Traffic Impact Analysis

Intersection Sight Distance - Project Driveway 4



FIGURE 10-5

LSA

LEGEND

Sight Distance Triangle

0 20 40

FEET

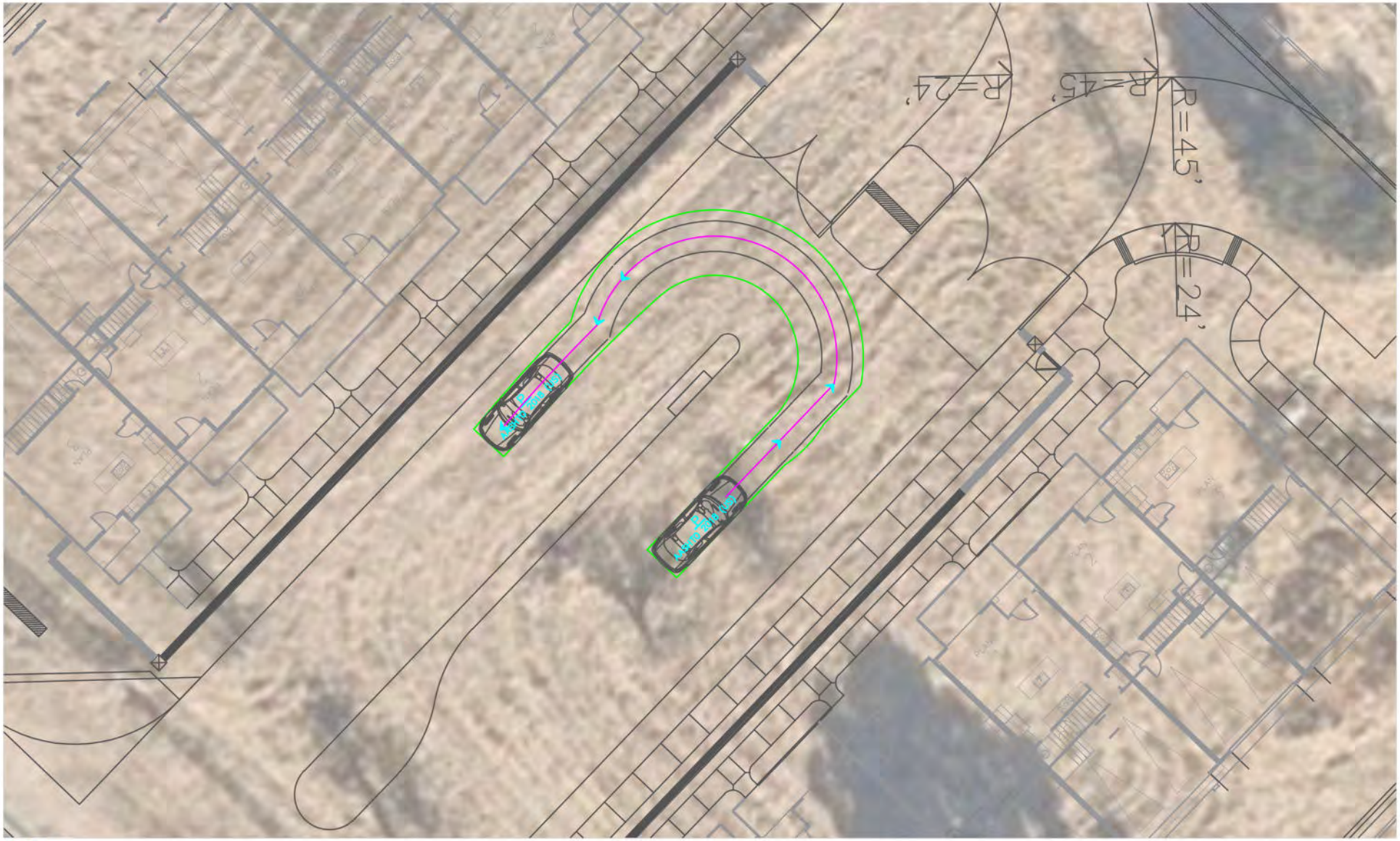
SOURCE: Urban Arena, January 2025

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Dexter Village Project

Traffic Impact Analysis

Intersection Sight Distance - Project Driveway 5



LSA

LEGEND

Turn templates generated on AutoTURN Pro 11.0 using AASHTO P vehicle

FIGURE 10-6

0 10 20

FEET

Dexter Village Project
Traffic Impact Study

Vehicle U-Turn Maneuver at Project Driveway 4

SOURCE: Urban Arena, January 2025

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11.0 CALTRANS SAFETY ANALYSIS

Consistent with Caltrans' *Local Development Review (LDR) Safety Review Practitioner's Guidance*, dated February 2024, a safety analysis is required at all Caltrans facilities for which the project traffic may create an operational deficiency and/or safety concern. The safety analysis consists of a collision analysis and freeway queuing analysis.

11.1 COLLISION ANALYSIS

A collision analysis was performed at I-15 freeway segments within the study area. The freeway segments within the study area were evaluated to estimate the current accident rate at these locations. For freeway facilities in the project vicinity, Traffic Accident Surveillance and Analysis System (TASAS) crash data summary from April 1, 2021 to March 31, 2024 was obtained from Caltrans. The Caltrans TASAS crash summary report is included in Appendix H.

11.1.1 I-15 Freeway Segment PM 19.600 to PM 21.600 Collision Analysis Summary

Based on the TASAS data within this study segment, a total of 80 collisions occurred on the I-15 northbound and southbound segments from Post Mile (PM) 19.600 to PM 21.600 over a 36-month period.

This segment had a fatal collision rate of 0.008 per Million Vehicle Miles (MVM), a fatal-plus-injury collision rate of 0.13 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.300 per MVM. For similar facilities, the average fatal collision rate is 0.006 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.41 per MVM and the average total collision rate is 1.25 per MVM for similar facilities.

While the fatal collision rate of this I-15 segment from PM 19.600 to PM 21.600 is higher than the average fatal collision rate of similar facilities by 0.002, the fatal-to-injury and total collision rates for this segment are lower than the average corresponding rates of similar facilities.

11.1.2 I-15 Freeway Segment PM 21.600 to PM 23.600 Collision Analysis Summary

Based on the TASAS data within this study segment, a total of 74 collisions occurred on the I-15 northbound and southbound segments from PM 21.600 to PM 23.600 over a 36-month period.

This segment had a fatal collision rate of 0.000 per MVM, a fatal-plus-injury collision rate of 0.11 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.280 per MVM. For similar facilities, the average fatal collision rate is 0.006 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.41 per MVM and the average total collision rate is 1.25 per MVM for similar facilities.

Overall, the fatal collision rate, fatal-to-injury rate, and total collision rate for this segment are lower than the average corresponding rates of similar facilities.

11.2 FREEWAY OFF-RAMP QUEUING ANALYSIS

A freeway off-ramp queuing analysis was performed to determine safety impacts at the interchange off-ramps within the study area. The queuing analysis examines how many car lengths the project may add to the existing ramp queues. Per the *LDR Safety Review Practitioners Guidance*, if the project adds two or more car lengths to the existing ramp queues that will extend into the freeway mainline, then the speed differential between the off-ramp queue and the mainline of the freeway must be reviewed to determine if traffic safety improvements will need to be identified to offset operational deficiencies in traffic safety. A car length is considered to be 25 feet for the purposes of this analysis.

Tables 11.A, 11.B, and 11.C summarize the 95th percentile queues for the off-ramp movements at ramp intersections under project completion, cumulative, and General Plan Build-Out conditions, respectively. As shown in these tables, the project is not estimated to add more than two car lengths (50 ft) to the corresponding 'without project' queue lengths for any of the off-ramp movements at all study ramp intersections under project completion, cumulative, and General Plan Build-Out conditions. Furthermore, estimated queue lengths for all off-ramp movements are not projected to not extend onto the I-15 mainline at any study ramp intersection under all 'without project' and 'plus project' scenarios. Therefore, no additional traffic safety mitigations are recommended at any study ramp intersection at this time.

Detailed queuing analysis worksheets are included in Appendix I.

11.3 LIST OF CHAPTER 11.0 TABLES

- Table 11.A: Project Completion Off-Ramp Queuing Analysis
- Table 11.B: Cumulative Off-Ramp Queuing Analysis
- Table 11.C: General Plan Build-Out Off-Ramp Queuing Analysis

LSA

Table 11.A: Project Completion Off-Ramp Queuing Analysis

	Intersection	Movement	Off-Ramp Length[1] (ft/ln)	Project Completion			
				Without Project[2]		Plus Project[2]	
				AM	PM	AM	PM
2.	I-15 SB Ramps/SR-74 (Central Ave)	**SBL**	1400	245	460	250	475
	Signal	**SBT**	1400	250	395	250	410
		SBR	1400	135	85	135	85
3.	I-15 NB Ramps/SR-74 (Central Ave)	**NBL**	1300	275	405	275	410
	Signal	**NBT**	1300	240	425	240	420
		NBR	1300	165	305	170	305
9.	I-15 SB Ramps/Main St	**SBL**	1,450	35	125	35	125
	Signal	**SBT**	1,450	35	125	35	125
		SBR	1,450	50	60	50	60
10.	I-15 NB Ramps/Main St	**NBT**	1,860	275	270	280	270
	Signal	**NBR**	1,860	25	55	35	65

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

1 Off-ramp length for all movements obtained from Google Earth measurements.

2 All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro.

LSA

Table 11.B: Cumulative Off-Ramp Queuing Analysis

	Intersection	Movement	Off-Ramp Length[1] (ft/ln)	Cumulative			
				Without Project[2]		Plus Project[2]	
				AM	PM	AM	PM
2 .	I-15 SB Ramps/SR-74 (Central Ave)	**SBL**	1,400	425	685	430	700
	Signal	**SBT**	1,400	445	635	450	650
		SBR	1,400	240	115	240	115
3 .	I-15 NB Ramps/SR-74 (Central Ave)	**NBL**	1,300	470	610	470	610
	Signal	**NBT**	1,300	450	625	450	630
		NBR	1,300	360	500	360	500
9 .	I-15 SB Ramps/Main St	**SBL**	1,450	65	225	65	225
	Signal	**SBT**	1,450	65	230	65	230
		SBR	1,450	60	220	60	225
10 .	I-15 NB Ramps/Main St	**NBT**	1,860	415	335	415	345
	Signal	**NBR**	1,860	50	85	50	95

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

1 Off-ramp length for all movements obtained from Google Earth measurements.

2 All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro.

LSA

Table 11.C: General Plan Build-Out Off-Ramp Queuing Analysis

Intersection	Movement	Off-Ramp Length[1] (ft/ln)	General Plan Build-Out			
			Without Project[2]		Plus Project[2]	
			AM	PM	AM	PM
2 . I-15 SB Ramps/SR-74 (Central Ave)	**SBL**	1,500	255	475	260	490
Signal	**SBT**	1,500	320	545	325	560
	SBR	1,500	375	170	375	170
3 . I-15 NB Ramps/SR-74 (Central Ave)	**NBR**	1,220	190	260	185	270
Signal	**SBR**	1,220	335	390	330	405
9 . I-15 SB Ramps/Main St	**SBL**	1,450	70	240	70	240
Signal	**SBT**	1,450	70	240	70	240
	SBR	1,450	70	280	75	285
10 . I-15 NB Ramps/Main St	**NBT**	1,860	690	400	690	400
Signal	**NBR**	1,860	100	90	100	100

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

1 Off-ramp length for all movements obtained from Google Earth measurements and conceptual striping plan of Alternative 3 of I-15/SR-74 (Central Avenue) Interchange Project.

2 All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro.

12.0 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

The City's TIA Guidelines include criteria for project VMT screening, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures. Therefore, the City's TIA Guidelines was used in the evaluation of the project's VMT analysis.

12.1 METHODOLOGY

The TIA Guidelines provide multiple screening criteria for land use projects. The project was compared with the screening criteria established in the "Project Screening" section of the TIA Guidelines to check if the project can be screened out. Following is a brief description about the proposed project in relation to the project screening criteria:

- **Transit Priority Area (TPA) Screening:** The TIA Guidelines states that projects located within a TPA may be presumed to have a less than significant impact and may be screened out from a detailed VMT analysis. The project is not located within a TPA. Therefore, this screening criteria does not apply to the project.
- **Low VMT Area Screening:** The TIA Guidelines identify that residential and office land use projects located within a low VMT-generating area may be presumed to have a less than significant impact and may be screened out from a detailed VMT analysis. Pursuant to the TIA Guidelines, the project site was evaluated using the WRCOG screening tool. According to the WRCOG screening tool, the project is not located within a low VMT-generating area. Therefore, this screening criteria does not apply to the project. Results from the WRCOG screening tool is included in Appendix J.
- **Project Type Screening:** The TIA Guidelines state that local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact and may be screened out from a detailed VMT analysis. Additionally, residential projects with less than 148 single-family residential dwelling units or less than 200 multifamily residential dwelling units may be presumed to have a less than significant impact and may be screened out from a detailed VMT analysis. The project does not qualify as local serving retail and proposes more than 200 multifamily residential dwelling units. Therefore, the proposed project may not be screened out using this criterion.

As shown above, the project could not be screened out from detailed VMT analysis. As such, pursuant to the TIA Guidelines, a detailed VMT analysis was conducted to assess the project's VMT impact.

12.1.1 Thresholds of Significance

The City's TIA Guidelines provide criteria regarding VMT analysis based on land use types. Pursuant to the TIA Guidelines, the "project generated VMT" and the "project effect on VMT" were analyzed for the proposed project. As the proposed project is classified as a residential land use project, the baseline and cumulative project generated VMT per service population was compared to the City's baseline VMT per service population to determine the project's VMT impact. A significant project generated VMT impact would occur if either the baseline or cumulative project-generated VMT per service population exceeds the City's baseline VMT per service population.

Furthermore, the baseline and cumulative link-level boundary VMT per service population under 'plus project' conditions were compared to that of the corresponding 'no project' conditions to determine the project's effect on VMT. The project's effect on VMT would be considered significant if either the baseline or cumulative link-level boundary VMT per service population increases under 'plus project' conditions compared to that of the corresponding 'no project' conditions.

As recommended in the TIA Guidelines, the latest version of RIVCOM (Version 4.01) was used for the project VMT analysis. This version of RIVCOM was used to estimate the project and jurisdictional VMT per service population. Both baseline (2018) and cumulative (2045) scenarios were analyzed to estimate project generated VMT and the project's effect on VMT as recommended in the TIA Guidelines.

12.1.2 Project Traffic Analysis Zone Update

The first step to calculate the project VMT was to update the traffic analysis zones (TAZs) in the model that include the project area. The project should be isolated in the travel model to estimate project VMT. RIVCOM does not include ability to split or add new TAZs. However, the model includes a few empty zones, one of which was borrowed to model the proposed project.

The project proposes the new construction of a combination of single-family and multifamily dwelling units. As such, single-family and multifamily land uses were coded into two (2) separate TAZs to accurately reflect the proposed project in the model. The socioeconomic data for the project TAZs in the baseline and cumulative model scenarios was updated accordingly. Both baseline and cumulative scenario model runs were conducted with above mentioned land use updates. No project specific roadway network modifications were conducted for the model runs.

12.2 PROJECT VMT ANALYSIS

Outputs from the above-mentioned model runs were used to develop project generated VMT and the project's effect on VMT for both baseline and cumulative conditions. LSA also conducted 'no project' model runs for baseline and cumulative scenarios and outputs from the 'no project' model runs were used to estimate jurisdictional (City) specific thresholds.

Table 12.A summarizes the City's threshold and project generated VMT per service population. As shown in Table 12.A, the baseline project generated VMT per service population is 22.8 % lower than the City's baseline VMT per service population threshold. Furthermore, the cumulative project generated VMT per service population is 31.2% lower than the City's baseline VMT per service population threshold. Therefore, based on the criteria described in the TIA Guidelines, the project will not have a significant project generated VMT impact.

Table 12.B summarizes the comparison between the link-level boundary VMT for 'no project' and 'plus project' conditions for both baseline and cumulative scenarios. As shown in Table 12.B, the link-level boundary VMT is lower under 'plus project' conditions compared to that of the corresponding 'no project' conditions in both baseline and cumulative scenarios. Therefore, based on the criteria described in the TIA Guidelines, the project's effect on VMT will not have a significant impact.

Detailed VMT calculation for the project is included in Appendix J.

12.3 LIST OF CHAPTER 12.0 TABLES

- Table 12.A: City of Lake Elsinore and Project VMT per Service Population
- Table 12.B: City of Lake Elsinore Link-Level Boundary VMT per Service Population

Table 12.A: City of Lake Elsinore and Project VMT per Service Population

Baseline (2018)	Dexter Village (Project)	City of Lake Elsinore Threshold[1]	Difference	Percentage Difference
VMT Per Service Population	27.7	35.9	(8.2)	-22.8%

Cumulative (2045)	Dexter Village (Project)	City of Lake Elsinore Threshold[1]	Difference	Percentage Difference
VMT Per Service Population	24.7	35.9	(11.2)	-31.2%

Source: Riverside County Transportation Model (RIVCOM 4.01)

VMT = Vehicle Miles Traveled

[1]*VMT per service population threshold for City of Lake Elsinore was obtained from LSA 'no project' model runs.*

Table 12.B: City of Lake Elsinore Link-Level Boundary VMT per Service Population

Baseline (2018)	Plus Project	No Project	Difference
Roadway VMT	1,511,635	1,505,141	6,495
Service Population	74,411	72,751	1,660
VMT per Service Population	20.3	20.7	(0.4)

Cumulative (2045)	Plus Project	No Project	Difference
Roadway VMT	2,163,388	2,151,009	12,379
Service Population	138,458	136,798	1,660
VMT per Service Population	15.6	15.7	(0.1)

Source: Riverside County Transportation Model (RIVCOM 4.01)

VMT = Vehicle Miles Traveled

13.0 SUMMARY AND CONCLUSIONS

The proposed project consists of 137 single-family detached residential dwelling units, 84 single-family attached residential dwelling units, and 230 multifamily attached residential dwelling units. The proposed project's parcel size is approximately 23.05 acres. Access to the project site would be provided via five (5) driveways located on 3rd Street, Dexter Avenue, and 2nd Street. The project is estimated to generate a total of 3,447 daily net trips, with 229 net trips occurring in the a.m. peak hour and 295 net trips occurring the p.m. peak hour.

13.1 EXISTING CONDITIONS SUMMARY

One (1) study intersection is currently operating at a deficient LOS under existing conditions. All study roadway segments, study freeway segments, and all other study intersections are currently operating at a satisfactory LOS under existing conditions.

13.2 PROJECT COMPLETION CONDITIONS SUMMARY

One (1) study intersection is forecast to operate at a deficient LOS under project completion conditions. All study roadway segments, study freeway segments, and all other study intersections are forecast to operate at a satisfactory LOS under project completion conditions. All study intersections are forecast to operate at a satisfactory LOS under project completion conditions with implementation of recommended improvements.

13.3 CUMULATIVE CONDITIONS SUMMARY

Six (6) study intersections and two (2) study roadway segments are forecast to operate at a deficient LOS under cumulative conditions. All study roadway segments, study freeway segments, and all other study intersections are forecast to operate at a satisfactory LOS under cumulative conditions. All study intersections and roadway segments are forecast to operate at a satisfactory LOS under cumulative conditions with implementation of recommended improvements and the I-15/SR-74 (Central Avenue) Interchange Project.

13.4 GENERAL PLAN BUILD-OUT CONDITIONS SUMMARY

Six (6) study intersections and two (2) study roadway segments are forecast to operate at a deficient LOS under general plan build-out conditions. All study roadway segments, study freeway segments, and all other study intersections are forecast to operate at a satisfactory LOS under general plan build-out conditions.

13.5 GENERAL PLAN BUILD-OUT PLUS PROJECT CONDITIONS SUMMARY

Seven (7) study intersections and one (1) study roadway segment are forecast to operate at a deficient LOS under general plan build-out plus project conditions. All study roadway segments, study freeway segments, and all other study intersections are forecast to operate at a satisfactory LOS under general plan build-out plus project conditions. All study intersections and roadway segments are forecast to operate at a satisfactory LOS under general plan build-out plus project conditions with implementation of recommended improvements.

13.6 CIRCULATION IMPROVEMENTS AND FUNDING SOURCE SUMMARY

Improvements to the circulation network where operational deficiencies have been identified were recommended in order to alleviate LOS deficiencies at these locations within the study area under each analysis scenario. Fee programs that would cover a portion of the recommended improvements have been identified. The proposed project would pay its fair share for recommended improvements that were not covered through any fee program or other funding source.

13.7 SITE ACCESS AND CIRCULATION ANALYSIS SUMMARY

All project driveways have adequate corner sight distance and will be stop controlled. Furthermore, it is not anticipated that vehicle stacking for all gated ingress movements into project would back up into the respective public road during the peak hours at any project driveway. As such, the project is not anticipated to create deficiency in the neighborhood traffic flow pattern.

13.8 CALTRANS SAFETY ANALYSIS SUMMARY

Within approximately one (1) mile north of the SR-74 (Central Avenue) interchange and one (1) mile south of the Main Street interchange, I-15 has accident rates lower than the average rates for similar facilities. It is not estimated that the project traffic will significantly change the traffic flow pattern within the study area or increase the current collision frequency. Furthermore, the project is not forecasted to increase off-ramp queues to which the off-ramp queue would enter the freeway mainline at either interchange along either direction.

13.9 VEHICLE MILES TRAVELED SUMMARY

The project could not be screened out and a detailed VMT analysis using RIVCOM was conducted for the project. The baseline project generated VMT per service population is 22.8 % lower than the City's baseline VMT per service population threshold and the cumulative project generated VMT per service population is 31.2% lower than the City's baseline VMT per service population threshold. Therefore, the project will not have a significant project generated VMT impact. Additionally, the link-level boundary VMT is lower under 'plus project' conditions compared to that of the corresponding 'no project' conditions in both baseline and cumulative scenarios. Therefore, the project's effect on VMT will not have a significant impact.

APPENDIX A

SCOPING AGREEMENT

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

December 10, 2024

Paul Fizer
Senior Engineer
City of Lake Elsinore
130 S Main Street
Lake Elsinore, California 92530

Subject: Scope of Work for the Dexter Village Project Traffic Impact Analysis (LSA Project No. 20242037)

Dear Paul:

LSA is preparing a Traffic Impact Analysis (TIA) for the proposed Dexter Village Project (project) to be located along Dexter Avenue, between 3rd Street and 2nd Street, in Lake Elsinore, California. The project includes the construction of 137 single-family detached residential dwelling units, 84 single-family attached residential dwelling units, and 230 multifamily attached residential dwelling units. The proposed project's parcel size is approximately 23.05 acres. The project completion year is anticipated to be 2028. Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the proposed project.

Access to the project site will be provided via five (5) driveways with the following access patterns:

- **Project Driveway 1:** This driveway will be located along 3rd Street on the southwestern portion of the project site. This driveway will operate as a full access driveway and mainly serve as an access point for residents and guests of the multifamily attached dwelling units.
- **Project Driveway 2:** This driveway will be located along 3rd Street on the northwestern portion of the project site. This driveway will operate as a right-in-right-out (RIRO) driveway and serves as an access point for residents of the multifamily attached dwelling units and emergency services.
- **Project Driveway 3:** This driveway will be located along Dexter Avenue on the southwestern portion of the project site. This driveway will operate as a RIRO driveway and serves as an access point for residents of the multifamily attached dwelling units.
- **Project Driveway 4:** This driveway will be located along Dexter Avenue on the southeastern portion of the project site. This driveway will operate as a full access driveway and mainly serves as an access point for residents and guests of the single-family attached and detached dwelling units.
- **Project Driveway 5:** This driveway will be located along 2nd Street on the southeastern portion of the project site. This driveway will operate as a RIRO driveway and serves as an access point for residents of the single-family attached and detached dwelling units.

LSA anticipates that the following scope of work will be required for preparation of the TIA. The scoping agreement form is attached as Appendix A.

SCOPE OF WORK: LEVEL OF SERVICE ANALYSIS

While Level of Service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, the project will need to demonstrate consistency with the City of Lake Elsinore's (City) General Plan goals and policies since project traffic will be affecting the surrounding roadway circulation network under the jurisdiction of the City. Therefore, the LOS analysis will be prepared based on the *City of Lake Elsinore Dream Extreme Traffic Impact Analysis Guide* (TIA Guidelines), dated November 2022.

Study Intersections

As per the City's TIA Guidelines, any intersection of "Collector" or higher classification street, with other "Collector" or higher classification streets, at which the proposed project is projected to add 50 or more peak hour trips should be included in the TIA. For the purposes of this analysis, the following 15 intersections have been considered for the analysis:

1. Interstate 15 (I-15) Southbound Ramps/State Route 74 (SR-74 or Central Avenue) (Caltrans)
2. I-15 Northbound Ramps/SR-74 (Central Avenue) (Caltrans)
3. Dexter Avenue/SR-74 (Central Avenue) (City of Lake Elsinore)
4. Cambern Avenue/SR-74 (Central Avenue) (City of Lake Elsinore)
5. Dexter Avenue/3rd Street (City of Lake Elsinore)
6. Cambern Avenue/3rd Street (City of Lake Elsinore)
7. Dexter Avenue/2nd Street (City of Lake Elsinore)
8. I-15 Southbound Ramps/Main Street (Caltrans)
9. I-15 Northbound Ramps/Main Street (Caltrans)
10. Camino Del Norte/Main Street (City of Lake Elsinore)
11. Project Driveway 1/3rd Street (City of Lake Elsinore)
12. Project Driveway 2/3rd Street (City of Lake Elsinore)
13. Dexter Avenue/Project Driveway 3 (City of Lake Elsinore)
14. Dexter Avenue/Project Driveway 4 (City of Lake Elsinore)
15. Project Driveway 5/2nd Street (City of Lake Elsinore)

Figure 3 illustrates the study area intersection.

Traffic operations at all study intersections will be analyzed during the weekday a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Intersection levels of service (LOS) will be calculated using the

Highway Capacity Manual 7th Edition (HCM 7) analysis methodologies and using Synchro 12 software.

Study Roadway Segments

As per the City's TIS Guidelines, any roadway segment where the proposed project is adding 500 or more daily trips (both directions combined) should be included in the TIA. For purposes of this analysis, the following two (2) roadway segments have been considered for the analysis:

1. Dexter Avenue, between SR-74 (Central Avenue) and 3rd Street
2. Camino Del Norte, between 2nd Street and Main Street

Both study roadway segments are located within the jurisdiction of the City.

The City's TIA Guidelines include recommended planning-level roadway capacities and corresponding volume-to-capacity (v/c) thresholds for the purposes of LOS analysis. As such, traffic operations at all study roadway segments will be evaluated for daily traffic volumes as per the TIA Guidelines.

Analysis Scenarios

The LOS analysis will satisfy requirements established in the City's TIA Guidelines. The project completion year is anticipated to be 2028. As per the TIA Guidelines, the following scenarios will be included in the TIA:

- Existing Conditions
- Project Completion Conditions (Existing + Ambient + Project)
- Cumulative Conditions (Existing + Ambient + Project + Cumulative)
- General Plan Build-Out Conditions
- General Plan Build-Out Plus Project Conditions

Project Trip Generation, Trip Distribution, and Trip Assignment

The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 210 – 'Single-Family Detached Housing', Land Use 215 – 'Single-Family Attached Housing', and Land Use 220 – 'Multifamily Housing (Low-Rise) Not Close to Rail Transit', Setting/Location – 'General Urban/Suburban'. Table A summarizes the project trip generation. As shown in Table A, the proposed project is anticipated to generate 3,447 daily trips, with 229 trips occurring in the a.m. peak hour and 295 trips occurring in the p.m. peak hour.

Project trip distribution was developed based on the select zone model run from the Riverside County Transportation Model (RIVCOM). The select zone plot is included in Appendix B. The trip distribution was further refined in consideration of the regional roadway network and the location of residential, educational, employment, recreational and commercial centers within the project vicinity. Figure 4 and Figure 5 illustrate the project trip distribution for the single-family and

multifamily residential dwelling units, respectively. The distribution percentages were applied to the project trip distribution to determine the project trip assignment. Figure 6 and Figure 7 illustrate the project trip assignment for the single-family and multifamily residential dwelling units at the study intersections, respectively. Figure 8 illustrates the total net project trip assignment at the study intersections.

Volume Development and Analysis Methodology

Traffic volumes for existing conditions will be developed using existing count data collected at study intersections and roadway segments. LSA will obtain a.m. and p.m. peak hour intersection turn movement counts at study intersections and daily traffic counts at study roadway segments.

Traffic volumes for project completion conditions will be developed by applying an ambient growth rate of 2.0% per annum to existing traffic volumes.

Traffic volumes for cumulative conditions will be developed by adding traffic volumes from cumulative development projects within the vicinity of the proposed project to traffic volumes under project completion conditions. LSA contacted City staff and Riverside County (County) staff for information regarding cumulative projects within the area. Table B summarizes the list of cumulative projects that are to be included in the analysis. Figure 9 illustrates the locations of these cumulative projects.

Traffic volumes for general plan build-out conditions will be developed using forecast volumes obtained from the latest version of RIVCOM and by applying appropriate post-processing methodologies per the National Cooperative Highway Research Program (NCHRP). General plan build-out conditions are considered to be 20 years from project completion conditions. As such, general plan build-out is considered to be in year 2048 for the purposes of this analysis. Traffic volumes for general plan build-out plus project conditions will be developed by adding project traffic to traffic volumes under general plan build-out conditions.

Analysis of Traffic Operations and Recommended Circulation Improvements

LOS and delay will be analyzed under all analysis scenarios to determine operational deficiencies at all study intersections and roadway segments. Determination of operational deficiencies will be made based on the City's LOS standards and operational deficiency criteria.

Improvements will be recommended at locations where the project creates an operational deficiency. Improvements may include addition of intersection turn lanes, roadway widening, traffic signal installation and modification, local street striping and channelization improvements, and signage. The LOS with improvements will be calculated and summarized along with a comparison of the LOS without improvements.

On Site Circulation and Access

On site circulation will be examined per the City's TIA Guidelines. Additional safety and operational analyses include intersection sight distance, adequacy of driveway lengths, corner clearance issues, necessity of dedicated right-turn lanes at project driveways, adequacy of pedestrian facilities, bicycle accessibility, and accessibility from nearby transit stops.

Signal Warrant Analysis (if required)

A signal warrant analysis will be conducted at all unsignalized study intersections if it is determined that signalization is required at the study intersections as an operational improvement. Peak hour approach volumes for the study intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

TUMF/CIP/Fee Plans/Fair Share Contributions

LSA will evaluate whether the improvements identified in the TIA are included as part of the Western Riverside Council of Governments' (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, the City's Capital Improvement Program (CIP), or any other fee program. If it is determined that the improvement is not covered through any such fee program, then the project's fair share contribution will be calculated based on the project traffic as a percentage of total growth from existing conditions to general plan build-out conditions, as outlined in the City's TIA Guidelines.

Caltrans Safety Analysis

Consistent with the California Department of Transportation's (Caltrans) *Local Development Review (LDR) Safety Review Practitioner's Guidance*, dated February 2024, a safety analysis is required at all Caltrans facilities in which project traffic may create an operational deficiency and/or safety concern. The safety analysis includes a collision analysis as well as a freeway off-ramp queuing analysis.

The collision analysis will summarize recent traffic accident data from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) Table C – "All" Crashes and "Wet" Crashes around the study area.

The freeway off-ramp queuing analysis will examine the traffic safety impacts at the SR-74 (Central Avenue) and Main Street interchanges at I-15. The queuing analysis will examine the addition of car lengths caused by project trips to existing off-ramp queues and review the speed differential between the off-ramp and mainline traffic during the peak hours. Per the *LDR Safety Review Practitioners' Guidance*, if the project adds two or more car lengths to existing ramp queues that will extend into the freeway mainline, then the speed differential between the off-ramp and the freeway mainline must be reviewed to determine if traffic safety improvements will need to be identified to offset operational deficiencies in traffic safety.

SCOPE OF WORK: PROJECT VEHICLE MILES TRAVELED ANALYSIS

The vehicle miles traveled (VMT) analysis for the proposed project will be prepared using RIVCOM and will be based on criteria described in the City's TIA Guidelines. The analysis will include the "project generated VMT" and the "project effect on VMT". The project's VMT and effect on VMT will be evaluated using the VMT per service population metric to demonstrate the project VMT impact. The detailed VMT analysis methodology is described in the following sections.

Project Traffic Analysis Zone Update

The first step in preparation of the VMT analysis will be to update the traffic analysis zones (TAZs) in the model that includes the project area. LSA will convert the project land use for the proposed project into model socioeconomic categories using regional conversion factors.

RIVCOM does not include capability to split or add new zones. In order to isolate the project VMT, the project's land uses/employment should be isolated in the travel model. LSA will borrow model TAZs for the project by shifting non-project related socioeconomic data to an adjacent TAZ. The project socioeconomic data will be added to the project TAZ for the model scenarios.

Project VMT Analysis

Upon completion of the socioeconomic data update, LSA will conduct model runs for the baseline and future scenarios. LSA will utilize the outputs from the 'plus project' model runs to calculate the base year and future year project VMT per service population. The "plus project" model runs will provide the two VMT outputs: 1) project VMT per service population and 2) project's effect on overall VMT.

The "plus project" model runs will examine the project-generated VMT and project effect on VMT by comparing the project's impact on VMT on the network.

The project would have a significant impact if the baseline project-generated VMT per service population exceeds the City's baseline VMT per service population or if the cumulative project-generated VMT per service population exceeds the City's baseline VMT per service population.

Additionally, the project would also have a significant impact on VMT if the project's effect on VMT per service population demonstrates an increase when comparing the baseline and cumulative link level boundary VMT per service population for the City under no project and plus project conditions.

VMT Mitigation

In the case of a significant VMT impact caused by the proposed project is determined, appropriate mitigation measures will need to be identified through consultation with City staff.

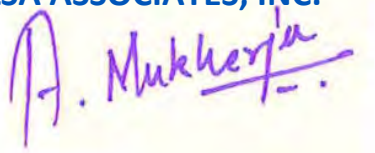
Active Transportation and Public Transit Analysis

LSA will perform an analysis to examine if the proposed project is inconsistent with adopted policies, plans, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities and make a determination as to whether the proposed project has the potential to conflict existing or proposed facilities supporting these travel modes.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at ambarish.mukherjee@lsa.net

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, PE, AICP
Principal

ATTACHMENTS

Tables:

Table A: Project Trip Generation
Table B: Cumulative Projects

Figures:

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Figure 2: Conceptual Site Plan
Figure 3: Study Area Intersections
Figure 4: Project Trip Distribution (Single-Family Residential)
Figure 5: Project Trip Distribution (Multifamily Residential)
Figure 6: Project Trip Assignment (Single-Family Residential)
Figure 7: Project Trip Assignment (Multifamily Residential)
Figure 8: Total Net Project Trip Assignment
Figure 9: Cumulative Project Locations

Appendices:

Appendix A: Scoping Agreement Form
Appendix B: Select Zone Model Plots

TABLES

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Table A: Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Single-Family Attached Housing	84 DU							
Trips/Unit[1]		0.15	0.33	0.48	0.32	0.25	0.57	7.20
Trip Generation		13	28	41	27	21	48	605
Multifamily Housing (Low-Rise) Not Close to Rail Transit	230 DU							
Trips/Unit[2]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation		23	69	92	74	44	118	1,550
Single-Family Detached Housing	137 DU							
Trips/Unit[3]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation		25	71	96	81	48	129	1,292
Total Net Trip Generation		**61**	**168**	**229**	**182**	**113**	**295**	**3,447**

Notes:

DU = Dwelling Units

[1] Rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual,* (11th Edition) Land Use 215 - "Single-Family Attached Housing", Setting/Location - 'General Urban/Suburban'.

[2] Rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual,* (11th Edition) Land Use 220 - "Multifamily Housing (Low-Rise) Not Close to Rail Transit", Setting/Location - 'General Urban/Suburban'.

[3] Rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual,* (11th Edition) Land Use 210 - "Single-Family Detached Housing", Setting/Location - 'General Urban/Suburban'.

LSA

Table B: Cumulative Projects

ID	Jurisdiction	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
L01	City of Lake Elsinore	Running Deer (TR 31957)	East of Lincoln Street and north of Running Deer Road	101 single-family residential dwelling units	101 DU Single Family Detached Housing
L02	City of Lake Elsinore	Lake Street Storage	Southeastern corner of Lake Street and I-15 Southbound On-Ramp	Gas station with 12 fueling positions and 13.34 acres of RV storage and self storage	13.34 AC Public RV Storage & Self Storage; 12 VFP Convenience Store/Gas Station
L03	City of Lake Elsinore	Alberhill Ridge	South of I-15 and east of Lake Street	Includes 1,056 single family residential dwelling units, 345 multifamily residential dwelling units, 679,000 sf of retail, and 679,000 sf of office buildings	1,056 DU Single Family Detached Housing, 345 DU Multifamily Housing (Low-Rise), 679 TSF Shopping Center, 679 TSF General Office Building
L04	City of Lake Elsinore	Alberhill Villages Specific Plan	South of I-15 and west of Lake Street	Includes 19.5 ac of active park use, 47.5 ac of passive park use, 4,200 apartment dwelling units, 1,280 condominium dwelling units, 2,764 single family dwelling units, church with a school of 1,200 students, elementary school with 850 students, university with 6,000 students, 1,671,000 sf of commerical use, and 836,000 sf of office use.	19.5 AC Active Park; 47.5 AC Passive Park; 4,200 DU Apartments; 1,280 DU Single Family Attached Housing; 2,764 DU Single Family Detached Housing; 1,200 Student Church with School; 850 Student Elementary School; 6,000 Student University; 1,671 TSF Commercial; 836 TSF General Office
L05	City of Lake Elsinore	Pacific Coral	Southwestern corner of Lake Street and Alberhill Ranch Road	205 single-family residential dwelling units	205 DU Single Family Detached Housing
L06	City of Lake Elsinore	Lake & Mountain Shopping Center	Northwestern corner of Lake Street and Mountain Street	Includes a 13,200 sf shopping center, a 3,400 sf convenience store with an attached 1,525 quick serve restaurant, gas station, two 4,850 sf retail	13.2 TSF Shopping Center; 7.365 TSF Fast-Food Restaurant with Drive-Through Window; 3.4 TSF
L07	City of Lake Elsinore	Alberhill Ranch	Southeastern corner of Lake Street and Nichols Road	1,986 single family residential dwellung units	1,986 DU Single Family Detached Housing
L08	City of Lake Elsinore	West Nichols Logistics Center	East of Terra Cotta Road and north of Hoff Avevnue	1,054,790 sf of industrial land use	1054.79 TSF Warehousing
L09	City of Lake Elsinore	Terracina Specific Plan	East of Terra Cotta Road and in between Hoff Avenue and Lakeshore Drive	468 single-family detached residential dwelling units	468 DU Single Family Detached Housing
L10	City of Lake Elsinore	Lakeshore Drive Condos	Southwest of Lakeshore Drive and Gunnerson Street	140 two-story attached condominium residences	140 DU Single-Family Attached Housing
L11	City of Lake Elsinore	Dutch Bros Coffee	Northern corner of Viscaya Street and Lakeshore Drive	950 sf coffee shop with a drive-through	0.95 TSF Coffee/Donut Shop with Drive-Through Window
L12	City of Lake Elsinore	Sunny Express Carwash	APN 379-160-002	Automated car wash facility	1 TUN Automated Car Wash
L13	City of Lake Elsinore	Riverside at Lincoln Commercial	Southwestern corner of Riverside Drive and Lincoln Street	Includes 39,463 sf of mini-warehousing, 4,456 sf of fast-food restaurant with drive-through, and a gas station with 16 fueling positions with a convenience store and automated carwash.	39.463 Mini-Warehouse; 4.456 Fast-Food Restaurant with Drive-Through Window; 16 VFP Convenience Store/Gas Station; 1 TUN Automated Car Wash
L14	City of Lake Elsinore	Riverside Drive Apartments	APN 379-315-033	96 apartment dwelling units	96 DU Multifamily Housing (Low-Rise)
L15	City of Lake Elsinore	Lakepointe Apartments	North corner of SR-74 and La Harve Street	Phase 1: 152 multifamily housing dwelling units, Phase 2: 108 multifamily housing dwelling units	260 DU Apartment
L16	City of Lake Elsinore	Lakeside Homes	Eastern corner of Grand Avenue and Riverside Drive	140 single-family homes	140 Single-Family Detached Housing
L17	City of Lake Elsinore	Wakerider Beach Resort	APN 381-030-005	Includes a 1,785 sf office, 2,315 sf of fast-food restaurant with a drive-through, 50-room resort hotel, and a 7,395 sf of restaurant space.	1.785 TSF Single Tenant Office Building; 2.315 TSF Fast-Food Restaurant with Drive-Through Window; 50 RM Hotel; 7.395 TSF Quality Sit Down Restaurant; 15 Berth Marina
L18	City of Lake Elsinore	Bamiyan Marketplace	South of SR-74 and Macy Street	Includes a gas station with 20 fueling positions and a convenience store, an automated car wash tunnel, 4,476 sf of fast-food with drive-through use, 1,972 sf of fast-food without drive-through use, 23,000 sf of commercial retail, 14 low-rise multifamily residential dwelling units, and 60 mid-rise multifamily dwelling units.	20 VFP Convenience Store/Gas Station; 1 TUN Automated Car Wash; 4.476 TSF Fast-Food Restaurant with Drive-Through Window; 1.972 TSF Fast-Food Restaurant without Drive-Through Window; 23 TSF Strip Retail Plaza; 14 DU Multifamily Housing (Low-Rise); 60 DU Multifamily Housing (Mid-Rise)
L19	City of Lake Elsinore	Baker Street Industrial	Eastern corner of Nichols Road-Pierce Street and Baker Street	Two warehouses totaling 1,000,451 sf which accommodate 10 percent manufacturing and 10 percent cold storage uses.	100.045 TSF Manufacturing; 100.045 TSF High-Cube Cold Storage Warehouse; 800.361 TSF Warehousing
L20	City of Lake Elsinore	Lakeview Plaza	Northwest of Manning Street and Lakeshore Drive	36,120 sf of retail space and 7,000 sf of restaurant space	36.12 TSF Shopping Center; 7 TSF High Turn-Over Sit-Down Restaurant
L21	City of Lake Elsinore	Collier Retail Shops	South of Nichols Road and in between Collier Avenue and I-15 Southbound On-Ramp	7,200 sf fast-food restaurant with a drive-through	7.2 TSF Fast-Food Restaurant with Drive-Through Window

LSA

Table B: Cumulative Projects

ID	Jurisdiction	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
L22	City of Lake Elsinore	Nichols Ranch Specific Plan	South of Nichols Rd and east of I-15	Phase 1 (2020): 34 low-medium density residential dwelling units; Phase 2 (2021): 134 low-medium density residential dwelling units; Phase 3 (2024): 6,000 sf fast-food restaurant with drive-through use, 9,400 sf of high turnover (sit-down) restaurant use, 8,000 sf of health and fitness club use, 43,000 sf of office use, 5,500 of fast-food restaurant without drive-through use, a gas station with 16 fueling positions, and a 130 room hotel.	Phase 1: 34 DU Single Family Detached Residential; Phase 2: 168 DU Single Family Detached Residential, 8.3 AC Park; Phase 3: 130 RM Hotel, 6 TSF Fast-Food Restaurant with Drive-Through Window, 5.5 TSF Fast-Food Restaurant without Drive-Through, 9.4 TSF High Turnover (Sit-Down) Restaurant, 4.4 TSF Commercial Retail, 8 TSF Health & Fitness Club, 16 VFP Convenience Store/Gas Station
L23	City of Lake Elsinore	North Elsinore Business Park	North of Collier Avenue and Riverside Drive	12 general light industrial buildings totaling to 93,255 sf	93.255 TSF General Light Industrial
L24	City of Lake Elsinore	Kassab Travel Center	Western corner of Riverside Drive and Collier Avenue	Travel center with a 8,360 sf convenience store, three quick-serve restaurants, a gas station, and a 2,543 sf fast-food restaurant with a drive-through.	2.543 TSF Fast-Food Restaurant with Drive-Through Window; 18 VFP Convenience Store/Gas Station
L25	City of Lake Elsinore	Tige Watersports	APN 378-030-031	Boat manufacturing and sales facility totaling to 35,482 sf	35.482 TSF Manufacturing
L26	City of Lake Elsinore	Reflections Lake Elsinore	Northeastern corner of Chaney Street and Lakeshore Drive	36 apartment dwelling units and 2,900 sf of retail land use	36 DU Multifamily Housing (Low-Rise), 2.9 TSF Strip Retail Plaza
L27	City of Lake Elsinore	Starbucks Coffee Shop	Western corner of Central Avenue and Collier Avenue	4,400 sf coffee shop with a drive-through	4.4 TSF Coffee/Donut Shop with Drive-Through Window
L28	City of Lake Elsinore	3rd & Cambern Apartments	Northern corner of Central Avenue and Cambern Avenue	75 apartment dwelling units	75 DU Multifamily Housing (Low-Rise)
L29	City of Lake Elsinore	Central and Cambern Retail	Eastern corner of Central Avenue and Cambern Avenue	Includes a 6,000 sf fast-food restaurant with a drive-through, convenience store and gas sation with 16 gas pumps, an automated car wash, and a 43,050 sf grocery store	6 TSF Fast-Food Restaurant with Drive-Through Window, 16 VFP Convenience Store/Gas Station, 1 TUN Automated Carwash, 43.05 TSF Supermarket
L30	City of Lake Elsinore	PDG Lake Elsinore	Northern corner of Dexter Avenue and Crane Street	Includes a 3,860 sf fast-food restaurant with a drive-through, 3,941 sf of retail, 810 sf restaurant, and 3,000 sf medical office	3.86 TSF Fast-Food Restaurant with Drive-Through Window, 3.941 TSF Strip Retail Plaza, 0.81 TSF Fast Casual Restaurant, 3 TSF Medical-Dental Office Building
L31	City of Lake Elsinore	Minthorn Industrial	Northern corner of Minthorn Street and Chaney Street	37,000 sf of industrial land use	37 TSF General Light Industrial
L32	City of Lake Elsinore	Hampton Inn & Suites	Eastern corner of 3rd Street and Collier Avenue	101 room hotel	101 RM Hotel
L33	City of Lake Elsinore	Fairway Business Park	533 Chaney Street	216,600 sf of heavy industrial land use	216.6 TSF Manufacturing
L34	City of Lake Elsinore	The Bedrock Company	Northern corner of Cam Del Norte and Ohana Circle	39,780 sf of industrial land use	39.78 TSF General Light Industrial
L35	City of Lake Elsinore	Collier Commercial Properties	APNs 377-190-002, 003, 004	11,900 sf of industrial land use	11.9 TSF General Light Industrial
L36	City of Lake Elsinore	Rome Hill Commercial	Northern corner of Grand Avenue and Kathryn Way-Vail Street	107,800 sf of industrial land use	107.8 TSF General Light Industrial
L37	City of Lake Elsinore	Lakeshore Town Center	Southern corner of Lakeshore Drive and Lime Street	Includes a 130 room hotel, 22,100 sf of retail land use, 108 units of condominiums, and a 5,000 sf banquet hall	130 RM Hotel, 22.1 TSF Strip Retail Plaza, 108 DU Single Family Attached Housing, 5 TSF Banquet Hall
L38	City of Lake Elsinore	Elsinore Market	Southeastern corner of Main Street and Franklin Street	7,700 sf grocery store	7.7 TSF Supermarket
L39	City of Lake Elsinore	Jack in the Box El Toro	Northwestern and southwestern corner of SR-74 and El Toro Cut Off Road	2,600 sf fast-food restaurant with a drive-through window and a 630 sf coffee shop with a drive-through window	2.6 TSF Fast-Food Restaurant with Drive-Through Window, 0.63 TSF Coffee/Donut Shop with Drive-Through Window
L40	City of Lake Elsinore	Spyglass Ranch	Northwest of Cam Del Norte-Minthorn Street and Main Street	453 single family residential dwelling units and 422 apartment dwelling units	453 DU Single Family Detached Housing, 422 DU Mutlifamily Housing (Low-Rise)
L41	City of Lake Elsinore	North Peak Plaza	East of Trellis Lane and in between SR-74 and Neil Road	97 room hotel and 37,500 sf of retail land use	97 RM Hotel, 37.5 TSF Strip Retail Plaza
L42	City of Lake Elsinore	South Shore I (TTM 31593)	North of Cam Del Norte and in between Main Street and Grunder Drive (West of South Shore II)	521 single-family detached residential dwelling units	521 DU Single Family Detached Housing
L43	City of Lake Elsinore	South Shore II (TTM 36567)	North of Cam Del Norte and in between Main Street and Grunder Drive (East of South Shore I)	147 single-family detached residential dwelling units	147 DU Single Family Detached Housing

LSA

Table B: Cumulative Projects

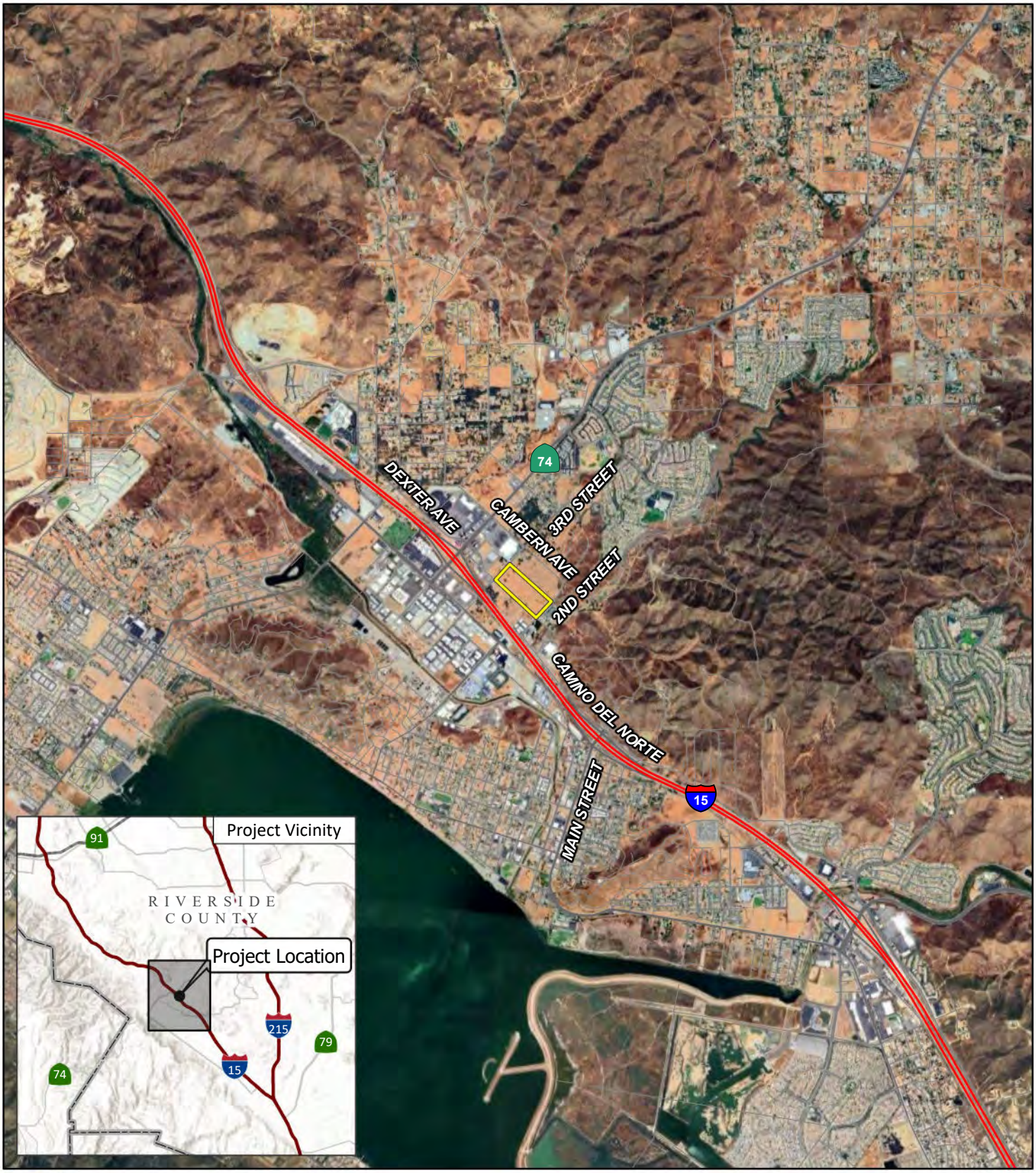
ID	Jurisdiction	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
L44	City of Lake Elsinore	East Lake Specific Plan	In between Lake Elsinore and Mission Trail	Existing (2017): 93 acres of Action Sport land use, 169 acres of golf course land use, 130 units of multifamily housing, 5.5 acres of park land use, 534.76 acres of preservation land use, 730 units of single family housing, 150 acres of skydive airport land use, 311 residential units; Phase 1 (2022): 173 acres of action sport land use, 100 acres of active recreation land use, 43,500 sf of commercial land use, 90 rooms of hotel land use, 300 units of multifamily housing, 265.04 acres of preservation land use, 4,500 sf of restaurant land use, 1,379 units of single family housing; Buildout (2040): 8.5 acres of action sport land use, 100 acres of active recreation land use, 384,500 sf of commercial land use, 450 rooms of hotel land use, 555 units of multifamily housing, 58,500 sf of restaurant land use, 170 units of single family housing	Existing: 93 AC Action Sport, 169 AC Golf Course, 130 DU Multifamily Housing, 5.5 AC Park, 534.76 AC Preservation, 730 Single Family Housing, 150 AC Skydrive Airport, 311 Other Residential; Phase 1: 173 AC Action Sport, 100 AC Active Recreation, 43.5 TSF Commercial, 90 RM Hotel, 300 DU Multifamily Housing, 265.04 AC Preservation, 4.5 TSF Restaurant, 1.379 DU Single Family Housing; Buildout: 8.5 AC Action Sport, 100 AC Active Recreation, 384.5 TSF Commercial, 450 RM Hotel, 555 DU Multifamily Housing, 58.5 TSF Restaurant, 170 DU Single Family Housing
L45	City of Lake Elsinore	Tommy's Express Carwash	31706 Casino Drive	Automated car wash facility	1 TUN Automated Carwash
L46	City of Lake Elsinore	The Diamond Specific Plan	Southwest of Diamond Drive and Lakeshore Drive	Phase 1 (2012): 100 condominium dwelling units, 75,000 sf of commercial retail, and 100,000 sf of general office use; Phase 2 (2014): 400 condominium dwelling units, 315,000 sf of commercial retail, 215,000 sf of general office use, and a 150-room hotel; Phase 3 (2016): 100 condominium dwelling units, 82,000 sf of commercial retail, and 100,000 sf of general office use.	Phase 1: 100 DU Single Family Attached Housing, 100 TSF General Office, 75 TSF Shopping Center; Phase 2: 400 DU Single Family Attached Housing, 215 TSF General Office, 315 TSF Shopping Center, 150 RM Hotel; Phase 3: 100 DU Single Family Attached Housing, 110 TSF General Office, 82 TSF Shopping Center
L47	City of Lake Elsinore	LE Sports Complex	Northwestern corner of Diamond Drive and Pete Lehr Drive	525,000 sf fitness gym	525 TSF Health/Fitness Club
L48	City of Lake Elsinore	Artisan Alley	Northeastern corner of Diamond Drive and Malaga Road	Includes a 130 room hotel, 63,500 sf of retail land use, 13,000 sf of brewery land use	130 RM Hotel, 63.5 TSF Shopping Center, 13 TSF Brewery Tap Room
L49	City of Lake Elsinore	La Strada (TTM 32077)	South of La Strada and west of Vista Palermo	134 single family residential dwelling units	134 DU Single Family Detached Housing
L50	City of Lake Elsinore	Imperial Stations	31800 Mission Trail	Gas station with 18 fueling stations with a 3,000 sf convenience store and a 5,739 sf self-service carwash	18 VFP Convenience Store/Gas Station
L51	City of Lake Elsinore	Corydon Group	APN 370-080-002	94,900 sf of industrial land use	94.9 TSF General Light Industrial
L52	City of Lake Elsinore	Mission Trail Residential	Northwestern corner of Mission Trail and Lemon Street	191 single family residential dwelling units	191 DU Single Family Detached Residential
L53	City of Lake Elsinore	Corydon Gateway	Northwestern corner of Mission Trail and Corydon Road	Gas station with 16 fueling positions with a convenience store, 2,300 sf of fast-food restaurant with drive-through use, a 5,200 sf tire store, 11,520 sf of office space, 11,520 sf of auto care center use, and a car wash with 120 linear feet of tunnel.	16 VFP Convenience Store/Gas Station; 5.298 TSF Fast-Food Restaurant with Drive-Through Window; 11.52 TSF General Office Building; 11.52 TSF Automobile Care Center; 120 LF Car Wash
R01	Riverside County	CUP190006	APN 377-020-026	Discount tire retail store with 8,192 sf	8.192 TSF Automobile Car Center
R02	Riverside County	PP20158R03	APN 377-372-040	Office building and 6 self-storage buildings	3.833 TSF General Office; 152.558 TSF Self-Storage
R03	Riverside County	CUP200006	APN 377-372-038	Retail center with a 4,050 sf convenience market, a 1,510 sf restaurant with a drive-through, 5,040 sf of retail, and 1,400 sf of office space.	4.05 TSF Convenience Store; 1.51 TSF Fast-Food Restaurant with Drive-Through Window; 5.04 TSF Strip Retail Plaza; 1.4 TSF Small Office Building
R04	Riverside County	PPT210016	APNs 347-130-028 and 347-130-029	Gas station with 6 fueling stations and a 3,516 sf convenience store	6 VFP Convenience Store/Gas Station
R05	Riverside County	PPT190027	APN 347-090-045	Industrial park with 19 warehouse suites totaling to 60,553 sf	60.553 TSF Industrial Park

Notes:

APN = Assessor's Parcel Number; SF = Square Feet

AC = Acres; DU = Dwelling Units; LF = Linear Feet; RM = Rooms; TSF = Thousand Square Feet; TUN = Tunnels; VFP = Vehicle Fueling Positions

FIGURES



LSA

LEGEND

Project Site

FIGURE 1

0 2000 4000

FEET

Dexter Village Project

Traffic Impact Analysis

Regional and Project Location

SOURCE: Google Earth Imagery, 2024

P:\2024\20242037 - Dexter Village\Technical Studies\Traffic\GIS\report\20242037_Dexter Village\20242037_Dexter Village.aprx (12/3/2024)



LSA

FIGURE 2

N

0 100 200

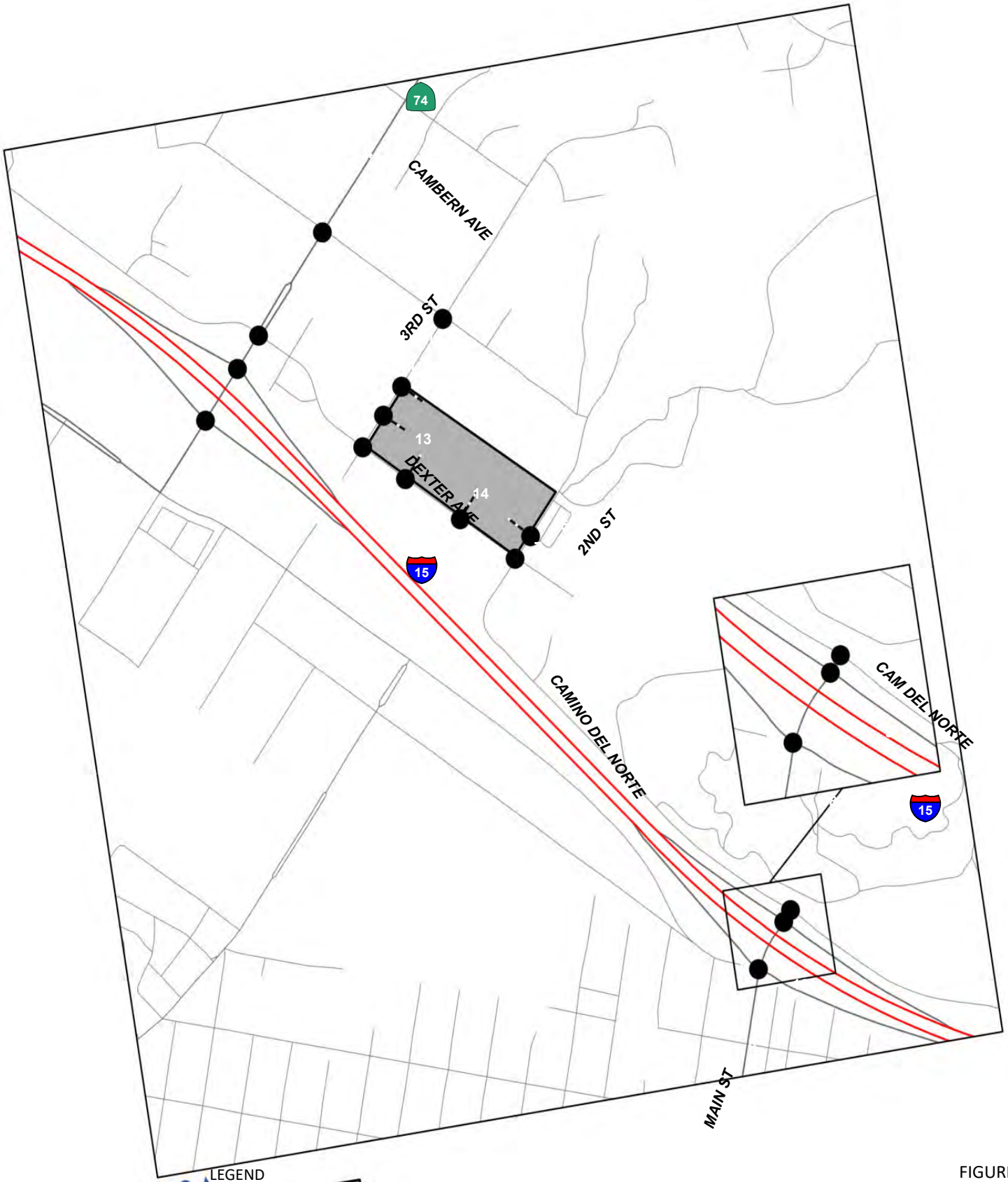
FEET

Dexter Village Project
Traffic Impact Analysis

Conceptual Site Plan

SOURCE: Urban Arena, September 2024

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LEGEND

Project Site

Study Area Intersections

Project Driveways

0 600 1200

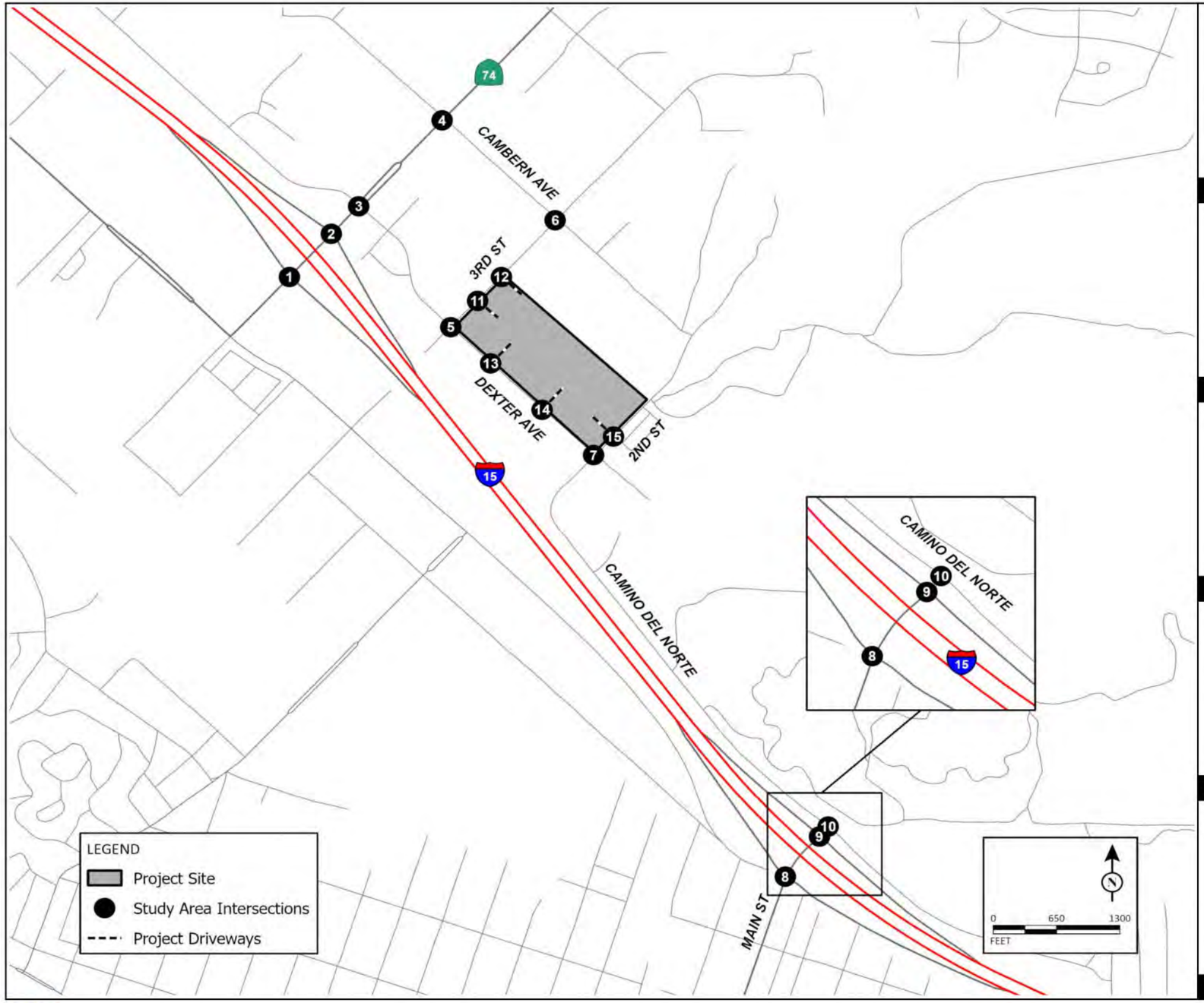
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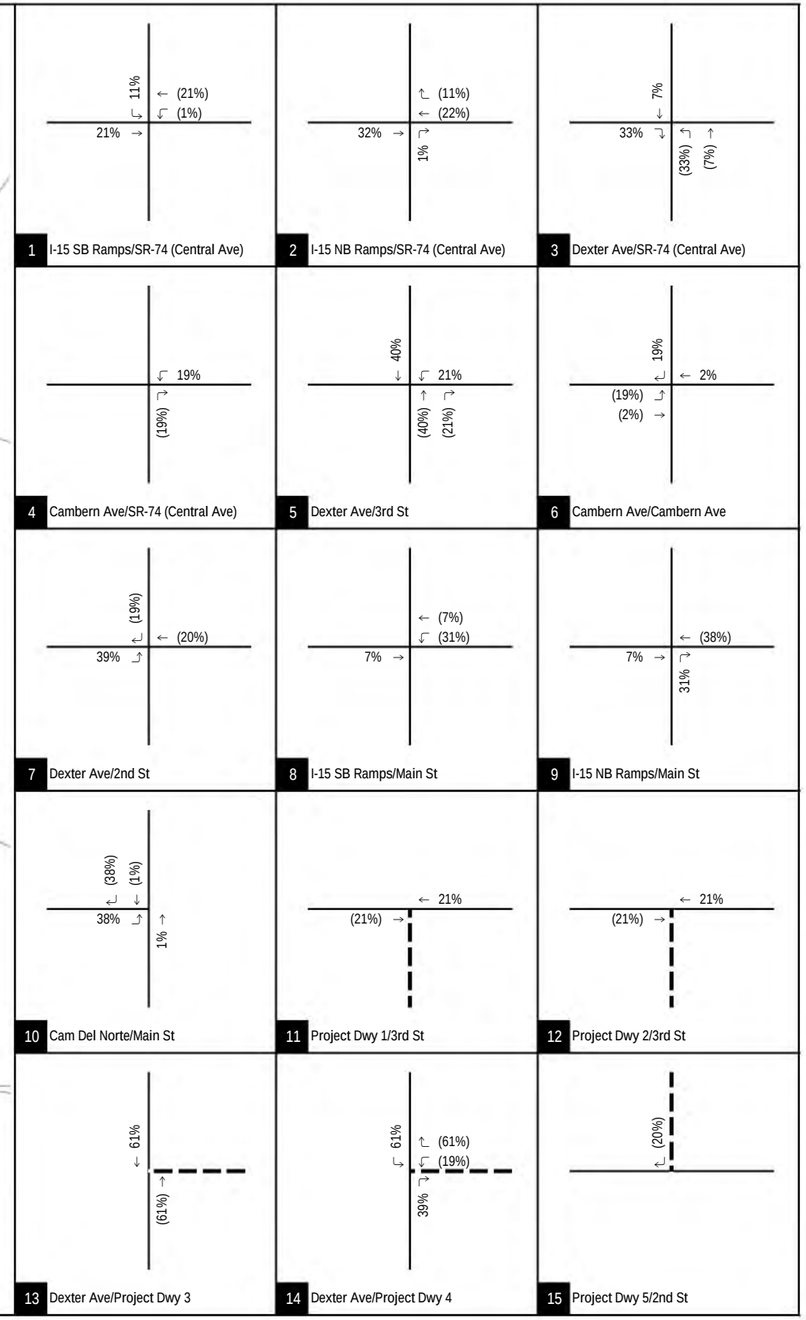
SOURCE: ESRI Streetmap, 2021

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FIGURE 3

Dexter Village Project
Traffic Impact Analysis
Study Area Intersections





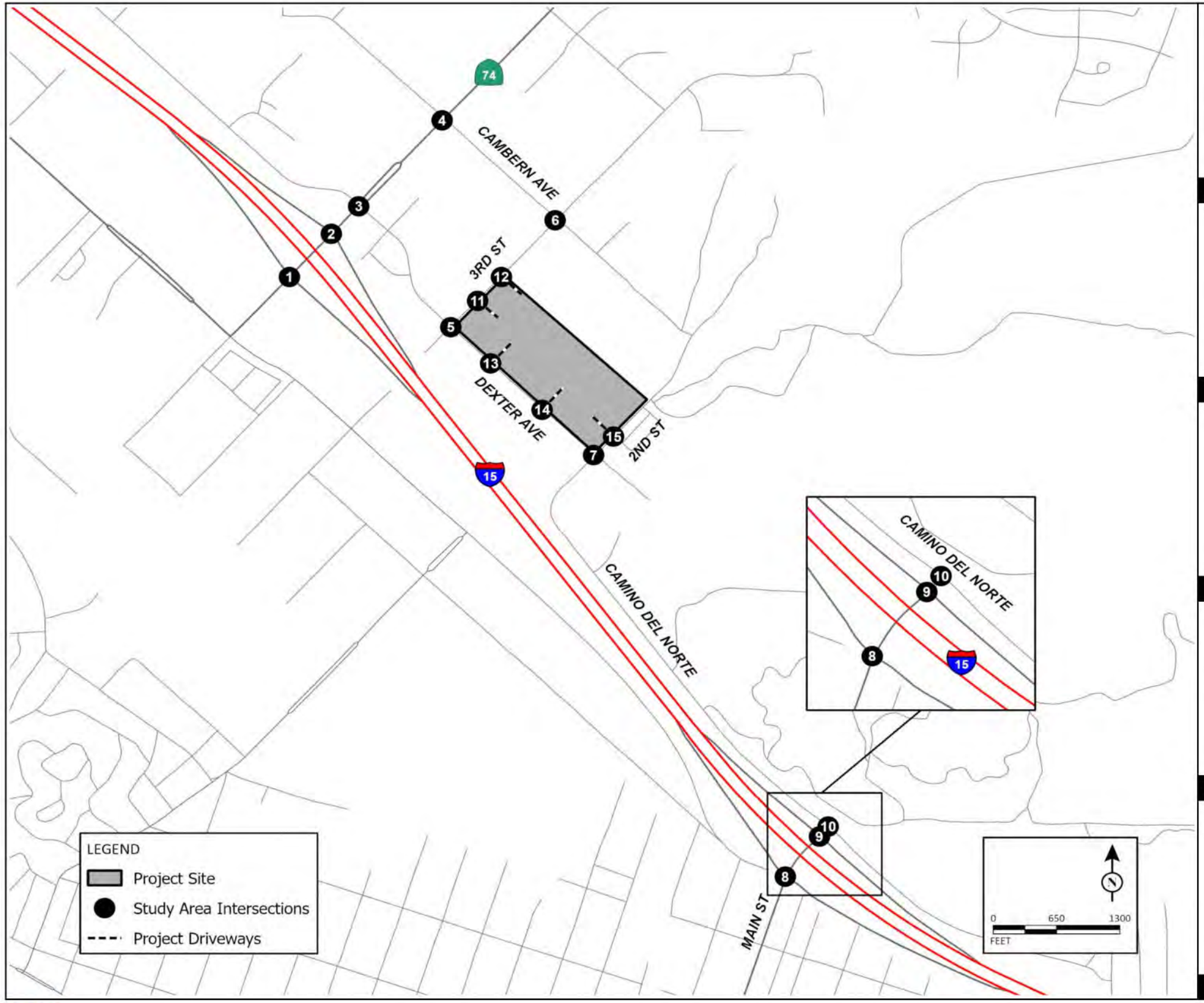
LSA

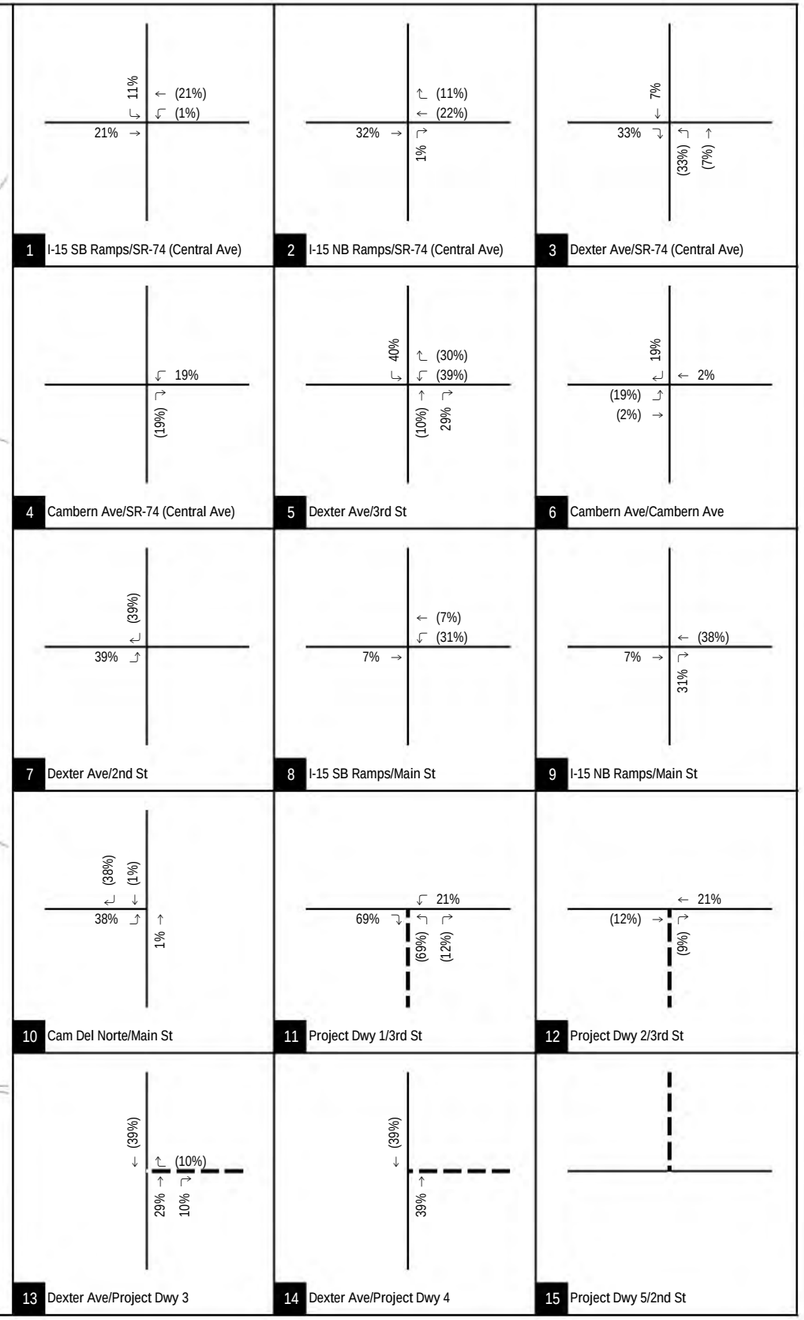
FIGURE 4

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

Dexter Village Project
Traffic Impact Analysis

Project Trip Distribution (Single-Family Residential)





LSA

FIGURE 5

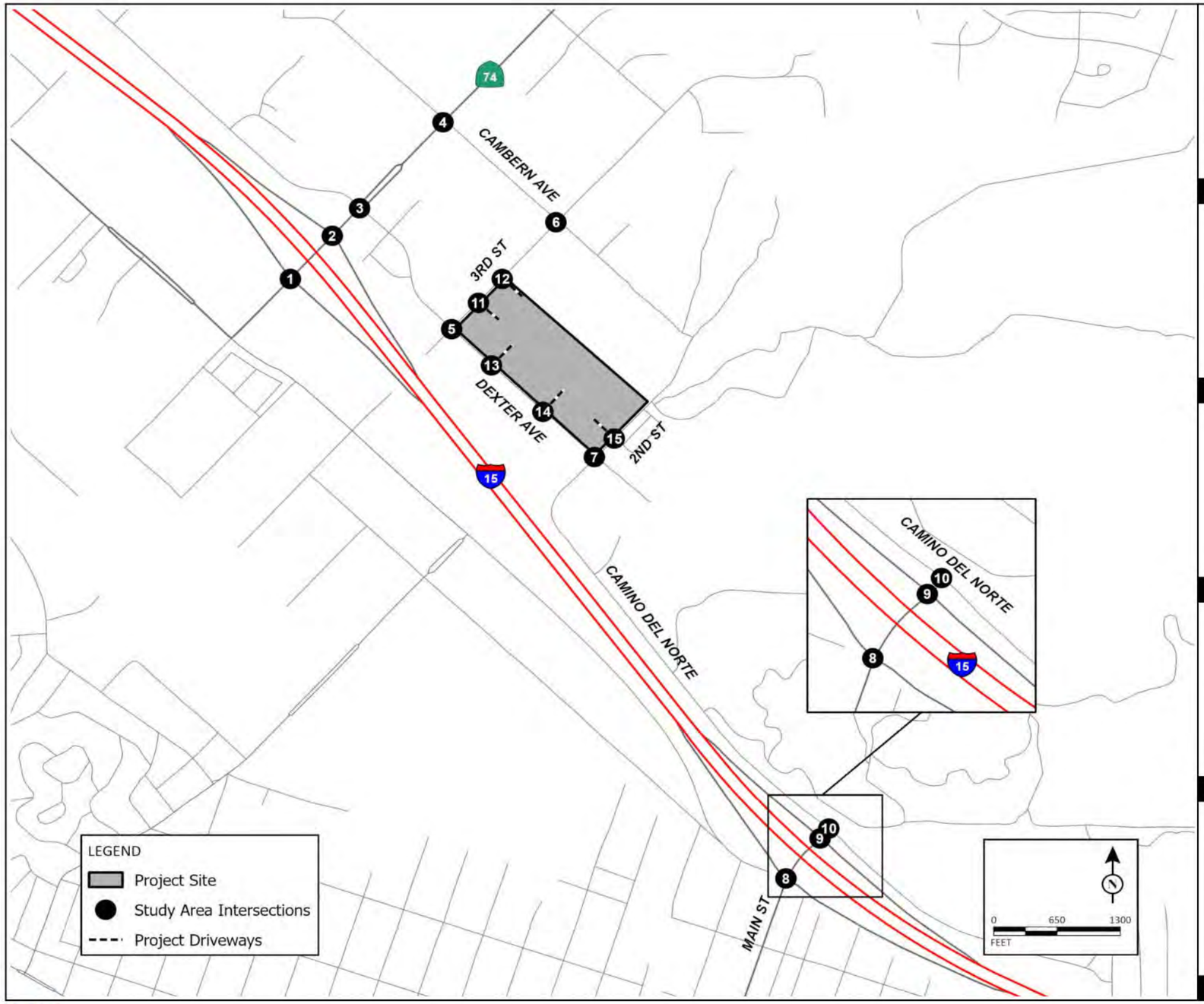
XX% (YY%)

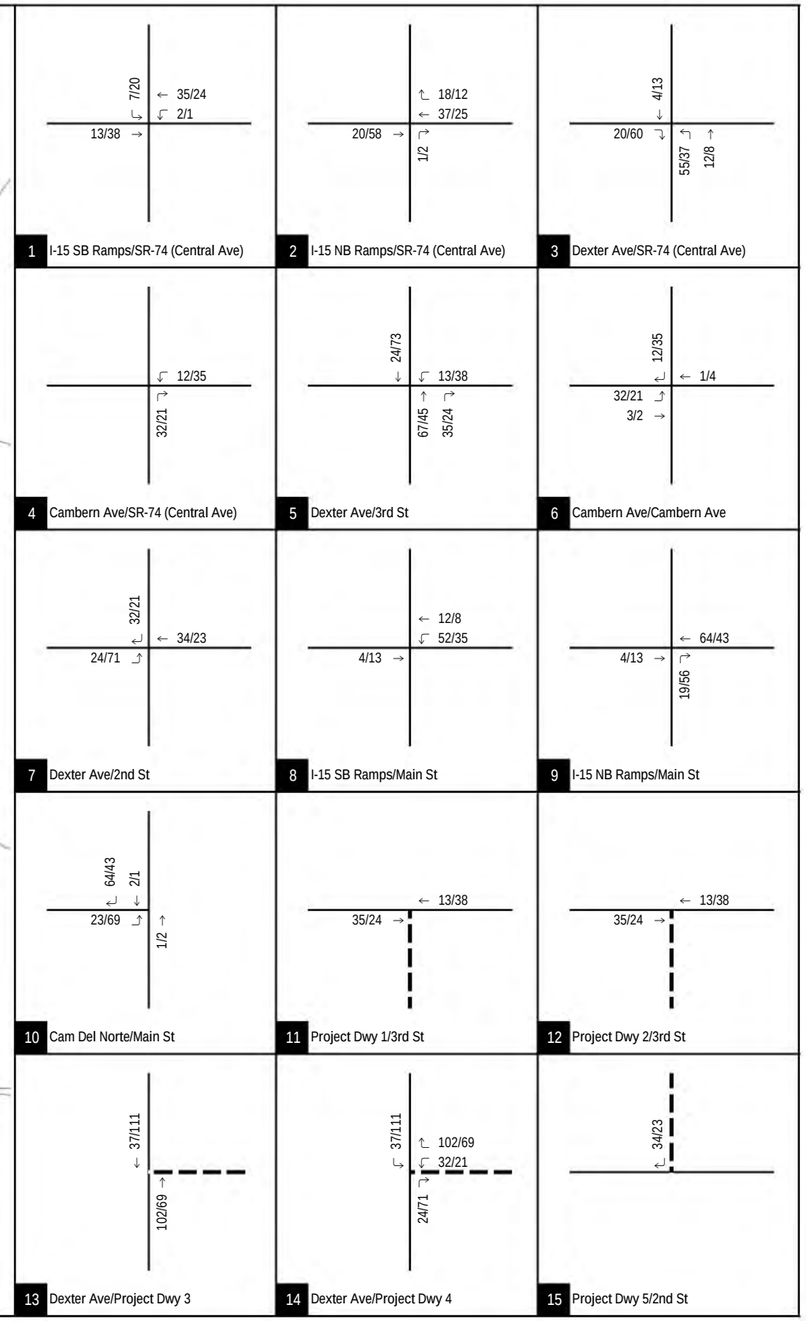
Inbound (Outbound) Distribution

Project Driveway

Dexter Village Project
Traffic Impact Analysis

Project Trip Distribution (Multifamily Residential)





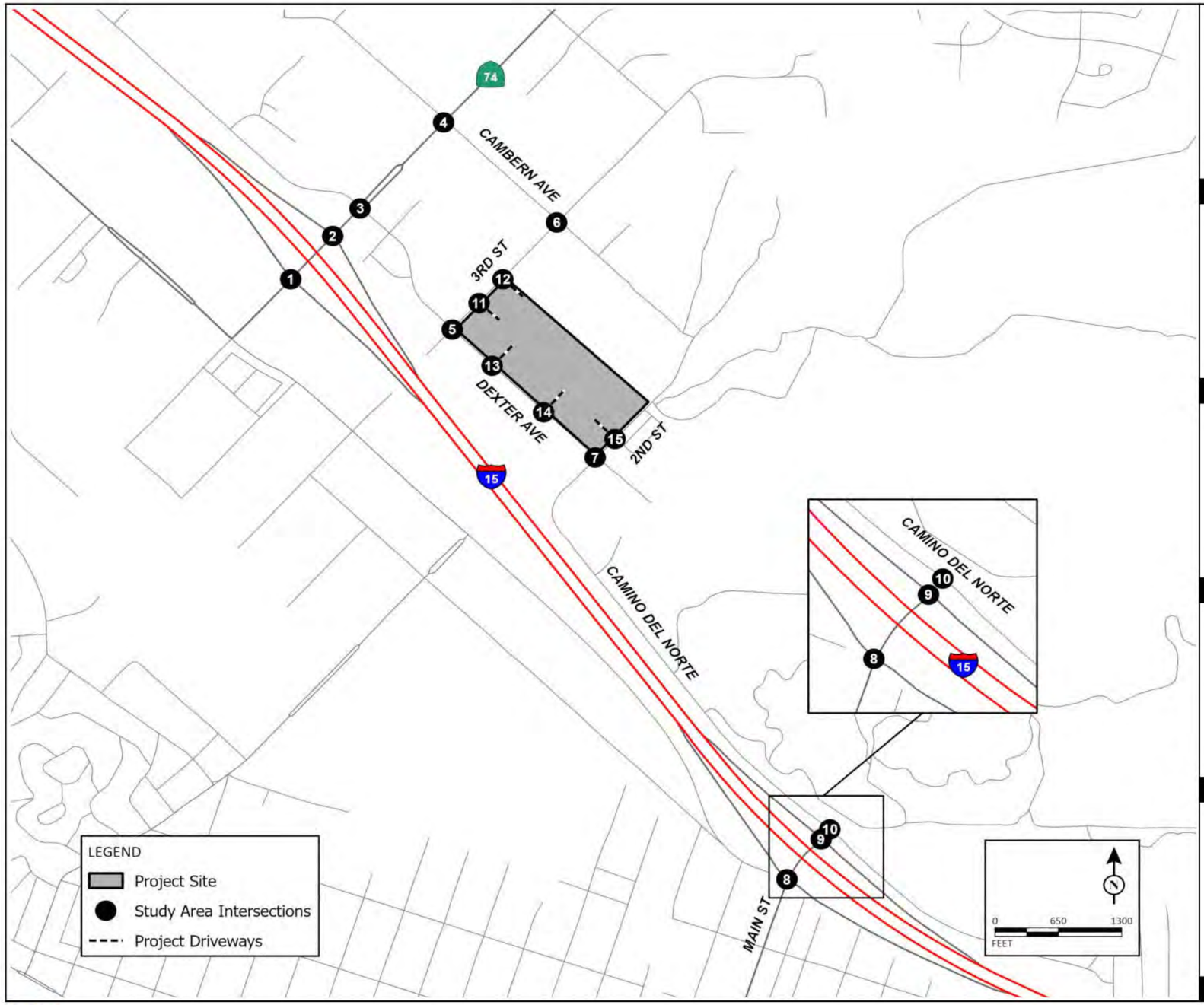
LSA

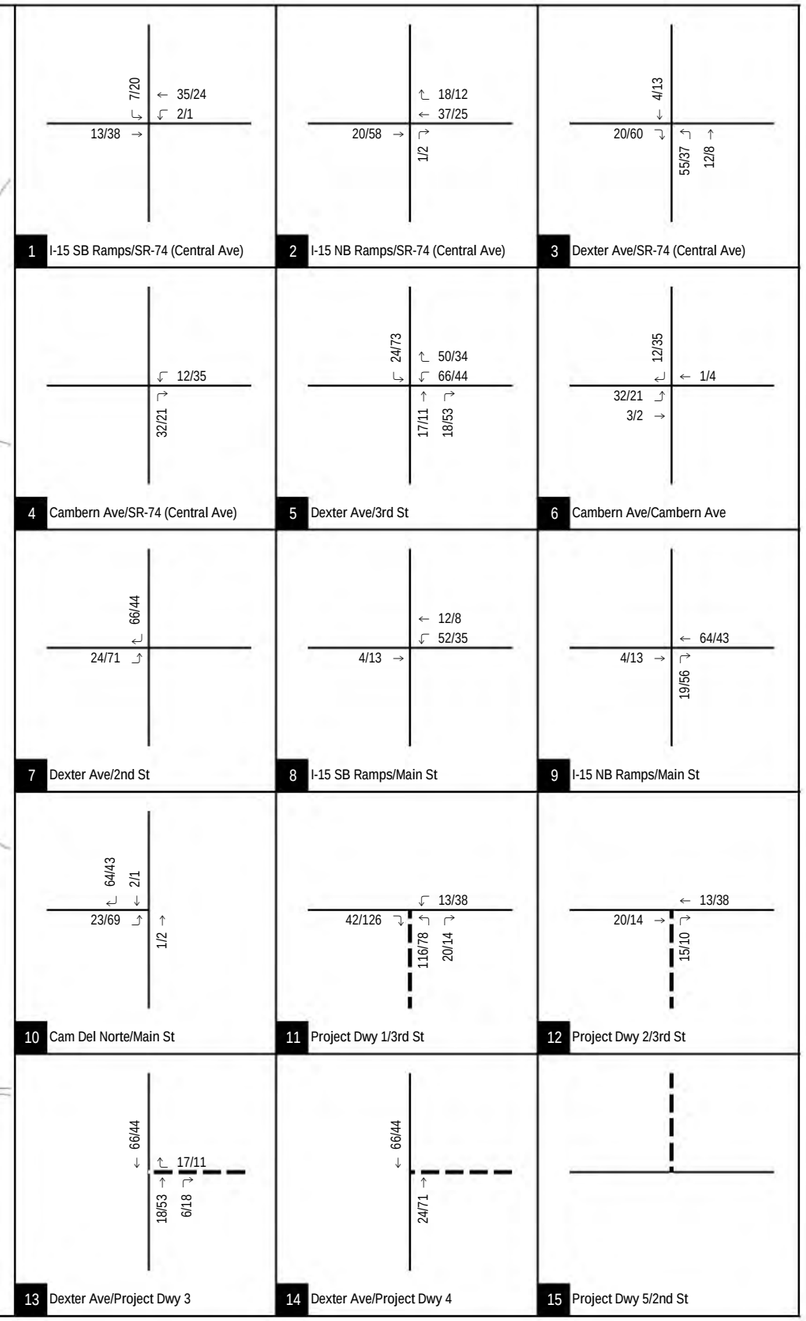
FIGURE 6

XXX/YYY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Dexter Village Project
Traffic Impact Analysis

Project Trip Assignment (Single-Family Residential)





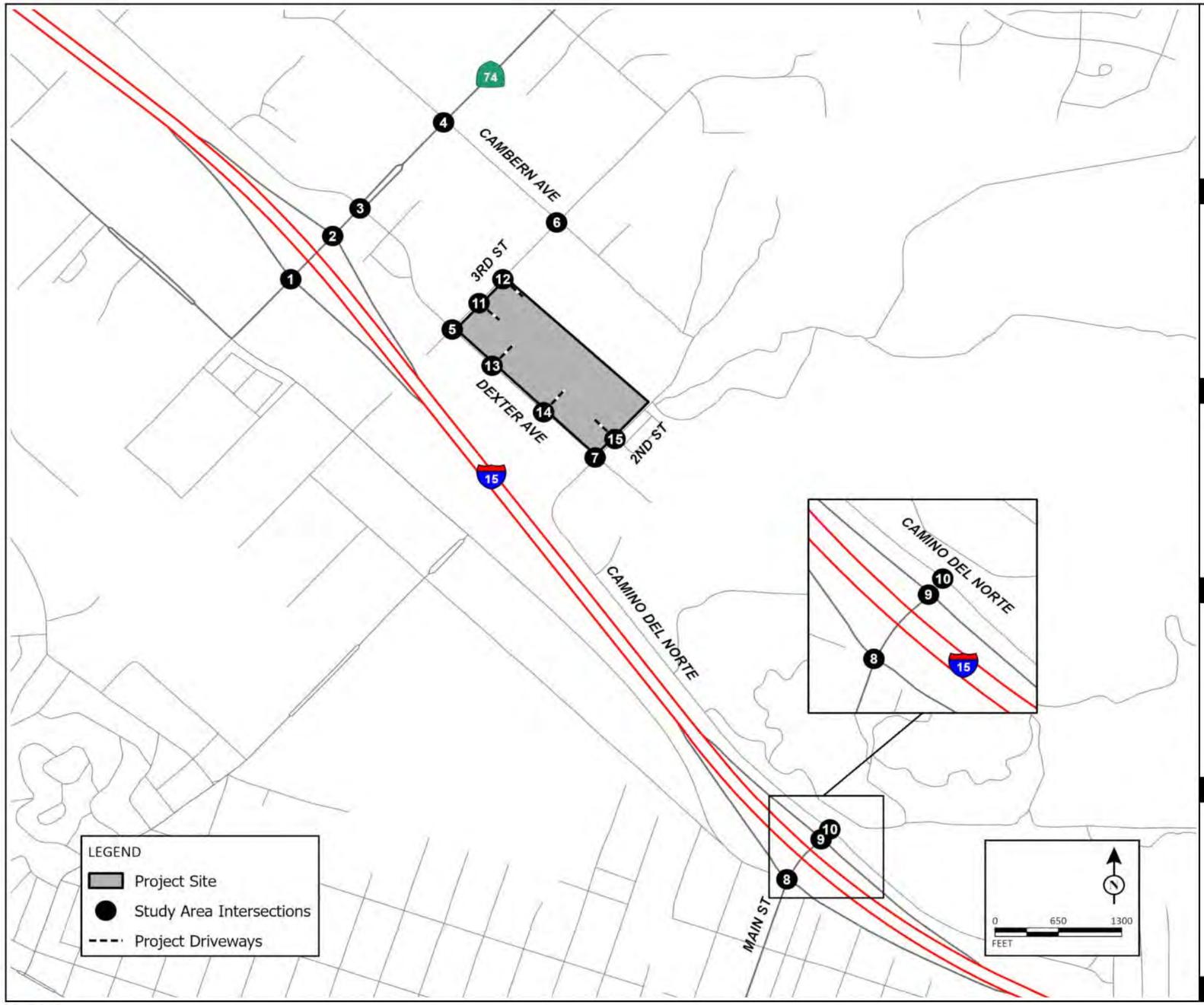
LSA

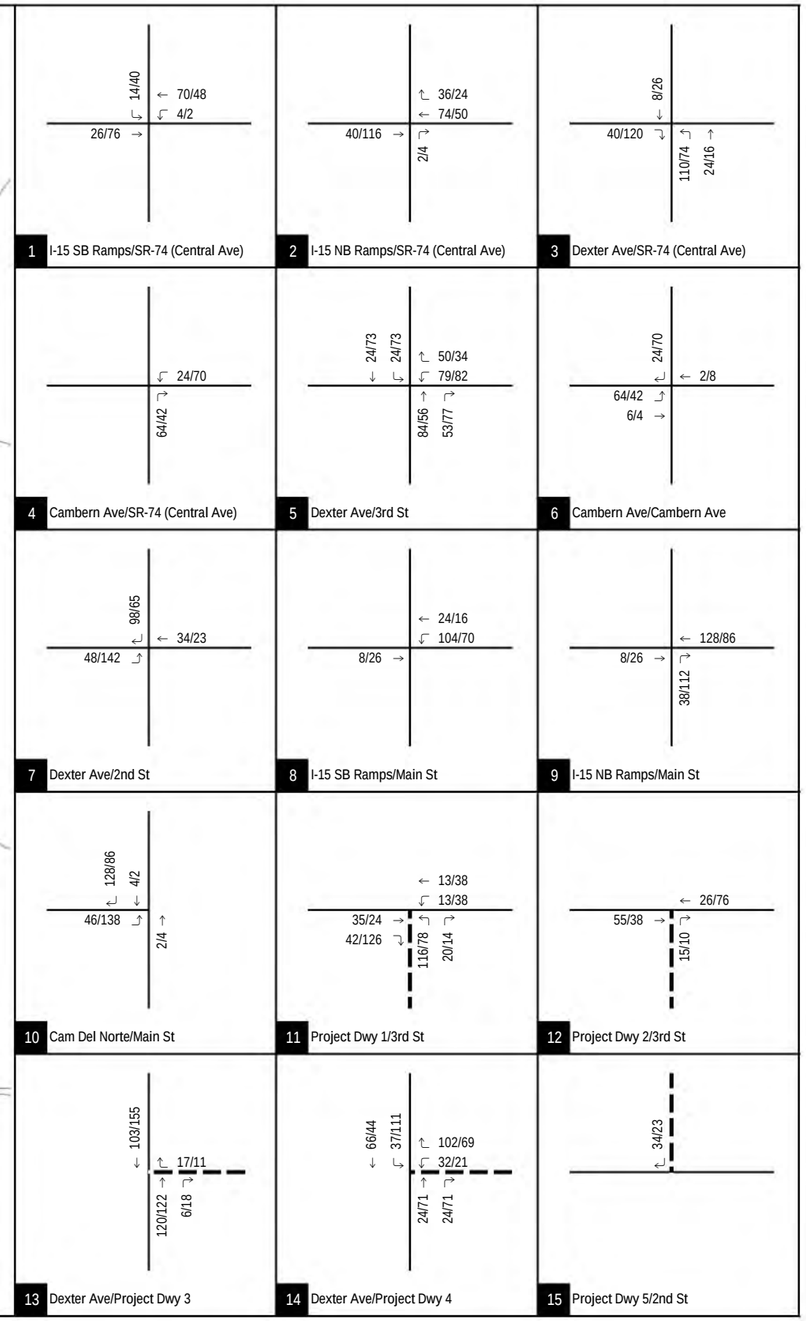
FIGURE 7

XXX/YYY
AM/PM Peak Hour Traffic Volumes
Project Driveway

Dexter Village Project
Traffic Impact Analysis

Project Trip Assignment (Multifamily Residential)





LSA

FIGURE 8

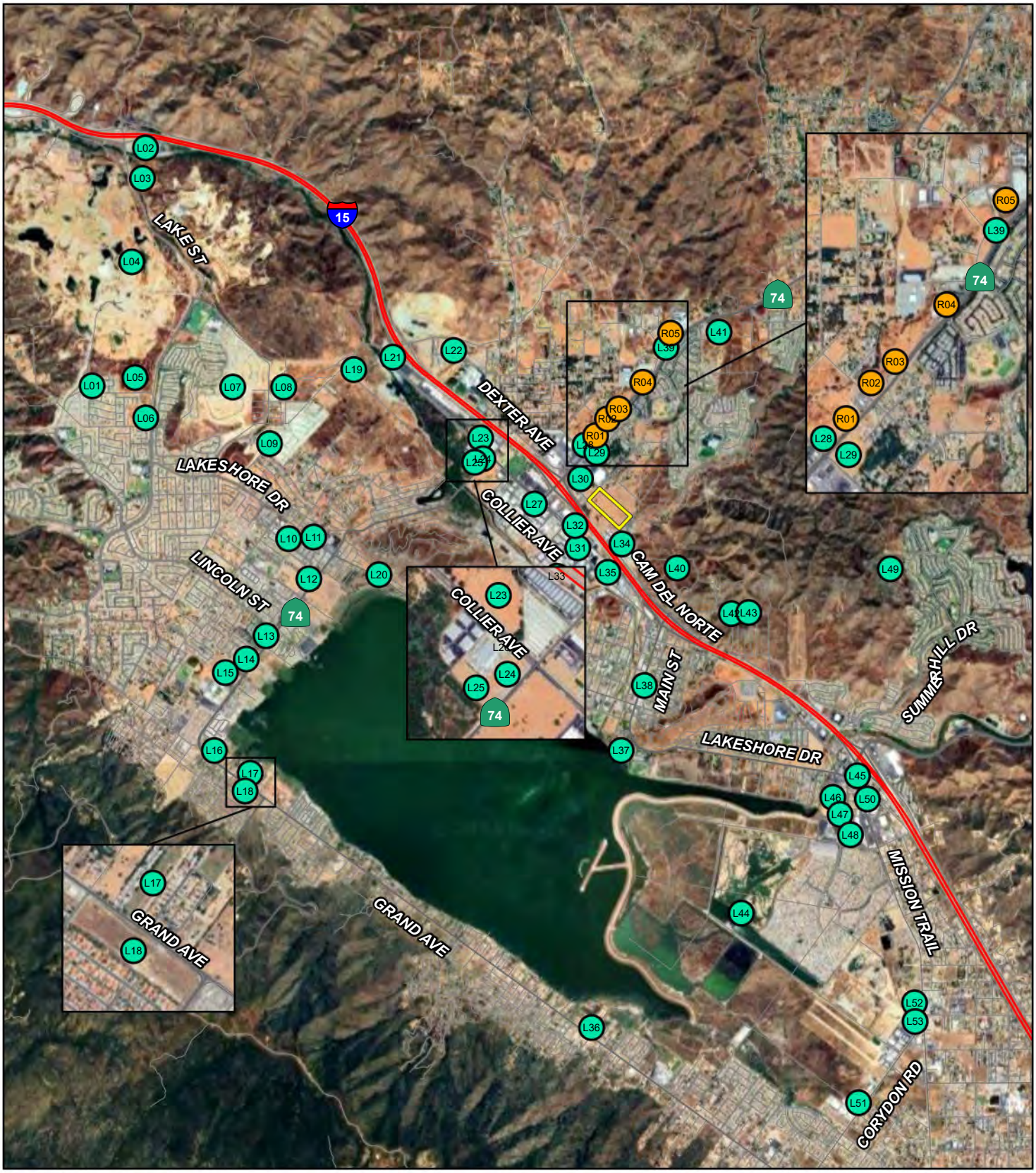
XXX/YYY

AM/PM Peak Hour Traffic Volumes

Project Driveway

Dexter Village Project
Traffic Impact Analysis

Total Net Project Trip Assignment



LSA

LEGEND

- Project Site
- Riverside County
- City of Lake Elsinore

0 2500 5000
FEET

SOURCE: Google Earth Imagery, 2024

FIGURE 9

Dexter Village Project
Traffic Impact Analysis
Cumulative Project Locations

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APPENDICES

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Lake Elsinore requirements for traffic impact analysis of the following project. The analysis must follow the City of Lake Elsinore Traffic Study Guidelines dated May 2020.

Case No. TTM-2024-00005, CUP-2024-0008
Related Cases -
SP No. *Provide SP No. and list of other approved or active projects within the SP.*
EIR No.
GPA No.
CZ No.
Project Name: Dexter Village Project
Project Address: Located northeast of Dexter Avenue between 3rd Street and 2nd Street
Project Description: 137 single-family detached residential, 84 single-family attached residential, 230 multifamily residential

	Consultant	Developer
Name:	LSA Associates, Inc.	Fairbrook Communities LLC
Address:	1500 Iowa Avenue, STE 200	18100 Von Karman Avenue, Suite 870
	Riverside, CA 92507	Irvine, CA 92612
Telephone:	951 781-9310	951 498-4939

A. Trip Generation Source: ITE 11th Edition

Current GP Land Use: Commercial Mixed Use (CMU) — Proposed Land Use: N/A
Current Zoning: Commercial Mixed Use (CMU) — Proposed Zoning: N/A

	Current Trip Generation			Proposed Trip Generation (PCE)		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	61	168	229
PM Trips	0	0	0	182	113	295

Internal Trip Allowance ☐ Yes ☑ No (____ % Trip Discount)
Pass-By Trip Allowance ☐ Yes ☑ No (____ % Trip Discount)

Internal and Pass-By trip allowance percentages shall be per NCHRP 684 and the ITE Trip Generation Manual. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure. Internal trips that use external streets shall be indicated on a report figure.

B. Trip Geographic Distribution: N 20 % S 35 % E 25 % W 20 %
(Attach exhibit for detailed assignment)

C. Background Traffic

Project Build-out Year: 2048 — Annual Ambient Growth Rate: 2 %
Phase Year(s), if needed:
Other area projects to be analyzed: Cumulative project list attached with scoping agreement letter

Model/Forecast methodology: Riverside County Transportation Model (RIVCOM)

Exhibit B – Scoping Agreement – Page 2

D. Study intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. I-15 Southbound Ramps/SR-74 (Central Avenue)
2. I-15 Northbound Ramps/SR-74 (Central Avenue)
3. Dexter Avenue/SR-74 (Central Avenue)
4. Cambern Avenue/SR-74 (Central Avenue)
5. Dexter Avenue/3rd Street
6. Cambern Avenue/3rd Street
7. Dexter Avenue/2nd Street
8. I-15 Southbound Ramps/Main Street
9. I-15 Northbound Ramps/Main Street
10. Camino del Norte/Main Street

+Project Driveway Intersections

E. Study Roadway Segments: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. Dexter Ave, between SR-74 (Central Ave) and 3rd Street
2. Camino del Norte, between 2nd Street and Main Street
3.
4.
5.
6.
7.
8.
9.
10.

E. Other Jurisdictional Impacts

Is this project within one-mile radius of another jurisdiction or a State Highway? ☑ Yes ☐ No

If so, name of Agency: Riverside County, Caltrans

F. Site Plan (please attach figure)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by City)

H. Existing Conditions

Traffic count data must be new or recent within 1 calendar year. Provide traffic count dates if using other than new counts. Date of counts:_____

I. Traffic Study Requirements

Traffic Study Required: ___ _____
Focused Study Required: ___ _____
Except from Analysis: ___ _____

Recommended by:

_____ 12/10/2024
Consultant's Representative Date

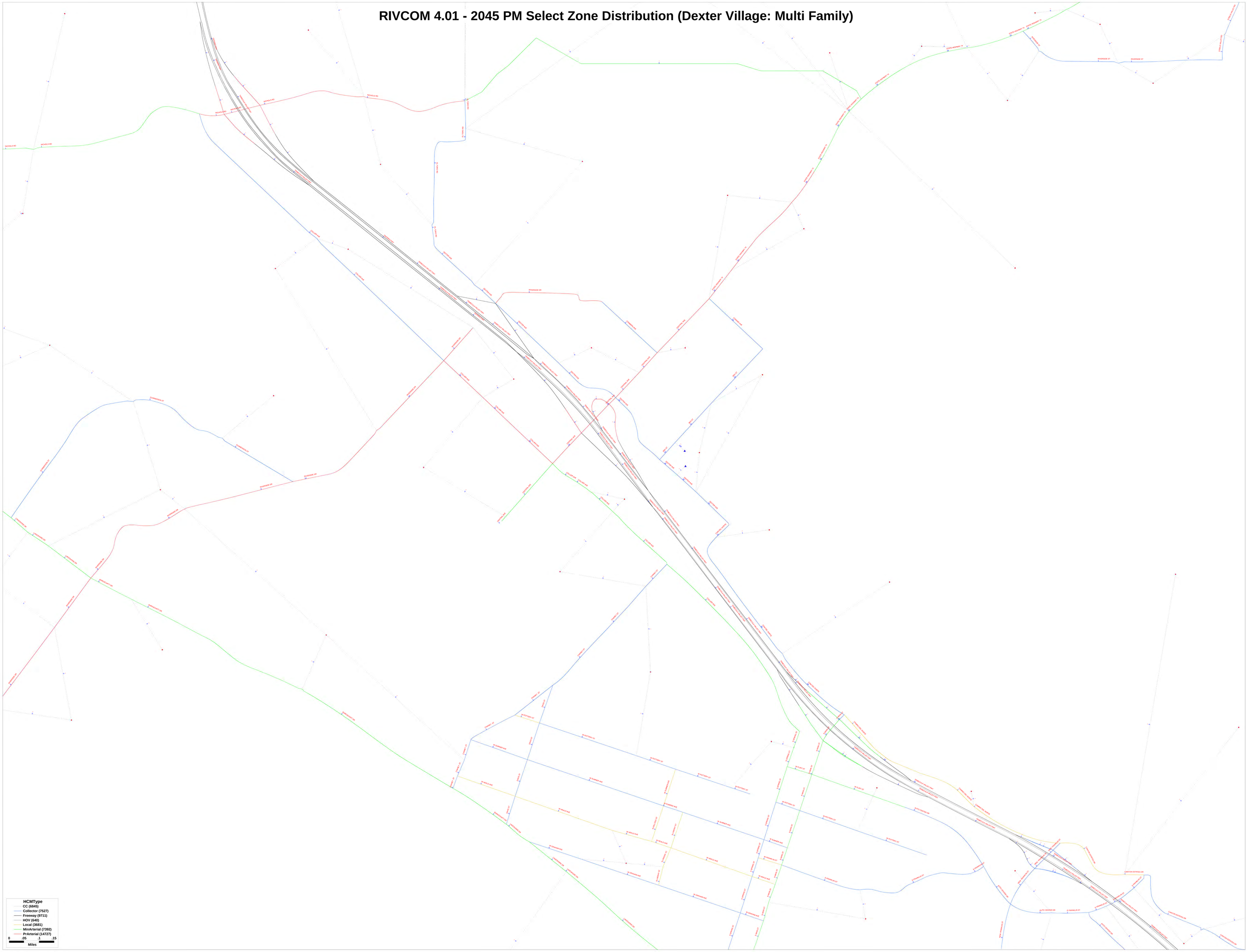
Approved Scoping Agreement:

_____ _____
City of Lake Elsinore Engineering Department Date

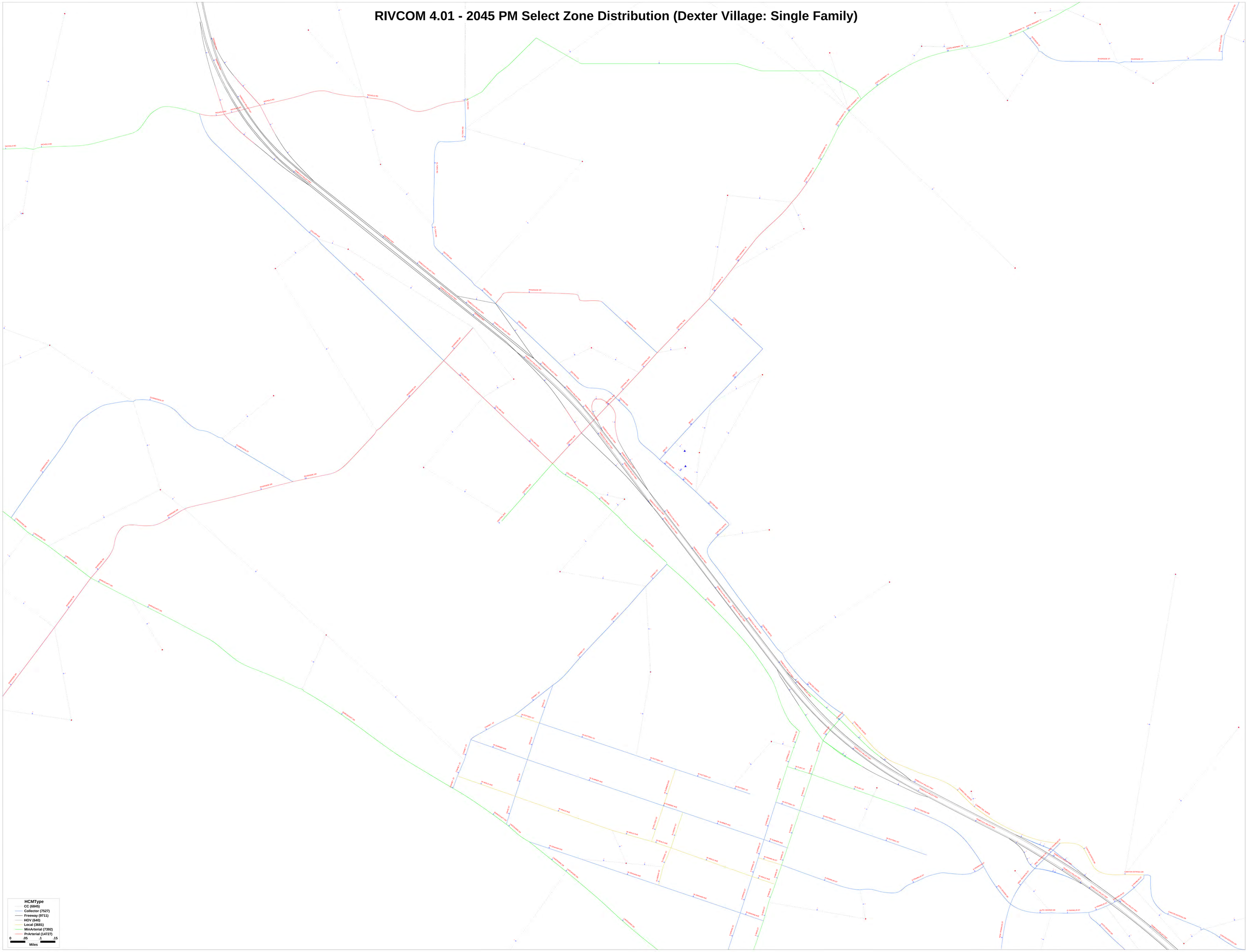
Scoping Agreement Submitted on 12/10/2024

Revised on _____

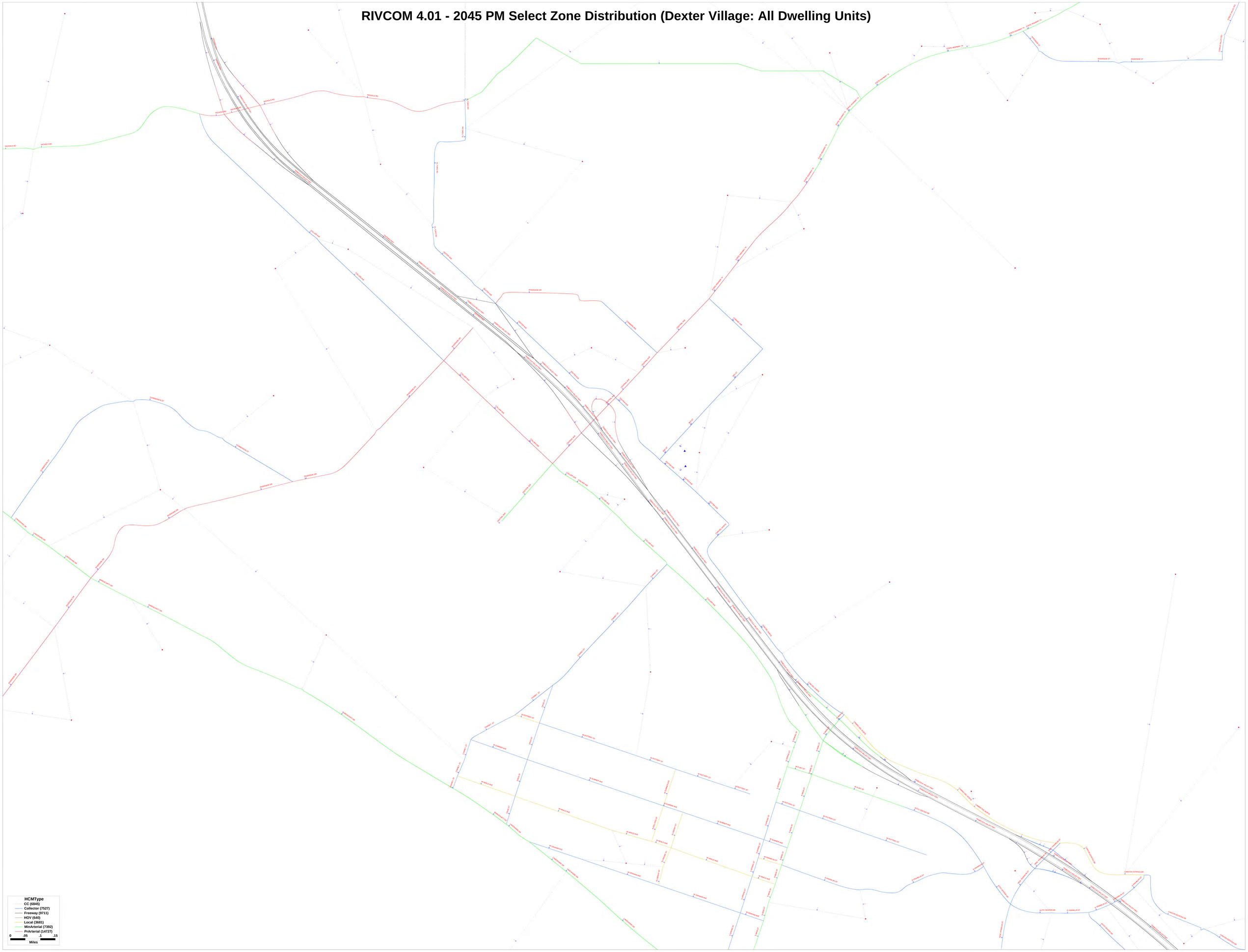
RIVCOM 4.01 - 2045 PM Select Zone Distribution (Dexter Village: Multi Family)


HCMType
CC (6845)
Collector (7527)
Freeway (9711)
HOV (640)
Local (3681)
MinArterial (7392)
PrArterial (14727)
0 .05 .1 .15
Miles
NICHOLS RD
RIVERSIDE DR
CANYON ST
MAIN ST
DEXTER-HORTONVILLE RD
DEXTER-PINCKNEY RD
DEXTER-ANN ARBOR RD
HUDSON DR
CHANNING WAY
CANYON ESTATES DR
AUTO CENTER DR
S MAIN PL ST
W HUTTERY ST
W SUMNER AVE
W HEALD AVE
W GRAND AVE
S MAPLE ST
S FRANKLIN ST
S CHERRY ST
S ELM ST
S ANN ARBOR ST
S MAIN ST
S CLINTON ST
S ROSE ST
S DEXTER-YPSILANTI RD
S DEXTER-DEXTER TOWNSHIP TL
S DEXTER-ANN ARBOR RD
S DEXTER-DEXTER TOWNSHIP TL
S DEXTER-HORTONVILLE RD
S DEXTER-DEXTER TOWNSHIP TL
S DEXTER-PINCKNEY

RIVCOM 4.01 - 2045 PM Select Zone Distribution (Dexter Village: Single Family)



RIVCOM 4.01 - 2045 PM Select Zone Distribution (Dexter Village: All Dwelling Units)



APPENDIX B

I-15/SR-74 (CENTRAL AVENUE) INTERCHANGE PROJECT ALTERNATIVE 3 CONCEPTUAL LAYOUT PLAN

CITY OF LAKE ELSINORE
DREAM EXTREME™



I-15/SR-74 (CENTRAL AVENUE) INTERCHANGE IMPROVEMENT PROJECT

Alternative 3 (NB Hook Ramps with NB Loop Off-Ramp to WB SR-74)



CITY OF LAKE ELSINORE
DREAM EXTREME



I-15/SR-74 (CENTRAL AVENUE) INTERCHANGE IMPROVEMENT PROJECT

Alternative 3 (NB Hook Ramps with NB Loop Off-Ramp to WB SR-74)



APPENDIX C

TRAFFIC COUNT AND SIGNAL TIMING SHEETS

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

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

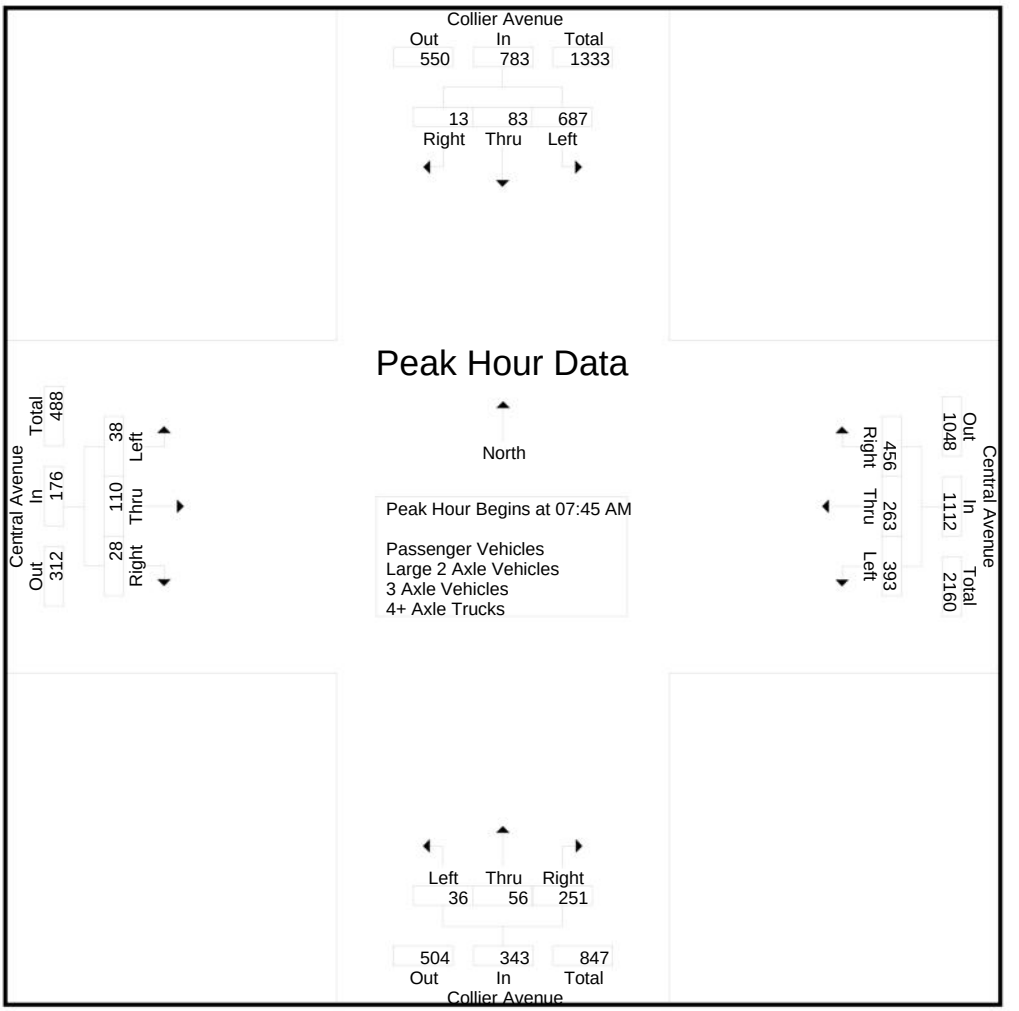
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	130	15	0	145	73	38	129	240	2	11	36	49	2	12	3	17	451
07:15 AM	172	12	2	186	116	32	111	259	5	10	34	49	8	14	5	27	521
07:30 AM	150	24	2	176	96	48	126	270	4	11	47	62	6	21	4	31	539
07:45 AM	207	24	7	238	124	81	111	316	4	10	66	80	8	19	6	33	667
Total	659	75	11	745	409	199	477	1085	15	42	183	240	24	66	18	108	2178
08:00 AM	184	16	3	203	111	76	124	311	15	16	55	86	6	27	8	41	641
08:15 AM	154	20	3	177	80	51	109	240	13	17	63	93	8	35	5	48	558
08:30 AM	142	23	0	165	78	55	112	245	4	13	67	84	16	29	9	54	548
08:45 AM	129	19	12	160	100	56	126	282	5	24	79	108	21	31	5	57	607
Total	609	78	18	705	369	238	471	1078	37	70	264	371	51	122	27	200	2354
Grand Total	1268	153	29	1450	778	437	948	2163	52	112	447	611	75	188	45	308	4532
Apprch %	87.4	10.6	2		36	20.2	43.8		8.5	18.3	73.2		24.4	61	14.6		
Total %	28	3.4	0.6	32	17.2	9.6	20.9	47.7	1.1	2.5	9.9	13.5	1.7	4.1	1	6.8	
Passenger Vehicles	1236	147	28	1411	749	426	916	2091	51	110	415	576	74	177	41	292	4370
% Passenger Vehicles	97.5	96.1	96.6	97.3	96.3	97.5	96.6	96.7	98.1	98.2	92.8	94.3	98.7	94.1	91.1	94.8	96.4
Large 2 Axle Vehicles	17	5	1	23	20	4	21	45	1	2	19	22	0	6	0	6	96
% Large 2 Axle Vehicles	1.3	3.3	3.4	1.6	2.6	0.9	2.2	2.1	1.9	1.8	4.3	3.6	0	3.2	0	1.9	2.1
3 Axle Vehicles	2	0	0	2	3	3	4	10	0	0	6	6	0	2	0	2	20
% 3 Axle Vehicles	0.2	0	0	0.1	0.4	0.7	0.4	0.5	0	0	1.3	1	0	1.1	0	0.6	0.4
4+ Axle Trucks	13	1	0	14	6	4	7	17	0	0	7	7	1	3	4	8	46
% 4+ Axle Trucks	1	0.7	0	1	0.8	0.9	0.7	0.8	0	0	1.6	1.1	1.3	1.6	8.9	2.6	1

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**207**	**24**	**7**	**238**	**124**	**81**	111	**316**	4	10	66	80	8	19	6	33	**667**
08:00 AM	184	16	3	203	111	76	**124**	311	**15**	16	55	86	6	27	8	41	641
08:15 AM	154	20	3	177	80	51	109	240	13	**17**	63	**93**	8	**35**	5	48	558
08:30 AM	142	23	0	165	78	55	112	245	4	13	**67**	84	**16**	29	**9**	**54**	548
Total Volume	687	83	13	783	393	263	456	1112	36	56	251	343	38	110	28	176	2414
% App. Total	87.7	10.6	1.7		35.3	23.7	41		10.5	16.3	73.2		21.6	62.5	15.9		
PHF	.830	.865	.464	.822	.792	.812	.919	.880	.600	.824	.937	.922	.594	.786	.778	.815	.905

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

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025



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

	07:15 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	172	12	2	186	116	32	111	259	**15**	16	55	86	6	27	8	41
+15 mins.	150	**24**	2	176	96	48	**126**	270	13	17	63	93	8	**35**	5	48
+30 mins.	**207**	24	**7**	**238**	**124**	**81**	111	**316**	4	13	67	84	16	29	**9**	54
+45 mins.	184	16	3	203	111	76	124	311	5	**24**	**79**	**108**	**21**	31	5	**57**
Total Volume	713	76	14	803	447	237	472	1156	37	70	264	371	51	122	27	200
% App. Total	88.8	9.5	1.7		38.7	20.5	40.8		10	18.9	71.2		25.5	61	13.5	
PHF	.861	.792	.500	.843	.901	.731	.937	.915	.617	.729	.835	.859	.607	.871	.750	.877

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

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

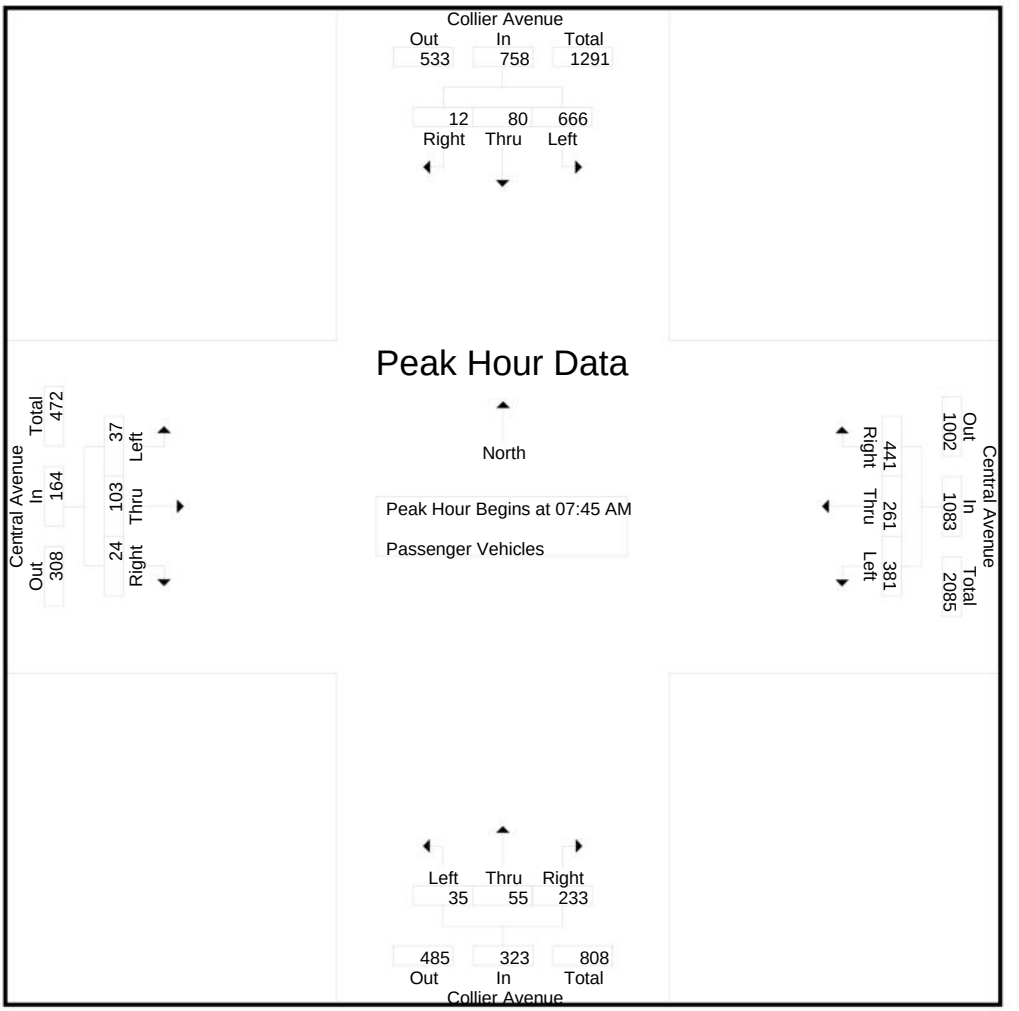
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	127	15	0	142	70	38	124	232	2	11	32	45	2	11	3	16	435
07:15 AM	171	12	2	185	111	30	107	248	5	9	31	45	8	14	5	27	505
07:30 AM	146	23	2	171	94	46	120	260	4	11	44	59	6	20	4	30	520
07:45 AM	202	24	6	232	119	81	107	307	4	10	61	75	8	18	6	32	646
Total	646	74	10	730	394	195	458	1047	15	41	168	224	24	63	18	105	2106
08:00 AM	178	15	3	196	108	74	122	304	14	15	49	78	6	26	7	39	617
08:15 AM	149	19	3	171	79	51	105	235	13	17	58	88	7	34	3	44	538
08:30 AM	137	22	0	159	75	55	107	237	4	13	65	82	16	25	8	49	527
08:45 AM	126	17	12	155	93	51	124	268	5	24	75	104	21	29	5	55	582
Total	590	73	18	681	355	231	458	1044	36	69	247	352	50	114	23	187	2264
Grand Total	1236	147	28	1411	749	426	916	2091	51	110	415	576	74	177	41	292	4370
Apprch %	87.6	10.4	2		35.8	20.4	43.8		8.9	19.1	72		25.3	60.6	14		
Total %	28.3	3.4	0.6	32.3	17.1	9.7	21	47.8	1.2	2.5	9.5	13.2	1.7	4.1	0.9	6.7	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**202**	**24**	**6**	**232**	**119**	**81**	107	**307**	4	10	61	75	8	18	6	32	**646**
08:00 AM	178	15	3	196	108	74	**122**	304	**14**	15	49	78	6	26	7	39	617
08:15 AM	149	19	3	171	79	51	105	235	13	**17**	58	**88**	7	**34**	3	44	538
08:30 AM	137	22	0	159	75	55	107	237	4	13	**65**	82	**16**	25	**8**	**49**	527
Total Volume	666	80	12	758	381	261	441	1083	35	55	233	323	37	103	24	164	2328
% App. Total	87.9	10.6	1.6		35.2	24.1	40.7		10.8	17	72.1		22.6	62.8	14.6		
PHF	.824	.833	.500	.817	.800	.806	.904	.882	.625	.809	.896	.918	.578	.757	.750	.837	.901

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

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**202**	**24**	**6**	**232**	**119**	**81**	107	**307**	4	10	61	75	8	18	6	32
+15 mins.	178	15	3	196	108	74	**122**	304	**14**	15	49	78	6	26	7	39
+30 mins.	149	19	3	171	79	51	105	235	13	**17**	58	**88**	7	**34**	3	44
+45 mins.	137	22	0	159	75	55	107	237	4	13	**65**	82	**16**	25	**8**	**49**
Total Volume	666	80	12	758	381	261	441	1083	35	55	233	323	37	103	24	164
% App. Total	87.9	10.6	1.6		35.2	24.1	40.7		10.8	17	72.1		22.6	62.8	14.6	
PHF	.824	.833	.500	.817	.800	.806	.904	.882	.625	.809	.896	.918	.578	.757	.750	.837

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

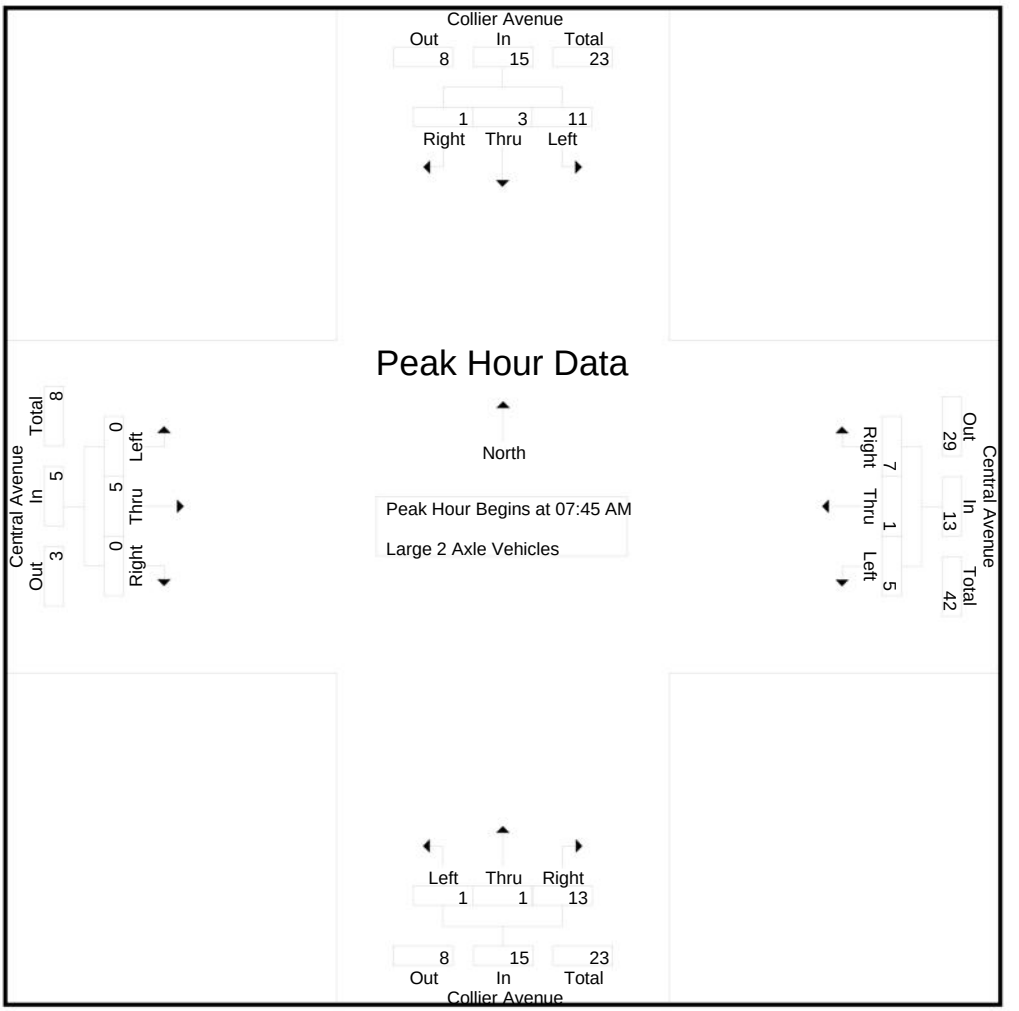
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	3	0	5	8	0	0	2	2	0	0	0	0	11
07:15 AM	1	0	0	1	4	0	2	6	0	1	0	1	0	0	0	0	8
07:30 AM	3	1	0	4	2	0	5	7	0	0	2	2	0	0	0	0	13
07:45 AM	4	0	1	5	1	0	0	1	0	0	4	4	0	1	0	1	11
Total	9	1	1	11	10	0	12	22	0	1	8	9	0	1	0	1	43
08:00 AM	3	1	0	4	2	1	1	4	1	1	5	7	0	0	0	0	15
08:15 AM	3	1	0	4	1	0	3	4	0	0	2	2	0	1	0	1	11
08:30 AM	1	1	0	2	1	0	3	4	0	0	2	2	0	3	0	3	11
08:45 AM	1	1	0	2	6	3	2	11	0	0	2	2	0	1	0	1	16
Total	8	4	0	12	10	4	9	23	1	1	11	13	0	5	0	5	53
Grand Total	17	5	1	23	20	4	21	45	1	2	19	22	0	6	0	6	96
Apprch %	73.9	21.7	4.3		44.4	8.9	46.7		4.5	9.1	86.4		0	100	0		
Total %	17.7	5.2	1	24	20.8	4.2	21.9	46.9	1	2.1	19.8	22.9	0	6.2	0	6.2	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**4**	0	**1**	**5**	1	0	0	1	0	0	4	4	0	1	0	1	11
08:00 AM	3	**1**	0	4	**2**	**1**	1	**4**	**1**	**1**	**5**	**7**	0	0	0	0	**15**
08:15 AM	3	1	0	4	1	0	**3**	4	0	0	2	2	0	1	0	1	11
08:30 AM	1	1	0	2	1	0	3	4	0	0	2	2	0	**3**	0	**3**	11
Total Volume	11	3	1	15	5	1	7	13	1	1	13	15	0	5	0	5	48
% App. Total	73.3	20	6.7		38.5	7.7	53.8		6.7	6.7	86.7		0	100	0		
PHF	.688	.750	.250	.750	.625	.250	.583	.813	.250	.250	.650	.536	.000	.417	.000	.417	.800

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

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**4**	0	**1**	**5**	1	0	0	1	0	0	4	4	0	1	0	1
+15 mins.	3	**1**	0	4	**2**	**1**	1	**4**	**1**	**1**	**5**	**7**	0	0	0	0
+30 mins.	3	1	0	4	1	0	**3**	4	0	0	2	2	0	1	0	1
+45 mins.	1	1	0	2	1	0	3	4	0	0	2	2	0	**3**	0	**3**
Total Volume	11	3	1	15	5	1	7	13	1	1	13	15	0	5	0	5
% App. Total	73.3	20	6.7		38.5	7.7	53.8		6.7	6.7	86.7		0	100	0	
PHF	.688	.750	.250	.750	.625	.250	.583	.813	.250	.250	.650	.536	.000	.417	.000	.417

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

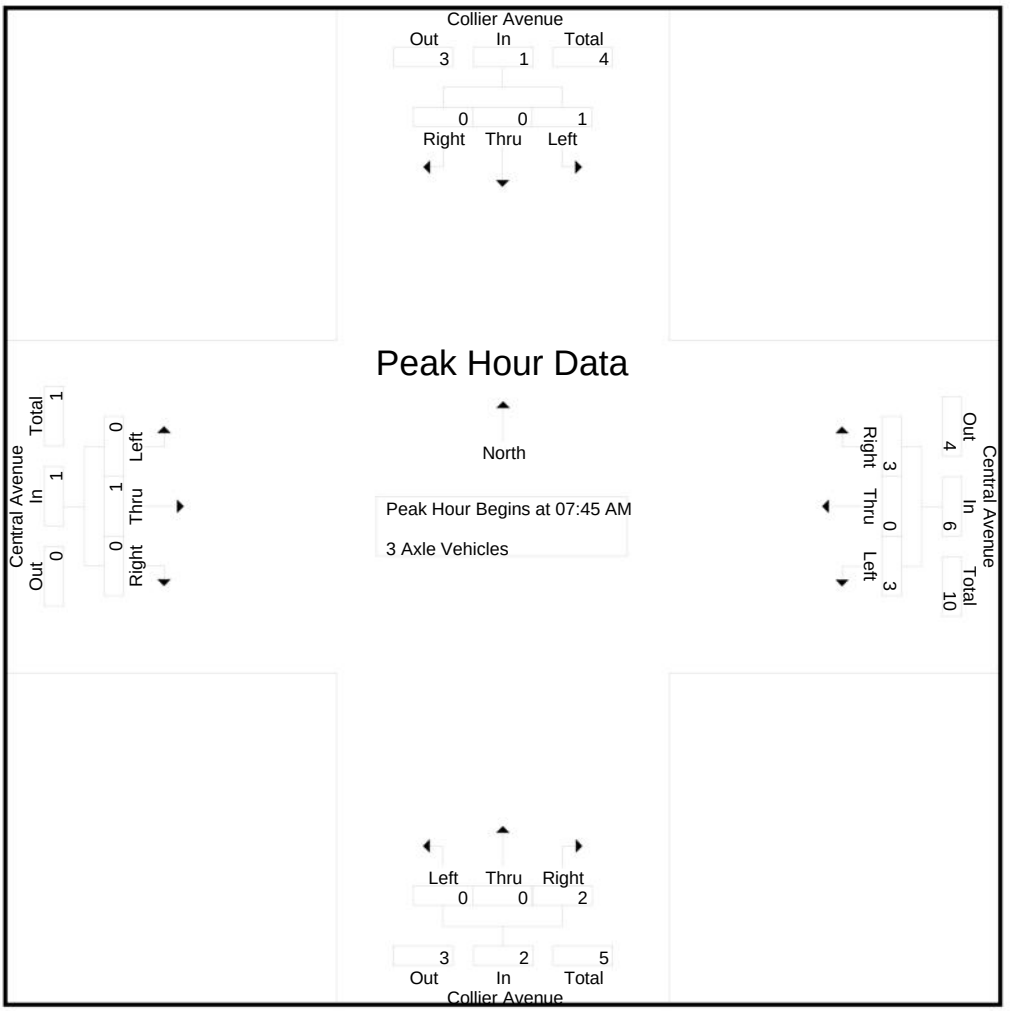
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	1	2	0	0	2	2	0	0	0	0	4
07:30 AM	1	0	0	1	0	1	0	1	0	0	1	1	0	1	0	1	4
07:45 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	1	2	2	5	0	0	3	3	0	1	0	1	10
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
08:30 AM	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
Total	1	0	0	1	2	1	2	5	0	0	3	3	0	1	0	1	10
Grand Total	2	0	0	2	3	3	4	10	0	0	6	6	0	2	0	2	20
Apprch %	100	0	0		30	30	40		0	0	100		0	100	0		
Total %	10	0	0	10	15	15	20	50	0	0	30	30	0	10	0	10	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	1	0	**1**	2	0	0	0	0	0	0	0	0	2
08:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
08:15 AM	0	0	0	0	0	0	1	1	0	0	**2**	**2**	0	0	0	0	**3**
08:30 AM	0	0	0	0	**2**	0	1	**3**	0	0	0	0	0	0	0	0	3
Total Volume	1	0	0	1	3	0	3	6	0	0	2	2	0	1	0	1	10
% App. Total	100	0	0		50	0	50		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.375	.000	.750	.500	.000	.000	.250	.250	.000	.250	.000	.250	.833

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

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	1	0	**1**	2	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	1	1	0	0	**2**	**2**	0	0	0	0
+45 mins.	0	0	0	0	**2**	0	1	**3**	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	3	0	3	6	0	0	2	2	0	1	0	1
% App. Total	100	0	0		50	0	50		0	0	100		0	100	0	
PHF	.250	.000	.000	.250	.375	.000	.750	.500	.000	.000	.250	.250	.000	.250	.000	.250

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

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

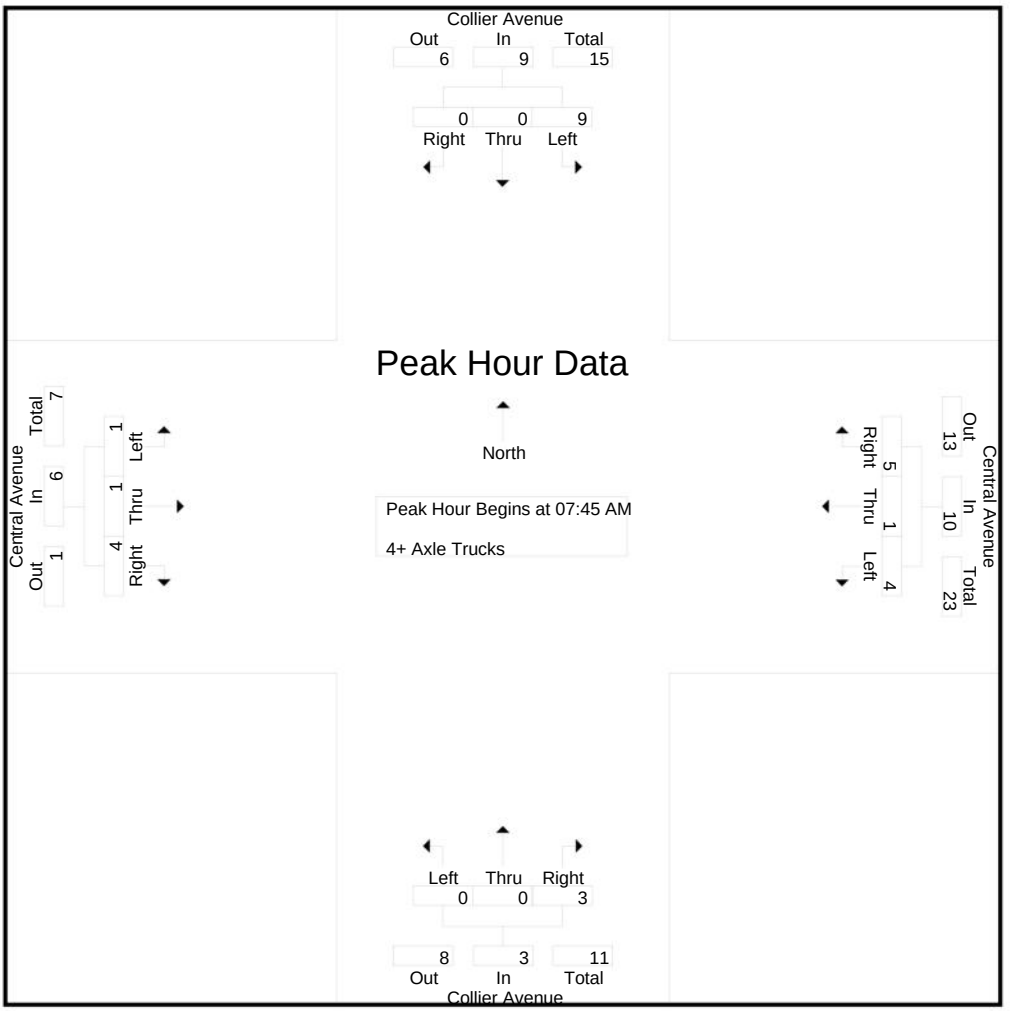
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	0	2	2	0	1	0	1	5
07:15 AM	0	0	0	0	1	1	1	3	0	0	1	1	0	0	0	0	4
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	3	0	3	6	0	0	1	1	0	0	0	0	8
Total	3	0	0	3	4	2	5	11	0	0	4	4	0	1	0	1	19
08:00 AM	2	0	0	2	1	1	1	3	0	0	1	1	0	0	1	1	7
08:15 AM	2	0	0	2	0	0	0	0	0	0	1	1	1	0	2	3	6
08:30 AM	4	0	0	4	0	0	1	1	0	0	0	0	0	1	1	2	7
08:45 AM	2	1	0	3	1	1	0	2	0	0	1	1	0	1	0	1	7
Total	10	1	0	11	2	2	2	6	0	0	3	3	1	2	4	7	27
Grand Total	13	1	0	14	6	4	7	17	0	0	7	7	1	3	4	8	46
Apprch %	92.9	7.1	0		35.3	23.5	41.2		0	0	100		12.5	37.5	50		
Total %	28.3	2.2	0	30.4	13	8.7	15.2	37	0	0	15.2	15.2	2.2	6.5	8.7	17.4	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	0	1	**3**	0	**3**	**6**	0	0	**1**	**1**	0	0	0	0	**8**
08:00 AM	2	0	0	2	1	**1**	1	3	0	0	1	1	0	0	1	1	7
08:15 AM	2	0	0	2	0	0	0	0	0	0	1	1	**1**	0	**2**	**3**	6
08:30 AM	**4**	0	0	**4**	0	0	1	1	0	0	0	0	0	**1**	1	2	7
Total Volume	9	0	0	9	4	1	5	10	0	0	3	3	1	1	4	6	28
% App. Total	100	0	0		40	10	50		0	0	100		16.7	16.7	66.7		
PHF	.563	.000	.000	.563	.333	.250	.417	.417	.000	.000	.750	.750	.250	.250	.500	.500	.875

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	0	0	1	**3**	0	**3**	**6**	0	0	**1**	**1**	0	0	0	0
+15 mins.	2	0	0	2	1	**1**	1	3	0	0	1	1	0	0	1	1
+30 mins.	2	0	0	2	0	0	0	0	0	0	1	1	**1**	0	**2**	**3**
+45 mins.	**4**	0	0	**4**	0	0	1	1	0	0	0	0	0	**1**	1	2
Total Volume	9	0	0	9	4	1	5	10	0	0	3	3	1	1	4	6
% App. Total	100	0	0		40	10	50		0	0	100		16.7	16.7	66.7	
PHF	.563	.000	.000	.563	.333	.250	.417	.417	.000	.000	.750	.750	.250	.250	.500	.500

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

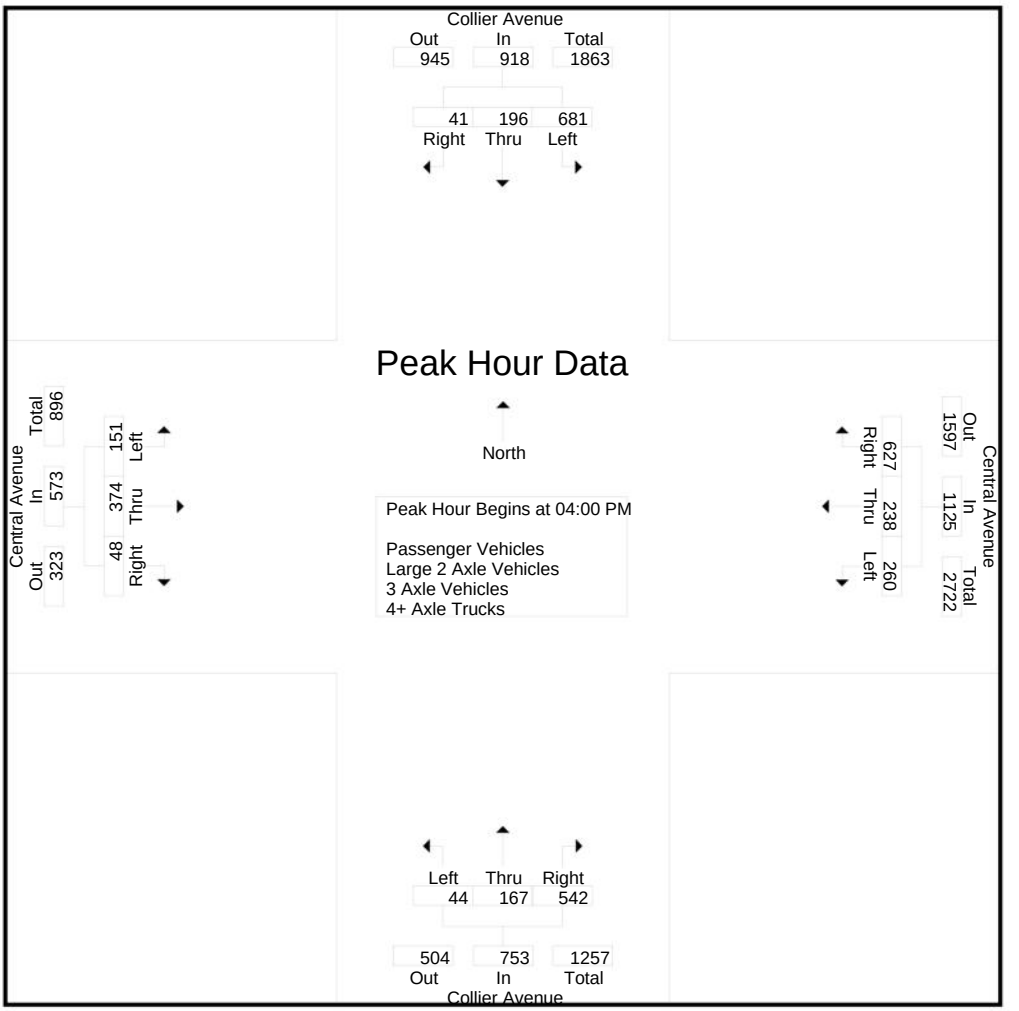
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	168	53	13	234	100	65	172	337	8	45	161	214	55	94	18	167	952
04:15 PM	181	56	13	250	60	57	158	275	12	40	125	177	33	78	11	122	824
04:30 PM	150	48	7	205	45	68	165	278	14	43	146	203	33	93	8	134	820
04:45 PM	182	39	8	229	55	48	132	235	10	39	110	159	30	109	11	150	773
Total	681	196	41	918	260	238	627	1125	44	167	542	753	151	374	48	573	3369
05:00 PM	197	33	2	232	72	41	124	237	13	45	140	198	32	99	16	147	814
05:15 PM	160	43	6	209	76	66	151	293	7	36	121	164	36	75	19	130	796
05:30 PM	182	45	3	230	58	35	143	236	27	45	148	220	37	56	8	101	787
05:45 PM	198	34	3	235	72	57	154	283	12	35	100	147	35	64	10	109	774
Total	737	155	14	906	278	199	572	1049	59	161	509	729	140	294	53	487	3171
Grand Total	1418	351	55	1824	538	437	1199	2174	103	328	1051	1482	291	668	101	1060	6540
Apprch %	77.7	19.2	3		24.7	20.1	55.2		7	22.1	70.9		27.5	63	9.5		
Total %	21.7	5.4	0.8	27.9	8.2	6.7	18.3	33.2	1.6	5	16.1	22.7	4.4	10.2	1.5	16.2	
Passenger Vehicles	1399	348	54	1801	521	431	1186	2138	103	326	1041	1470	289	663	100	1052	6461
% Passenger Vehicles	98.7	99.1	98.2	98.7	96.8	98.6	98.9	98.3	100	99.4	99	99.2	99.3	99.3	99	99.2	98.8
Large 2 Axle Vehicles	8	3	1	12	11	5	9	25	0	2	5	7	2	3	1	6	50
% Large 2 Axle Vehicles	0.6	0.9	1.8	0.7	2	1.1	0.8	1.1	0	0.6	0.5	0.5	0.7	0.4	1	0.6	0.8
3 Axle Vehicles	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	0.1	0	0	0.1	0	0.2	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	9	0	0	9	6	0	4	10	0	0	5	5	0	2	0	2	26
% 4+ Axle Trucks	0.6	0	0	0.5	1.1	0	0.3	0.5	0	0	0.5	0.3	0	0.3	0	0.2	0.4

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	168	53	**13**	234	**100**	65	**172**	**337**	8	**45**	**161**	**214**	**55**	94	**18**	**167**	**952**
04:15 PM	181	**56**	13	**250**	60	57	158	275	12	40	125	177	33	78	11	122	824
04:30 PM	150	48	7	205	45	**68**	165	278	**14**	43	146	203	33	93	8	134	820
04:45 PM	**182**	39	8	229	55	48	132	235	10	39	110	159	30	**109**	11	150	773
Total Volume	681	196	41	918	260	238	627	1125	44	167	542	753	151	374	48	573	3369
% App. Total	74.2	21.4	4.5		23.1	21.2	55.7		5.8	22.2	72		26.4	65.3	8.4		
PHF	.935	.875	.788	.918	.650	.875	.911	.835	.786	.928	.842	.880	.686	.858	.667	.858	.885

Counts Unlimited, Inc.
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(951) 268-6268

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	168	53	**13**	234	**100**	65	**172**	**337**	8	**45**	**161**	**214**	**55**	94	**18**	**167**
+15 mins.	181	**56**	13	**250**	60	57	158	275	12	40	125	177	33	78	11	122
+30 mins.	150	48	7	205	45	**68**	165	278	**14**	43	146	203	33	93	8	134
+45 mins.	**182**	39	8	229	55	48	132	235	10	39	110	159	30	**109**	11	150
Total Volume	681	196	41	918	260	238	627	1125	44	167	542	753	151	374	48	573
% App. Total	74.2	21.4	4.5		23.1	21.2	55.7		5.8	22.2	72		26.4	65.3	8.4	
PHF	.935	.875	.788	.918	.650	.875	.911	.835	.786	.928	.842	.880	.686	.858	.667	.858

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

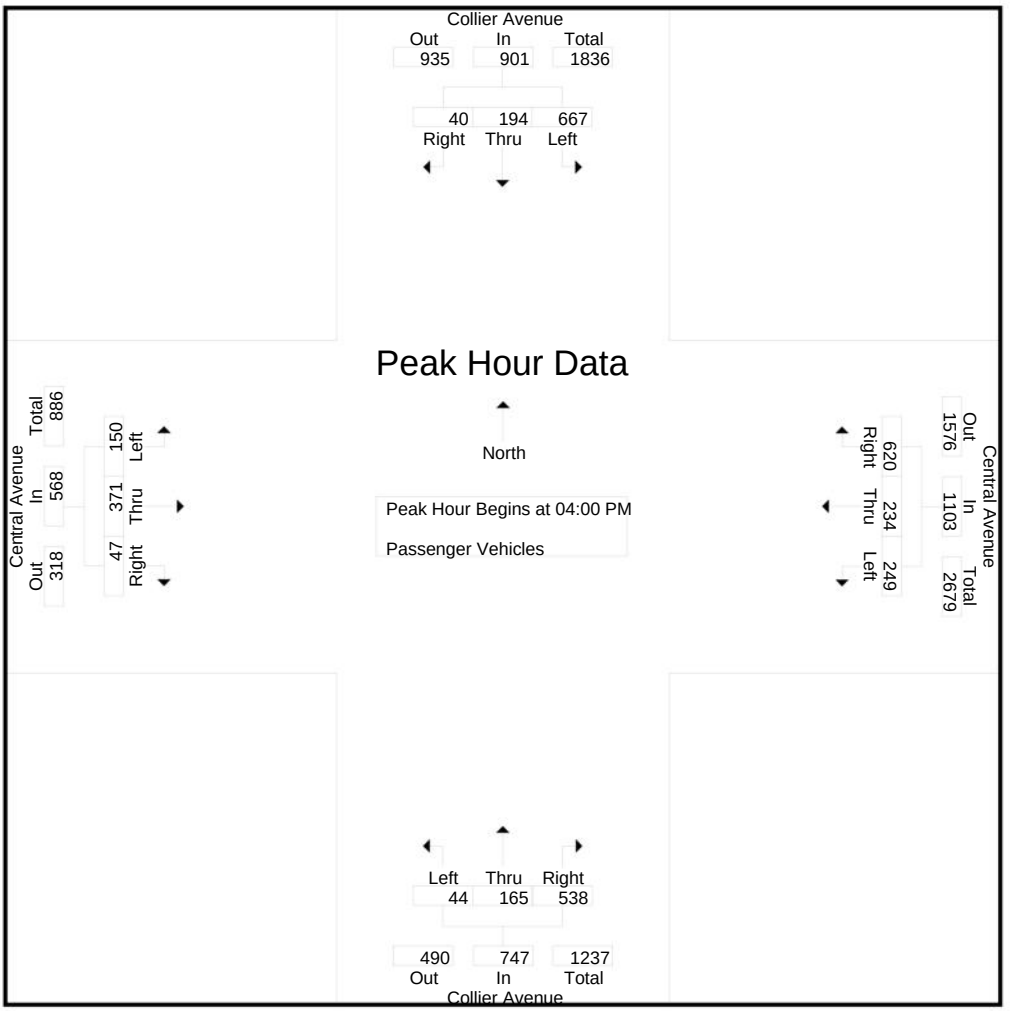
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	165	53	12	230	98	64	172	334	8	45	161	214	55	92	17	164	942
04:15 PM	174	55	13	242	57	56	156	269	12	38	124	174	33	78	11	122	807
04:30 PM	147	48	7	202	44	67	160	271	14	43	143	200	33	92	8	133	806
04:45 PM	181	38	8	227	50	47	132	229	10	39	110	159	29	109	11	149	764
Total	667	194	40	901	249	234	620	1103	44	165	538	747	150	371	47	568	3319
05:00 PM	195	33	2	230	72	40	123	235	13	45	138	196	32	99	16	147	808
05:15 PM	157	43	6	206	74	66	149	289	7	36	120	163	36	74	19	129	787
05:30 PM	182	45	3	230	56	34	140	230	27	45	147	219	37	56	8	101	780
05:45 PM	198	33	3	234	70	57	154	281	12	35	98	145	34	63	10	107	767
Total	732	154	14	900	272	197	566	1035	59	161	503	723	139	292	53	484	3142
Grand Total	1399	348	54	1801	521	431	1186	2138	103	326	1041	1470	289	663	100	1052	6461
Apprch %	77.7	19.3	3		24.4	20.2	55.5		7	22.2	70.8		27.5	63	9.5		
Total %	21.7	5.4	0.8	27.9	8.1	6.7	18.4	33.1	1.6	5	16.1	22.8	4.5	10.3	1.5	16.3	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	165	53	12	230	**98**	64	**172**	**334**	8	**45**	**161**	**214**	**55**	92	**17**	**164**	**942**
04:15 PM	174	**55**	**13**	**242**	57	56	156	269	12	38	124	174	33	78	11	122	807
04:30 PM	147	48	7	202	44	**67**	160	271	**14**	43	143	200	33	92	8	133	806
04:45 PM	**181**	38	8	227	50	47	132	229	10	39	110	159	29	**109**	11	149	764
Total Volume	667	194	40	901	249	234	620	1103	44	165	538	747	150	371	47	568	3319
% App. Total	74	21.5	4.4		22.6	21.2	56.2		5.9	22.1	72		26.4	65.3	8.3		
PHF	.921	.882	.769	.931	.635	.873	.901	.826	.786	.917	.835	.873	.682	.851	.691	.866	.881

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Corona, CA 92878
(951) 268-6268

City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	165	53	12	230	**98**	64	**172**	**334**	8	**45**	**161**	**214**	**55**	92	**17**	**164**
+15 mins.	174	**55**	**13**	**242**	57	56	156	269	12	38	124	174	33	78	11	122
+30 mins.	147	48	7	202	44	**67**	160	271	**14**	43	143	200	33	92	8	133
+45 mins.	**181**	38	8	227	50	47	132	229	10	39	110	159	29	**109**	11	149
Total Volume	667	194	40	901	249	234	620	1103	44	165	538	747	150	371	47	568
% App. Total	74	21.5	4.4		22.6	21.2	56.2		5.9	22.1	72		26.4	65.3	8.3	
PHF	.921	.882	.769	.931	.635	.873	.901	.826	.786	.917	.835	.873	.682	.851	.691	.866

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

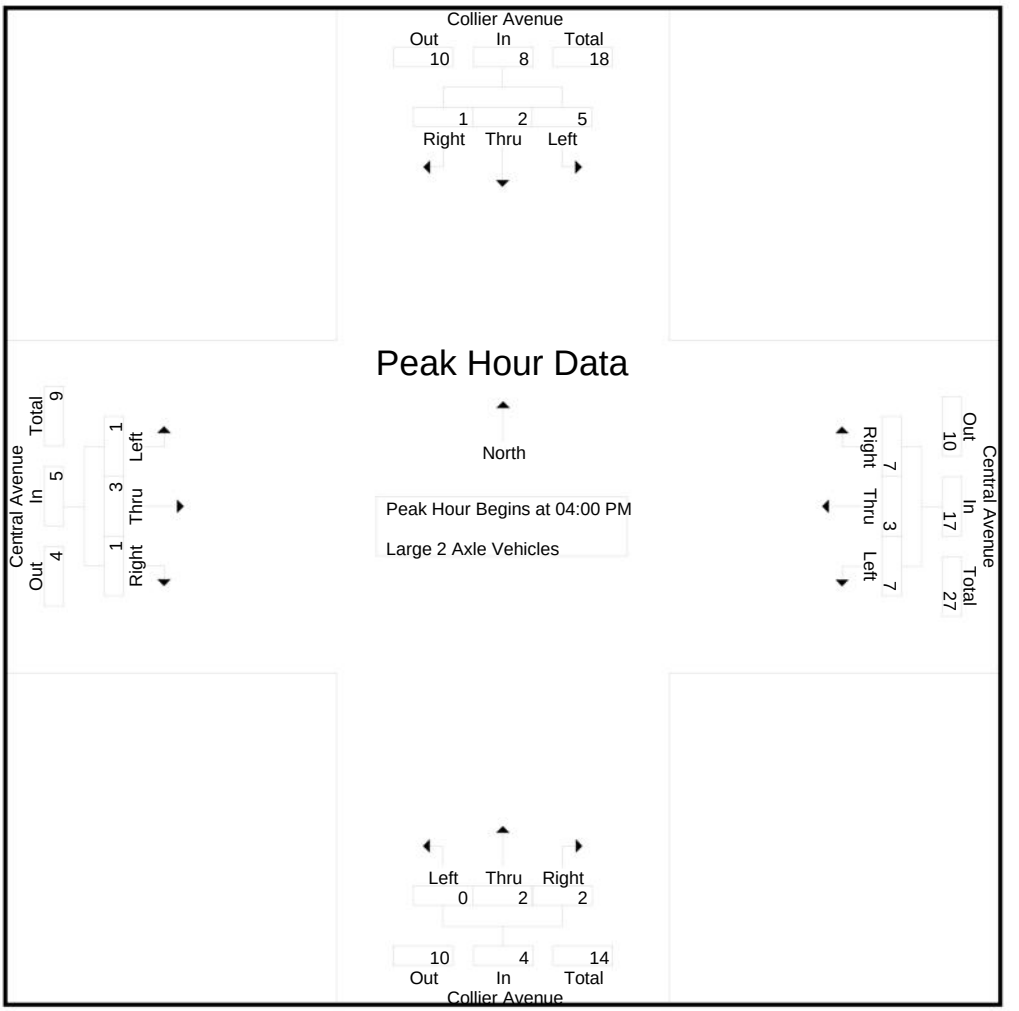
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	2	1	0	3	0	0	0	0	0	2	1	3	8
04:15 PM	4	1	0	5	2	0	2	4	0	2	1	3	0	0	0	0	12
04:30 PM	0	0	0	0	1	1	5	7	0	0	1	1	0	1	0	1	9
04:45 PM	0	1	0	1	2	1	0	3	0	0	0	0	1	0	0	1	5
Total	5	2	1	8	7	3	7	17	0	2	2	4	1	3	1	5	34
05:00 PM	2	0	0	2	0	1	0	1	0	0	1	1	0	0	0	0	4
05:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	4
05:45 PM	0	1	0	1	2	0	0	2	0	0	2	2	1	0	0	1	6
Total	3	1	0	4	4	2	2	8	0	0	3	3	1	0	0	1	16
Grand Total	8	3	1	12	11	5	9	25	0	2	5	7	2	3	1	6	50
Apprch %	66.7	25	8.3		44	20	36		0	28.6	71.4		33.3	50	16.7		
Total %	16	6	2	24	22	10	18	50	0	4	10	14	4	6	2	12	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	**1**	2	**2**	**1**	0	3	0	0	0	0	0	**2**	**1**	**3**	8
04:15 PM	**4**	**1**	0	**5**	2	0	2	4	0	**2**	**1**	**3**	0	0	0	0	**12**
04:30 PM	0	0	0	0	1	1	**5**	**7**	0	0	1	1	0	1	0	1	9
04:45 PM	0	1	0	1	2	1	0	3	0	0	0	0	**1**	0	0	1	5
Total Volume	5	2	1	8	7	3	7	17	0	2	2	4	1	3	1	5	34
% App. Total	62.5	25	12.5		41.2	17.6	41.2		0	50	50		20	60	20		
PHF	.313	.500	.250	.400	.875	.750	.350	.607	.000	.250	.500	.333	.250	.375	.250	.417	.708

Counts Unlimited, Inc.
PO Box 1178
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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	**1**	2	**2**	**1**	0	3	0	0	0	0	0	**2**	**1**	**3**
+15 mins.	**4**	**1**	0	**5**	2	0	2	4	0	**2**	**1**	**3**	0	0	0	0
+30 mins.	0	0	0	0	1	1	**5**	**7**	0	0	1	1	0	1	0	1
+45 mins.	0	1	0	1	2	1	0	3	0	0	0	0	**1**	0	0	1
Total Volume	5	2	1	8	7	3	7	17	0	2	2	4	1	3	1	5
% App. Total	62.5	25	12.5		41.2	17.6	41.2		0	50	50		20	60	20	
PHF	.313	.500	.250	.400	.875	.750	.350	.607	.000	.250	.500	.333	.250	.375	.250	.417

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

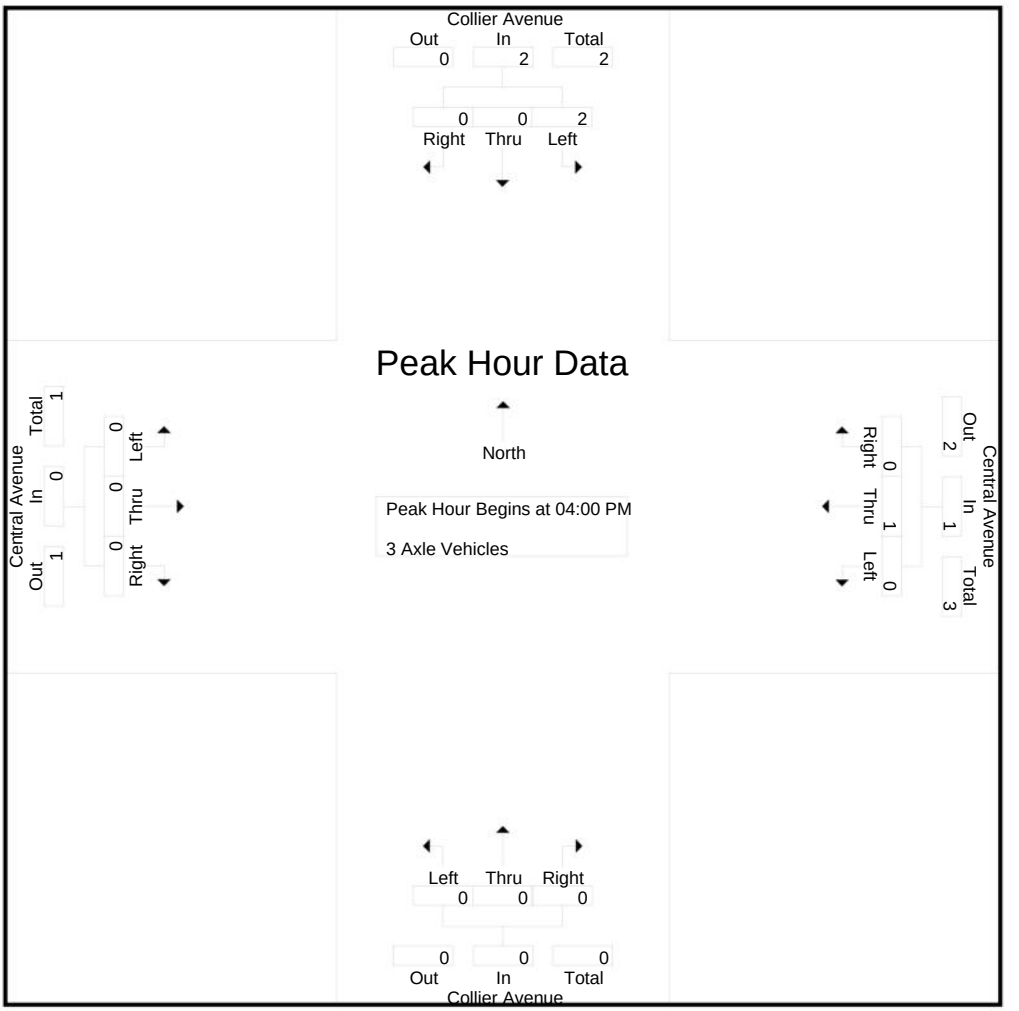
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0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

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.375

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

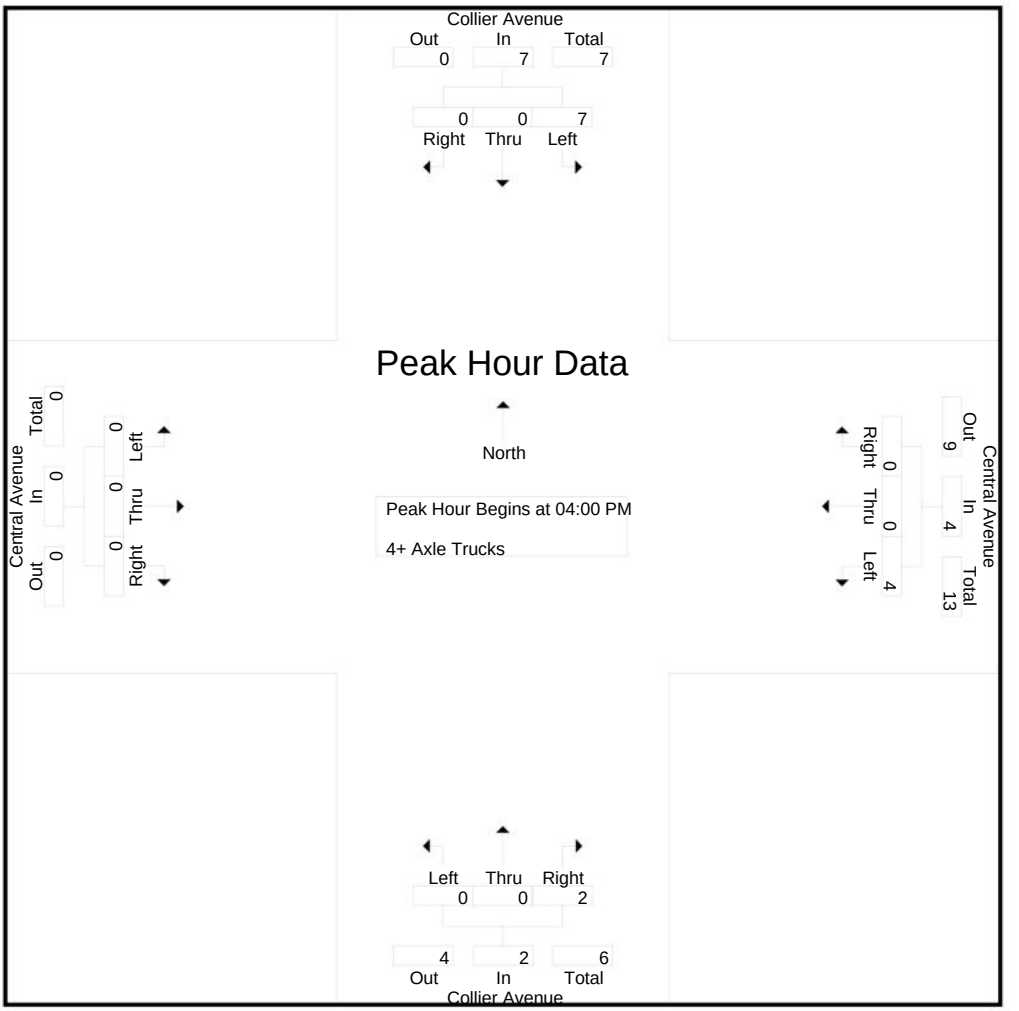
	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	3	0	0	3	0	0	0	0	0	0	2	2	0	0	0	0	5
04:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	7	0	0	7	4	0	0	4	0	0	2	2	0	0	0	0	13
05:00 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
05:15 PM	2	0	0	2	1	0	2	3	0	0	1	1	0	1	0	1	7
05:30 PM	0	0	0	0	1	0	1	2	0	0	1	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	0	2	2	0	4	6	0	0	3	3	0	2	0	2	13
Grand Total	9	0	0	9	6	0	4	10	0	0	5	5	0	2	0	2	26
Apprch %	100	0	0		60	0	40		0	0	100		0	100	0		
Total %	34.6	0	0	34.6	23.1	0	15.4	38.5	0	0	19.2	19.2	0	7.7	0	7.7	

	Collier Avenue Southbound				Central Avenue Westbound				Collier Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	**3**	0	0	**3**	0	0	0	0	0	0	**2**	**2**	0	0	0	0	**5**
04:45 PM	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	3
Total Volume	7	0	0	7	4	0	0	4	0	0	2	2	0	0	0	0	13
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0		
PHF	.583	.000	.000	.583	.333	.000	.000	.333	.000	.000	.250	.250	.000	.000	.000	.000	.650

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City of Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 01_LKE_Col_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	**3**	0	0	**3**	0	0	0	0	0	0	**2**	**2**	0	0	0	0
+45 mins.	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0
Total Volume	7	0	0	7	4	0	0	4	0	0	2	2	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0	
PHF	.583	.000	.000	.583	.333	.000	.000	.333	.000	.000	.250	.250	.000	.000	.000	.000

Location: Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg Collier Avenue	East Leg Central Avenue (SR-74)	South Leg Collier Avenue	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	2	0	1	1	4
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	1	0	1	3	5
8:30 AM	3	0	5	2	10
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	8	0	7	8	23

	North Leg Collier Avenue	East Leg Central Avenue (SR-74)	South Leg Collier Avenue	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	1	1	3
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	1	3	6

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Location: Lake Elsinore
N/S: Collier Avenue
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound Collier Avenue			Westbound Central Avenue (SR-74)			Northbound Collier Avenue			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Collier Avenue			Westbound Central Avenue (SR-74)			Northbound Collier Avenue			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	1	1	0	0	0	3

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

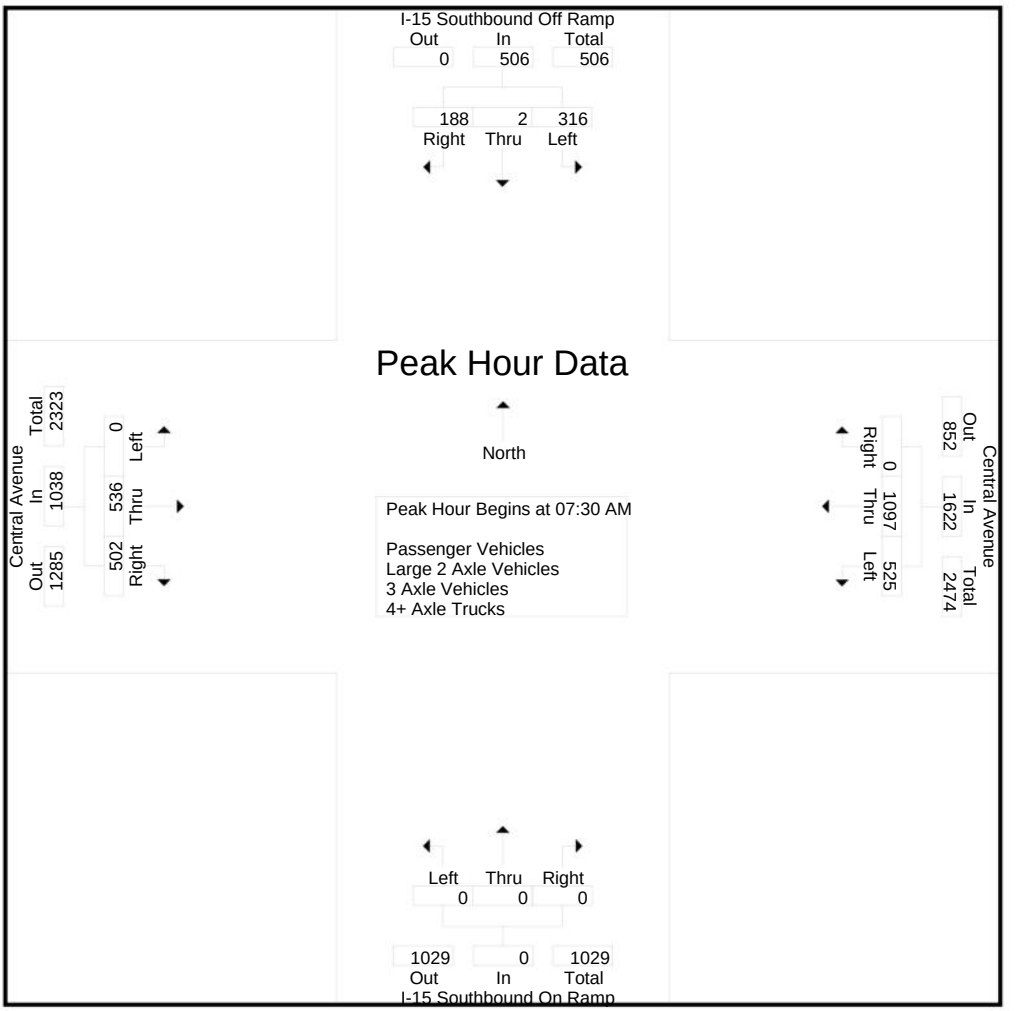
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	65	0	38	103	89	230	0	319	0	0	0	0	0	96	94	190	612
07:15 AM	79	0	51	130	128	221	0	349	0	0	0	0	0	112	94	206	685
07:30 AM	80	0	48	128	171	253	0	424	0	0	0	0	0	94	117	211	763
07:45 AM	76	1	53	130	148	326	0	474	0	0	0	0	0	134	155	289	893
Total	300	1	190	491	536	1030	0	1566	0	0	0	0	0	436	460	896	2953
08:00 AM	76	0	44	120	108	287	0	395	0	0	0	0	0	162	125	287	802
08:15 AM	84	1	43	128	98	231	0	329	0	0	0	0	0	146	105	251	708
08:30 AM	72	0	42	114	109	237	0	346	0	0	0	0	0	148	79	227	687
08:45 AM	63	0	34	97	103	291	0	394	0	0	0	0	0	143	109	252	743
Total	295	1	163	459	418	1046	0	1464	0	0	0	0	0	599	418	1017	2940
Grand Total	595	2	353	950	954	2076	0	3030	0	0	0	0	0	1035	878	1913	5893
Apprch %	62.6	0.2	37.2		31.5	68.5	0		0	0	0		0	54.1	45.9		
Total %	10.1	0	6	16.1	16.2	35.2	0	51.4	0	0	0	0	0	17.6	14.9	32.5	
Passenger Vehicles	536	2	323	861	917	2025	0	2942	0	0	0	0	0	982	857	1839	5642
% Passenger Vehicles	90.1	100	91.5	90.6	96.1	97.5	0	97.1	0	0	0	0	0	94.9	97.6	96.1	95.7
Large 2 Axle Vehicles	11	0	15	26	11	35	0	46	0	0	0	0	0	26	14	40	112
% Large 2 Axle Vehicles	1.8	0	4.2	2.7	1.2	1.7	0	1.5	0	0	0	0	0	2.5	1.6	2.1	1.9
3 Axle Vehicles	10	0	3	13	11	7	0	18	0	0	0	0	0	7	1	8	39
% 3 Axle Vehicles	1.7	0	0.8	1.4	1.2	0.3	0	0.6	0	0	0	0	0	0.7	0.1	0.4	0.7
4+ Axle Trucks	38	0	12	50	15	9	0	24	0	0	0	0	0	20	6	26	100
% 4+ Axle Trucks	6.4	0	3.4	5.3	1.6	0.4	0	0.8	0	0	0	0	0	1.9	0.7	1.4	1.7

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	80	0	48	128	**171**	253	0	424	0	0	0	0	0	94	117	211	763
07:45 AM	76	**1**	**53**	**130**	148	**326**	0	**474**	0	0	0	0	0	134	**155**	**289**	**893**
08:00 AM	76	0	44	120	108	287	0	395	0	0	0	0	0	**162**	125	287	802
08:15 AM	**84**	1	43	128	98	231	0	329	0	0	0	0	0	146	105	251	708
Total Volume	316	2	188	506	525	1097	0	1622	0	0	0	0	0	536	502	1038	3166
% App. Total	62.5	0.4	37.2		32.4	67.6	0		0	0	0		0	51.6	48.4		
PHF	.940	.500	.887	.973	.768	.841	.000	.855	.000	.000	.000	.000	.000	.827	.810	.898	.886

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:00 AM				07:45 AM			
+0 mins.	79	0	51	**130**	128	221	0	349	0	0	0	0	0	134	**155**	**289**
+15 mins.	**80**	0	48	128	**171**	253	0	424	0	0	0	0	0	**162**	125	287
+30 mins.	76	**1**	**53**	130	148	**326**	0	**474**	0	0	0	0	0	146	105	251
+45 mins.	76	0	44	120	108	287	0	395	0	0	0	0	0	148	79	227
Total Volume	311	1	196	508	555	1087	0	1642	0	0	0	0	0	590	464	1054
% App. Total	61.2	0.2	38.6		33.8	66.2	0		0	0	0		0	56	44	
PHF	.972	.250	.925	.977	.811	.834	.000	.866	.000	.000	.000	.000	.000	.910	.748	.912

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City of Lake Elsinore
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Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

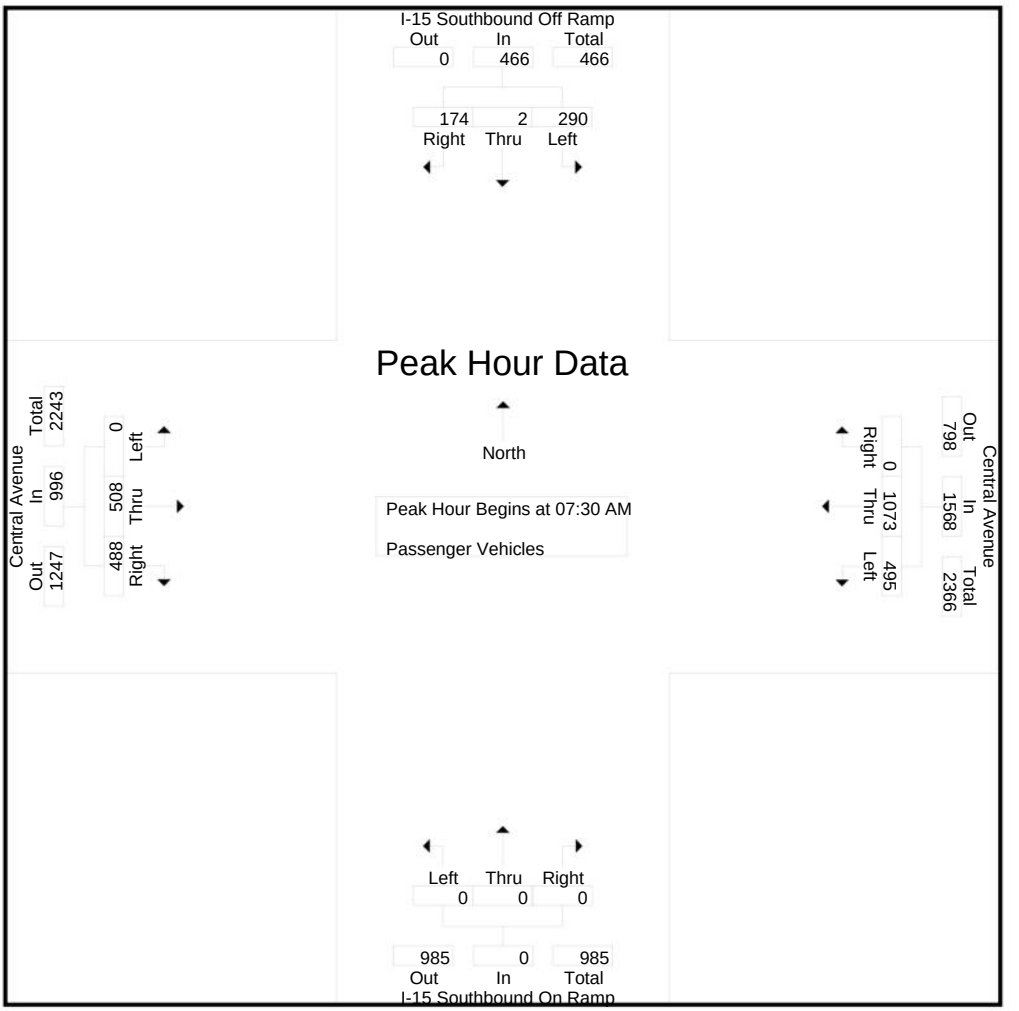
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	59	0	36	95	88	223	0	311	0	0	0	0	0	91	91	182	588
07:15 AM	72	0	47	119	126	215	0	341	0	0	0	0	0	108	93	201	661
07:30 AM	73	0	41	114	158	247	0	405	0	0	0	0	0	89	114	203	722
07:45 AM	72	1	48	121	140	320	0	460	0	0	0	0	0	130	150	280	861
Total	276	1	172	449	512	1005	0	1517	0	0	0	0	0	418	448	866	2832
08:00 AM	71	0	43	114	103	280	0	383	0	0	0	0	0	152	122	274	771
08:15 AM	74	1	42	117	94	226	0	320	0	0	0	0	0	137	102	239	676
08:30 AM	60	0	38	98	108	232	0	340	0	0	0	0	0	140	76	216	654
08:45 AM	55	0	28	83	100	282	0	382	0	0	0	0	0	135	109	244	709
Total	260	1	151	412	405	1020	0	1425	0	0	0	0	0	564	409	973	2810
Grand Total	536	2	323	861	917	2025	0	2942	0	0	0	0	0	982	857	1839	5642
Apprch %	62.3	0.2	37.5		31.2	68.8	0		0	0	0		0	53.4	46.6		
Total %	9.5	0	5.7	15.3	16.3	35.9	0	52.1	0	0	0	0	0	17.4	15.2	32.6	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	73	0	41	114	**158**	247	0	405	0	0	0	0	0	89	114	203	722
07:45 AM	72	**1**	**48**	**121**	140	**320**	0	**460**	0	0	0	0	0	130	**150**	**280**	**861**
08:00 AM	71	0	43	114	103	280	0	383	0	0	0	0	0	**152**	122	274	771
08:15 AM	**74**	1	42	117	94	226	0	320	0	0	0	0	0	137	102	239	676
Total Volume	290	2	174	466	495	1073	0	1568	0	0	0	0	0	508	488	996	3030
% App. Total	62.2	0.4	37.3		31.6	68.4	0		0	0	0		0	51	49		
PHF	.980	.500	.906	.963	.783	.838	.000	.852	.000	.000	.000	.000	.000	.836	.813	.889	.880

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	73	0	41	114	**158**	247	0	405	0	0	0	0	0	89	114	203
+15 mins.	72	**1**	**48**	**121**	140	**320**	0	**460**	0	0	0	0	0	130	**150**	**280**
+30 mins.	71	0	43	114	103	280	0	383	0	0	0	0	0	**152**	122	274
+45 mins.	**74**	1	42	117	94	226	0	320	0	0	0	0	0	137	102	239
Total Volume	290	2	174	466	495	1073	0	1568	0	0	0	0	0	508	488	996
% App. Total	62.2	0.4	37.3		31.6	68.4	0		0	0	0		0	51	49	
PHF	.980	.500	.906	.963	.783	.838	.000	.852	.000	.000	.000	.000	.000	.836	.813	.889

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

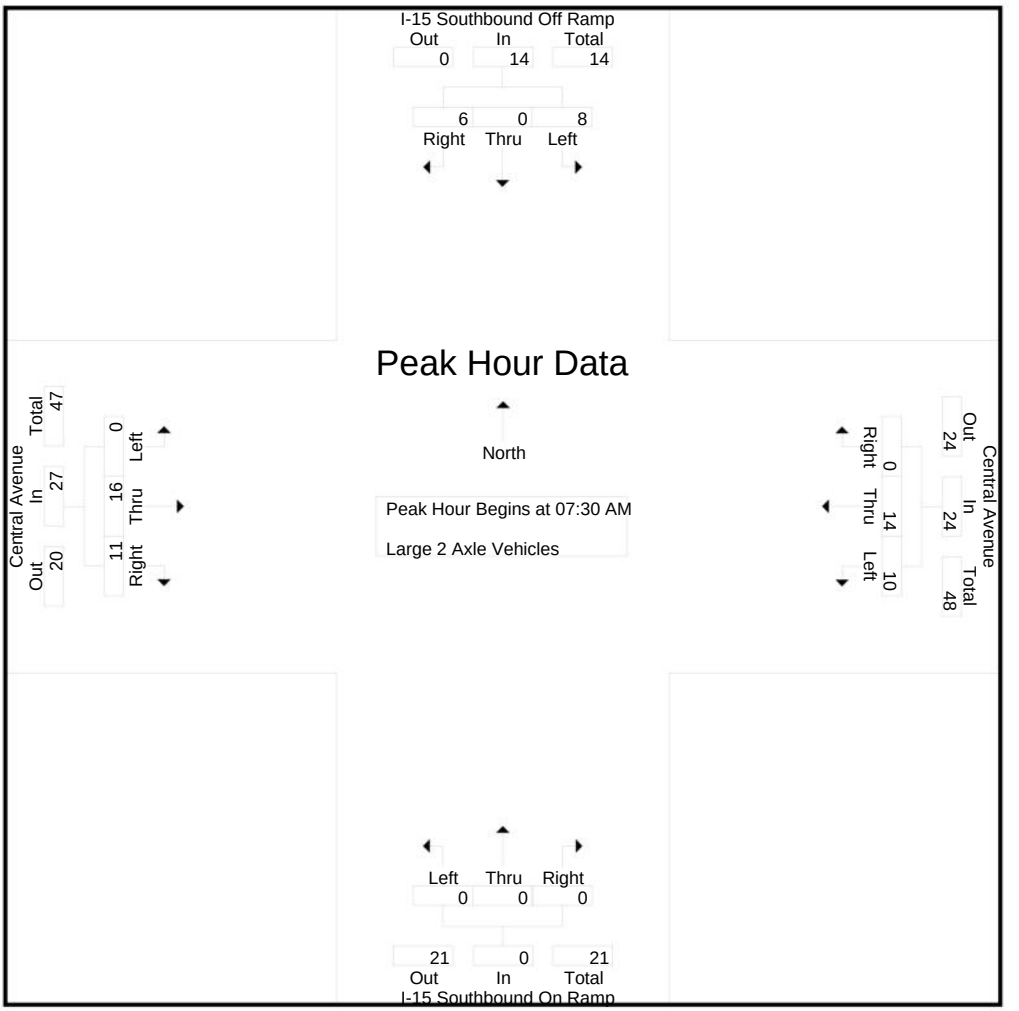
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	2	3	1	6	0	7	0	0	0	0	0	2	1	3	13
07:15 AM	2	0	2	4	0	3	0	3	0	0	0	0	0	1	1	2	9
07:30 AM	2	0	4	6	3	5	0	8	0	0	0	0	0	3	2	5	19
07:45 AM	1	0	1	2	4	1	0	5	0	0	0	0	0	3	4	7	14
Total	6	0	9	15	8	15	0	23	0	0	0	0	0	9	8	17	55
08:00 AM	3	0	0	3	3	4	0	7	0	0	0	0	0	6	3	9	19
08:15 AM	2	0	1	3	0	4	0	4	0	0	0	0	0	4	2	6	13
08:30 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	5	1	6	11
08:45 AM	0	0	4	4	0	8	0	8	0	0	0	0	0	2	0	2	14
Total	5	0	6	11	3	20	0	23	0	0	0	0	0	17	6	23	57
Grand Total	11	0	15	26	11	35	0	46	0	0	0	0	0	26	14	40	112
Apprch %	42.3	0	57.7		23.9	76.1	0		0	0	0		0	65	35		
Total %	9.8	0	13.4	23.2	9.8	31.2	0	41.1	0	0	0	0	0	23.2	12.5	35.7	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	0	**4**	**6**	3	**5**	0	**8**	0	0	0	0	0	3	2	5	**19**
07:45 AM	1	0	1	2	**4**	1	0	5	0	0	0	0	0	3	**4**	7	14
08:00 AM	**3**	0	0	3	3	4	0	7	0	0	0	0	0	**6**	3	**9**	19
08:15 AM	2	0	1	3	0	4	0	4	0	0	0	0	0	4	2	6	13
Total Volume	8	0	6	14	10	14	0	24	0	0	0	0	0	16	11	27	65
% App. Total	57.1	0	42.9		41.7	58.3	0		0	0	0		0	59.3	40.7		
PHF	.667	.000	.375	.583	.625	.700	.000	.750	.000	.000	.000	.000	.000	.667	.688	.750	.855

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	0	**4**	**6**	3	**5**	0	**8**	0	0	0	0	0	3	2	5
+15 mins.	1	0	1	2	**4**	1	0	5	0	0	0	0	0	3	**4**	7
+30 mins.	**3**	0	0	3	3	4	0	7	0	0	0	0	0	**6**	3	**9**
+45 mins.	2	0	1	3	0	4	0	4	0	0	0	0	0	4	2	6
Total Volume	8	0	6	14	10	14	0	24	0	0	0	0	0	16	11	27
% App. Total	57.1	0	42.9		41.7	58.3	0		0	0	0		0	59.3	40.7	
PHF	.667	.000	.375	.583	.625	.700	.000	.750	.000	.000	.000	.000	.000	.667	.688	.750

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

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

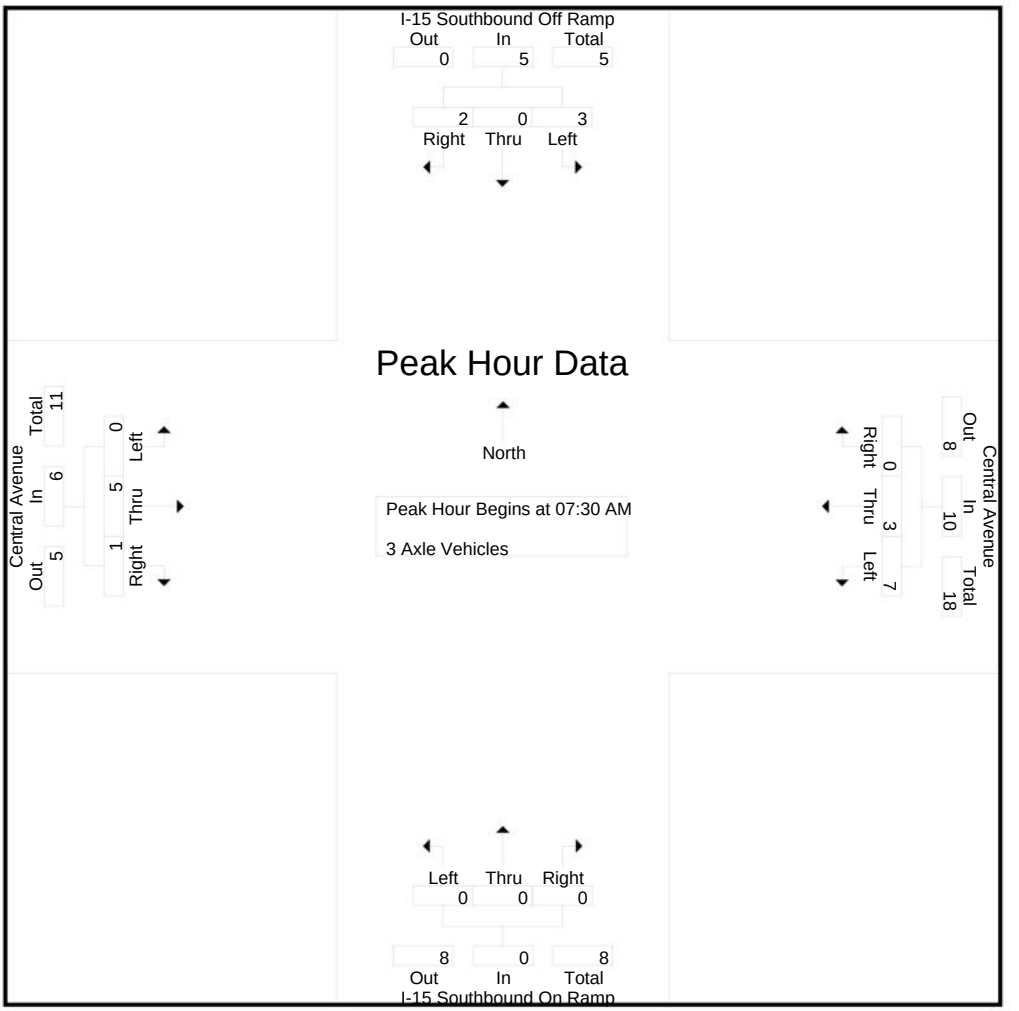
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	1	1	2	0	3	0	0	0	0	0	1	0	1	5
07:30 AM	1	0	1	2	4	0	0	4	0	0	0	0	0	2	1	3	9
07:45 AM	1	0	1	2	1	2	0	3	0	0	0	0	0	0	0	0	5
Total	5	0	2	7	6	4	0	10	0	0	0	0	0	3	1	4	21
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	2	0	2	5
08:30 AM	3	0	1	4	1	1	0	2	0	0	0	0	0	0	0	0	6
08:45 AM	1	0	0	1	2	1	0	3	0	0	0	0	0	1	0	1	5
Total	5	0	1	6	5	3	0	8	0	0	0	0	0	4	0	4	18
Grand Total	10	0	3	13	11	7	0	18	0	0	0	0	0	7	1	8	39
Apprch %	76.9	0	23.1		61.1	38.9	0		0	0	0		0	87.5	12.5		
Total %	25.6	0	7.7	33.3	28.2	17.9	0	46.2	0	0	0	0	0	17.9	2.6	20.5	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	**1**	**2**	**4**	0	0	**4**	0	0	0	0	0	**2**	**1**	**3**	**9**
07:45 AM	1	0	1	2	1	**2**	0	3	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	1	0	0	1	1	1	0	2	0	0	0	0	0	2	0	2	5
Total Volume	3	0	2	5	7	3	0	10	0	0	0	0	0	5	1	6	21
% App. Total	60	0	40		70	30	0		0	0	0		0	83.3	16.7		
PHF	.750	.000	.500	.625	.438	.375	.000	.625	.000	.000	.000	.000	.000	.625	.250	.500	.583

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	**1**	**2**	**4**	0	0	**4**	0	0	0	0	0	**2**	**1**	**3**
+15 mins.	1	0	1	2	1	**2**	0	3	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	1	1	0	2	0	0	0	0	0	2	0	2
Total Volume	3	0	2	5	7	3	0	10	0	0	0	0	0	5	1	6
% App. Total	60	0	40		70	30	0		0	0	0		0	83.3	16.7	
PHF	.750	.000	.500	.625	.438	.375	.000	.625	.000	.000	.000	.000	.000	.625	.250	.500

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

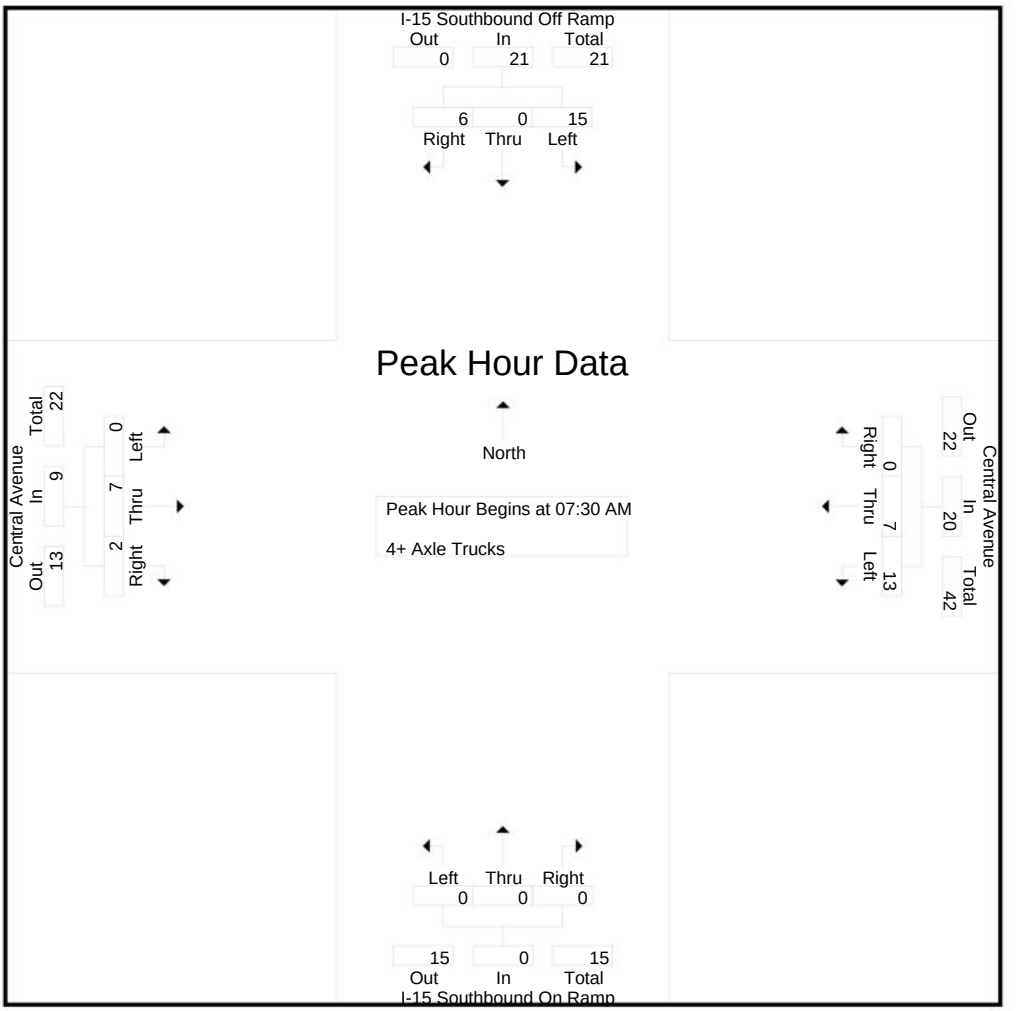
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	0	3	0	1	0	1	0	0	0	0	0	3	2	5	9
07:15 AM	4	0	2	6	1	1	0	2	0	0	0	0	0	2	0	2	10
07:30 AM	4	0	2	6	6	1	0	7	0	0	0	0	0	0	0	0	13
07:45 AM	2	0	3	5	3	3	0	6	0	0	0	0	0	1	1	2	13
Total	13	0	7	20	10	6	0	16	0	0	0	0	0	6	3	9	45
08:00 AM	2	0	1	3	1	3	0	4	0	0	0	0	0	3	0	3	10
08:15 AM	7	0	0	7	3	0	0	3	0	0	0	0	0	3	1	4	14
08:30 AM	9	0	2	11	0	0	0	0	0	0	0	0	0	3	2	5	16
08:45 AM	7	0	2	9	1	0	0	1	0	0	0	0	0	5	0	5	15
Total	25	0	5	30	5	3	0	8	0	0	0	0	0	14	3	17	55
Grand Total	38	0	12	50	15	9	0	24	0	0	0	0	0	20	6	26	100
Apprch %	76	0	24		62.5	37.5	0		0	0	0		0	76.9	23.1		
Total %	38	0	12	50	15	9	0	24	0	0	0	0	0	20	6	26	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	0	2	6	**6**	1	0	**7**	0	0	0	0	0	0	0	0	13
07:45 AM	2	0	**3**	5	3	**3**	0	6	0	0	0	0	0	1	**1**	2	13
08:00 AM	2	0	1	3	1	3	0	4	0	0	0	0	0	**3**	0	3	10
08:15 AM	**7**	0	0	**7**	3	0	0	3	0	0	0	0	0	3	1	**4**	**14**
Total Volume	15	0	6	21	13	7	0	20	0	0	0	0	0	7	2	9	50
% App. Total	71.4	0	28.6		65	35	0		0	0	0		0	77.8	22.2		
PHF	.536	.000	.500	.750	.542	.583	.000	.714	.000	.000	.000	.000	.000	.583	.500	.563	.893

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City of Lake Elsinore
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E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 AM
Site Code : 00325093
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	0	2	6	**6**	1	0	**7**	0	0	0	0	0	0	0	0
+15 mins.	2	0	**3**	5	3	**3**	0	6	0	0	0	0	0	1	**1**	2
+30 mins.	2	0	1	3	1	3	0	4	0	0	0	0	0	**3**	0	3
+45 mins.	**7**	0	0	**7**	3	0	0	3	0	0	0	0	0	3	1	**4**
Total Volume	15	0	6	21	13	7	0	20	0	0	0	0	0	7	2	9
% App. Total	71.4	0	28.6		65	35	0		0	0	0		0	77.8	22.2	
PHF	.536	.000	.500	.750	.542	.583	.000	.714	.000	.000	.000	.000	.000	.583	.500	.563

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

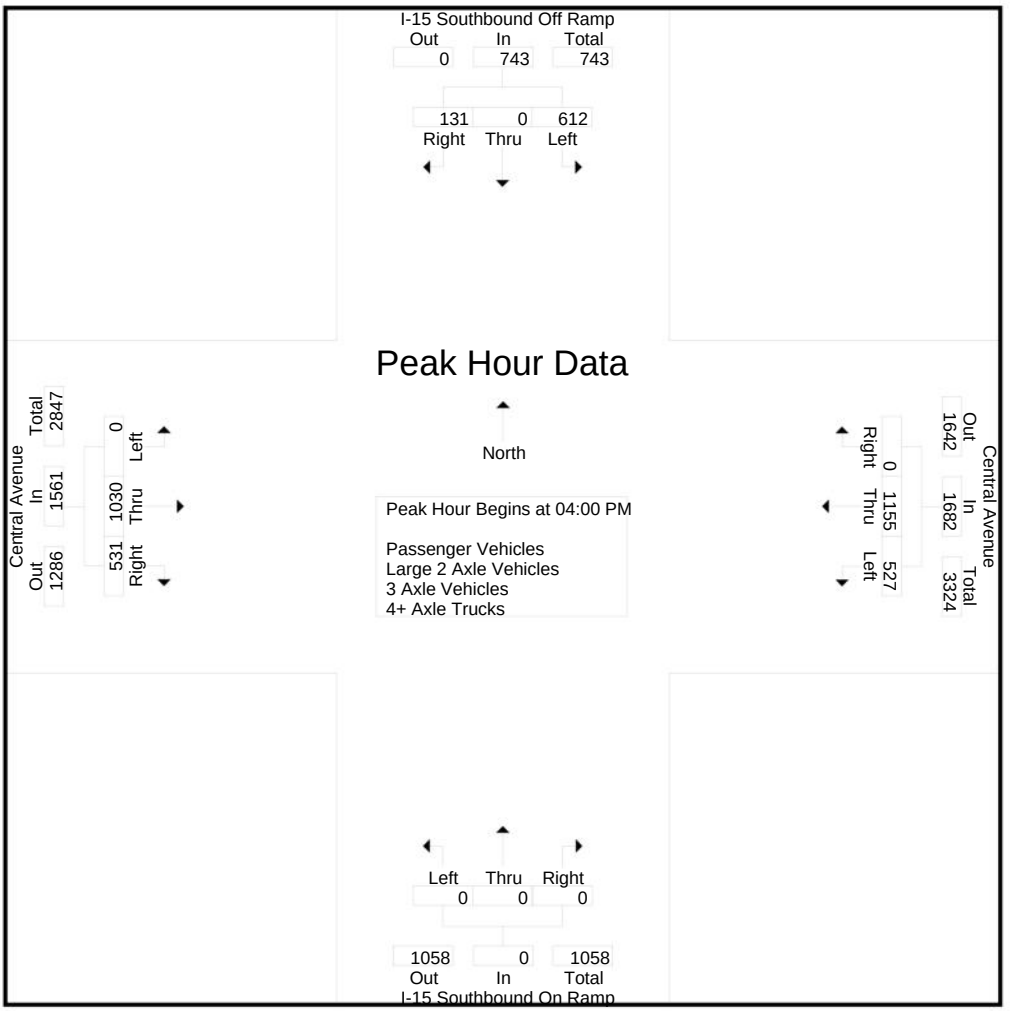
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	148	0	43	191	152	330	0	482	0	0	0	0	0	261	149	410	1083
04:15 PM	155	0	30	185	111	313	0	424	0	0	0	0	0	253	122	375	984
04:30 PM	155	0	26	181	143	266	0	409	0	0	0	0	0	244	131	375	965
04:45 PM	154	0	32	186	121	246	0	367	0	0	0	0	0	272	129	401	954
Total	612	0	131	743	527	1155	0	1682	0	0	0	0	0	1030	531	1561	3986
05:00 PM	141	1	27	169	110	243	0	353	0	0	0	0	0	288	137	425	947
05:15 PM	151	0	36	187	98	283	0	381	0	0	0	0	0	251	104	355	923
05:30 PM	129	2	28	159	116	271	0	387	0	0	0	0	0	261	128	389	935
05:45 PM	149	0	33	182	112	281	0	393	0	0	0	0	0	265	105	370	945
Total	570	3	124	697	436	1078	0	1514	0	0	0	0	0	1065	474	1539	3750
Grand Total	1182	3	255	1440	963	2233	0	3196	0	0	0	0	0	2095	1005	3100	7736
Apprch %	82.1	0.2	17.7		30.1	69.9	0		0	0	0		0	67.6	32.4		
Total %	15.3	0	3.3	18.6	12.4	28.9	0	41.3	0	0	0	0	0	27.1	13	40.1	
Passenger Vehicles	1134	3	245	1382	945	2207	0	3152	0	0	0	0	0	2064	1002	3066	7600
% Passenger Vehicles	95.9	100	96.1	96	98.1	98.8	0	98.6	0	0	0	0	0	98.5	99.7	98.9	98.2
Large 2 Axle Vehicles	9	0	7	16	12	18	0	30	0	0	0	0	0	13	2	15	61
% Large 2 Axle Vehicles	0.8	0	2.7	1.1	1.2	0.8	0	0.9	0	0	0	0	0	0.6	0.2	0.5	0.8
3 Axle Vehicles	8	0	0	8	2	1	0	3	0	0	0	0	0	2	0	2	13
% 3 Axle Vehicles	0.7	0	0	0.6	0.2	0	0	0.1	0	0	0	0	0	0.1	0	0.1	0.2
4+ Axle Trucks	31	0	3	34	4	7	0	11	0	0	0	0	0	16	1	17	62
% 4+ Axle Trucks	2.6	0	1.2	2.4	0.4	0.3	0	0.3	0	0	0	0	0	0.8	0.1	0.5	0.8

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	148	0	**43**	**191**	**152**	**330**	0	**482**	0	0	0	0	0	261	**149**	**410**	**1083**
04:15 PM	**155**	0	30	185	111	313	0	424	0	0	0	0	0	253	122	375	984
04:30 PM	155	0	26	181	143	266	0	409	0	0	0	0	0	244	131	375	965
04:45 PM	154	0	32	186	121	246	0	367	0	0	0	0	0	**272**	129	401	954
Total Volume	612	0	131	743	527	1155	0	1682	0	0	0	0	0	1030	531	1561	3986
% App. Total	82.4	0	17.6		31.3	68.7	0		0	0	0		0	66	34		
PHF	.987	.000	.762	.973	.867	.875	.000	.872	.000	.000	.000	.000	.000	.947	.891	.952	.920

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Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	148	0	**43**	**191**	**152**	**330**	0	**482**	0	0	0	0	0	253	122	375
+15 mins.	**155**	0	30	185	111	313	0	424	0	0	0	0	0	244	131	375
+30 mins.	155	0	26	181	143	266	0	409	0	0	0	0	0	272	129	401
+45 mins.	154	0	32	186	121	246	0	367	0	0	0	0	0	**288**	**137**	**425**
Total Volume	612	0	131	743	527	1155	0	1682	0	0	0	0	0	1057	519	1576
% App. Total	82.4	0	17.6		31.3	68.7	0		0	0	0		0	67.1	32.9	
PHF	.987	.000	.762	.973	.867	.875	.000	.872	.000	.000	.000	.000	.000	.918	.947	.927

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City of Lake Elsinore
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Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
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Groups Printed- Passenger Vehicles

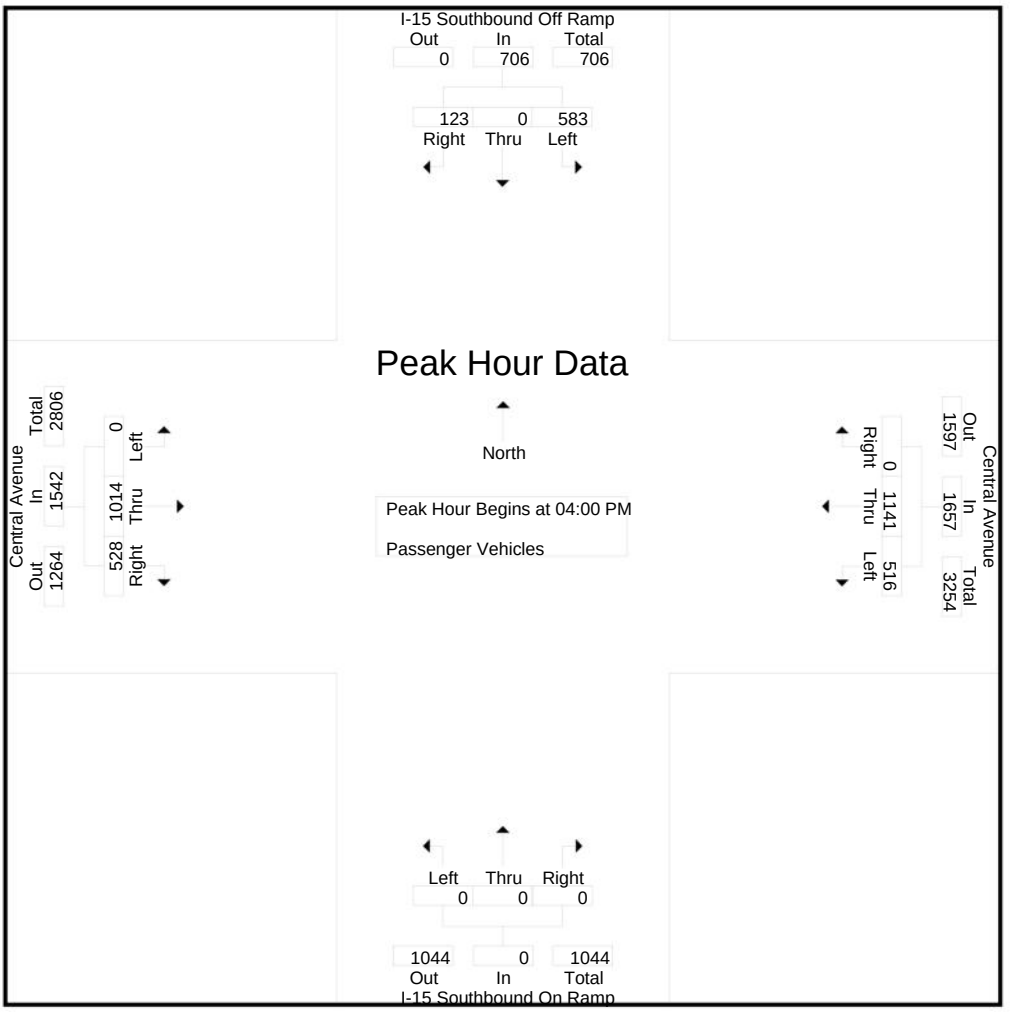
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	141	0	42	183	149	327	0	476	0	0	0	0	0	257	148	405	1064
04:15 PM	145	0	28	173	110	310	0	420	0	0	0	0	0	247	120	367	960
04:30 PM	148	0	24	172	139	262	0	401	0	0	0	0	0	239	131	370	943
04:45 PM	149	0	29	178	118	242	0	360	0	0	0	0	0	271	129	400	938
Total	583	0	123	706	516	1141	0	1657	0	0	0	0	0	1014	528	1542	3905
05:00 PM	134	1	27	162	107	242	0	349	0	0	0	0	0	283	137	420	931
05:15 PM	143	0	35	178	97	280	0	377	0	0	0	0	0	249	104	353	908
05:30 PM	126	2	27	155	114	265	0	379	0	0	0	0	0	258	128	386	920
05:45 PM	148	0	33	181	111	279	0	390	0	0	0	0	0	260	105	365	936
Total	551	3	122	676	429	1066	0	1495	0	0	0	0	0	1050	474	1524	3695
Grand Total	1134	3	245	1382	945	2207	0	3152	0	0	0	0	0	2064	1002	3066	7600
Apprch %	82.1	0.2	17.7		30	70	0		0	0	0		0	67.3	32.7		
Total %	14.9	0	3.2	18.2	12.4	29	0	41.5	0	0	0	0	0	27.2	13.2	40.3	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	141	0	**42**	**183**	**149**	**327**	0	**476**	0	0	0	0	0	257	**148**	**405**	**1064**
04:15 PM	145	0	28	173	110	310	0	420	0	0	0	0	0	247	120	367	960
04:30 PM	148	0	24	172	139	262	0	401	0	0	0	0	0	239	131	370	943
04:45 PM	**149**	0	29	178	118	242	0	360	0	0	0	0	0	**271**	129	400	938
Total Volume	583	0	123	706	516	1141	0	1657	0	0	0	0	0	1014	528	1542	3905
% App. Total	82.6	0	17.4		31.1	68.9	0		0	0	0		0	65.8	34.2		
PHF	.978	.000	.732	.964	.866	.872	.000	.870	.000	.000	.000	.000	.000	.935	.892	.952	.918

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Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	141	0	**42**	**183**	**149**	**327**	0	**476**	0	0	0	0	0	257	**148**	**405**
+15 mins.	145	0	28	173	110	310	0	420	0	0	0	0	0	247	120	367
+30 mins.	148	0	24	172	139	262	0	401	0	0	0	0	0	239	131	370
+45 mins.	**149**	0	29	178	118	242	0	360	0	0	0	0	0	**271**	129	400
Total Volume	583	0	123	706	516	1141	0	1657	0	0	0	0	0	1014	528	1542
% App. Total	82.6	0	17.4		31.1	68.9	0		0	0	0		0	65.8	34.2	
PHF	.978	.000	.732	.964	.866	.872	.000	.870	.000	.000	.000	.000	.000	.935	.892	.952

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City of Lake Elsinore
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Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
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Groups Printed- Large 2 Axle Vehicles

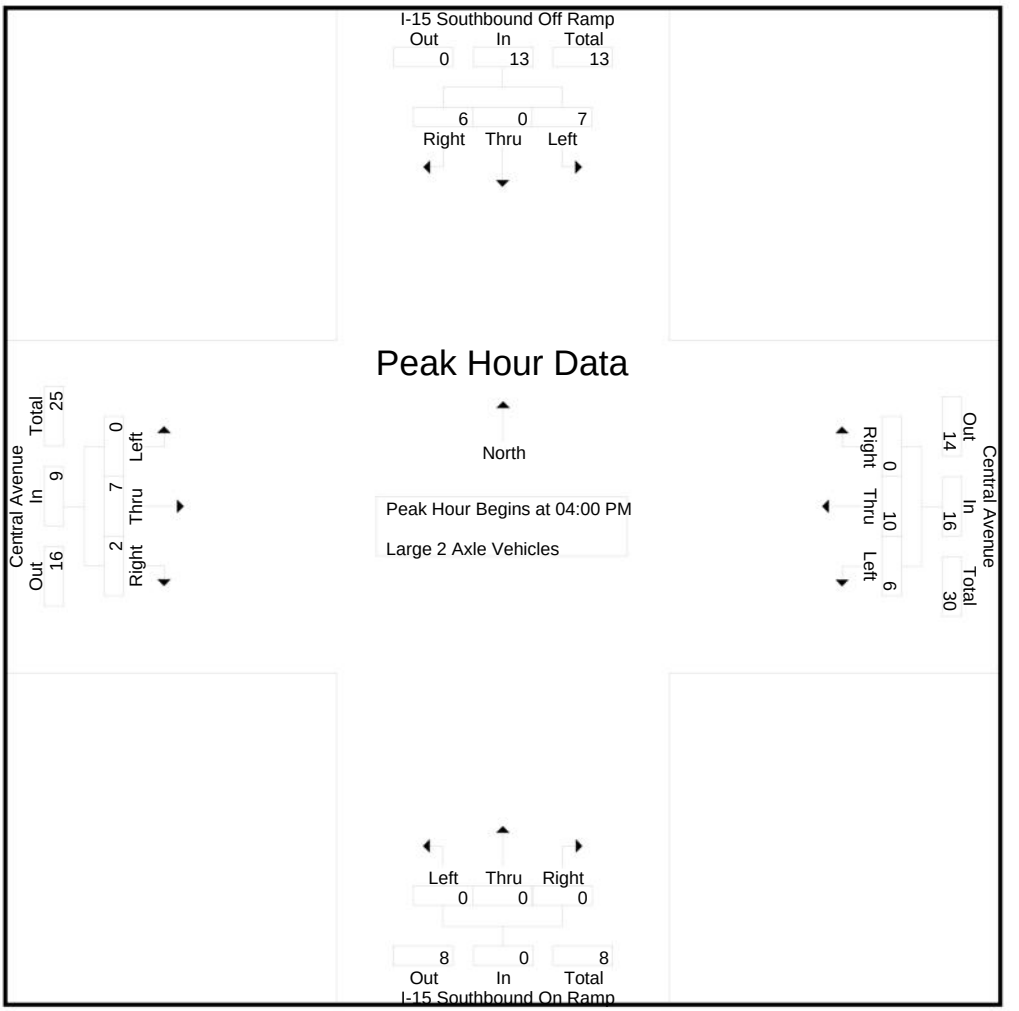
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	1	3	1	3	0	4	0	0	0	0	0	2	1	3	10
04:15 PM	4	0	2	6	0	1	0	1	0	0	0	0	0	4	1	5	12
04:30 PM	1	0	1	2	2	4	0	6	0	0	0	0	0	1	0	1	9
04:45 PM	0	0	2	2	3	2	0	5	0	0	0	0	0	0	0	0	7
Total	7	0	6	13	6	10	0	16	0	0	0	0	0	7	2	9	38
05:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	3	6
05:15 PM	1	0	1	2	1	1	0	2	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	2	5	0	7	0	0	0	0	0	0	0	0	7
05:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	3	0	3	6
Total	2	0	1	3	6	8	0	14	0	0	0	0	0	6	0	6	23
Grand Total	9	0	7	16	12	18	0	30	0	0	0	0	0	13	2	15	61
Apprch %	56.2	0	43.8		40	60	0		0	0	0		0	86.7	13.3		
Total %	14.8	0	11.5	26.2	19.7	29.5	0	49.2	0	0	0	0	0	21.3	3.3	24.6	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	1	3	1	3	0	4	0	0	0	0	0	2	**1**	3	10
04:15 PM	**4**	0	**2**	**6**	0	1	0	1	0	0	0	0	0	**4**	1	**5**	**12**
04:30 PM	1	0	1	2	2	**4**	0	**6**	0	0	0	0	0	1	0	1	9
04:45 PM	0	0	2	2	**3**	2	0	5	0	0	0	0	0	0	0	0	7
Total Volume	7	0	6	13	6	10	0	16	0	0	0	0	0	7	2	9	38
% App. Total	53.8	0	46.2		37.5	62.5	0		0	0	0		0	77.8	22.2		
PHF	.438	.000	.750	.542	.500	.625	.000	.667	.000	.000	.000	.000	.000	.438	.500	.450	.792

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

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	1	3	1	3	0	4	0	0	0	0	0	2	**1**	3
+15 mins.	**4**	0	**2**	**6**	0	1	0	1	0	0	0	0	0	**4**	1	**5**
+30 mins.	1	0	1	2	2	**4**	0	**6**	0	0	0	0	0	1	0	1
+45 mins.	0	0	2	2	**3**	2	0	5	0	0	0	0	0	0	0	0
Total Volume	7	0	6	13	6	10	0	16	0	0	0	0	0	7	2	9
% App. Total	53.8	0	46.2		37.5	62.5	0		0	0	0		0	77.8	22.2	
PHF	.438	.000	.750	.542	.500	.625	.000	.667	.000	.000	.000	.000	.000	.438	.500	.450

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Corona, CA 92878
(951) 268-6268

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

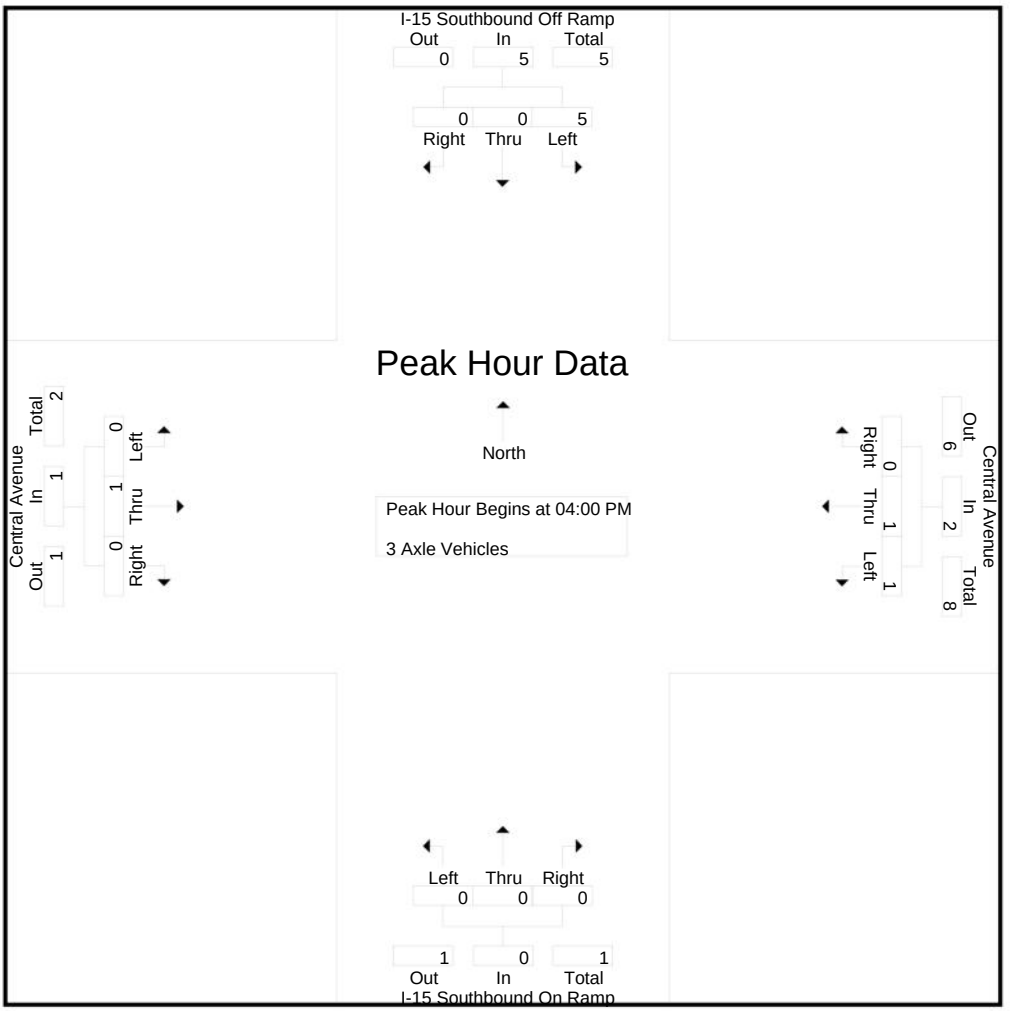
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
04:30 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	5	1	1	0	2	0	0	0	0	0	1	0	1	8
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	1	0	0	1	0	0	0	0	0	1	0	1	5
Grand Total	8	0	0	8	2	1	0	3	0	0	0	0	0	2	0	2	13
Apprch %	100	0	0		66.7	33.3	0		0	0	0		0	100	0		
Total %	61.5	0	0	61.5	15.4	7.7	0	23.1	0	0	0	0	0	15.4	0	15.4	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	1	0	0	1	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**3**
04:30 PM	2	0	0	2	**1**	0	0	1	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	1	1	0	2	0	0	0	0	0	1	0	1	8
% App. Total	100	0	0		50	50	0		0	0	0		0	100	0		
PHF	.625	.000	.000	.625	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.667

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

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+30 mins.	2	0	0	2	**1**	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	1	1	0	2	0	0	0	0	0	1	0	1
% App. Total	100	0	0		50	50	0		0	0	0		0	100	0	
PHF	.625	.000	.000	.625	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

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Corona, CA 92878
(951) 268-6268

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

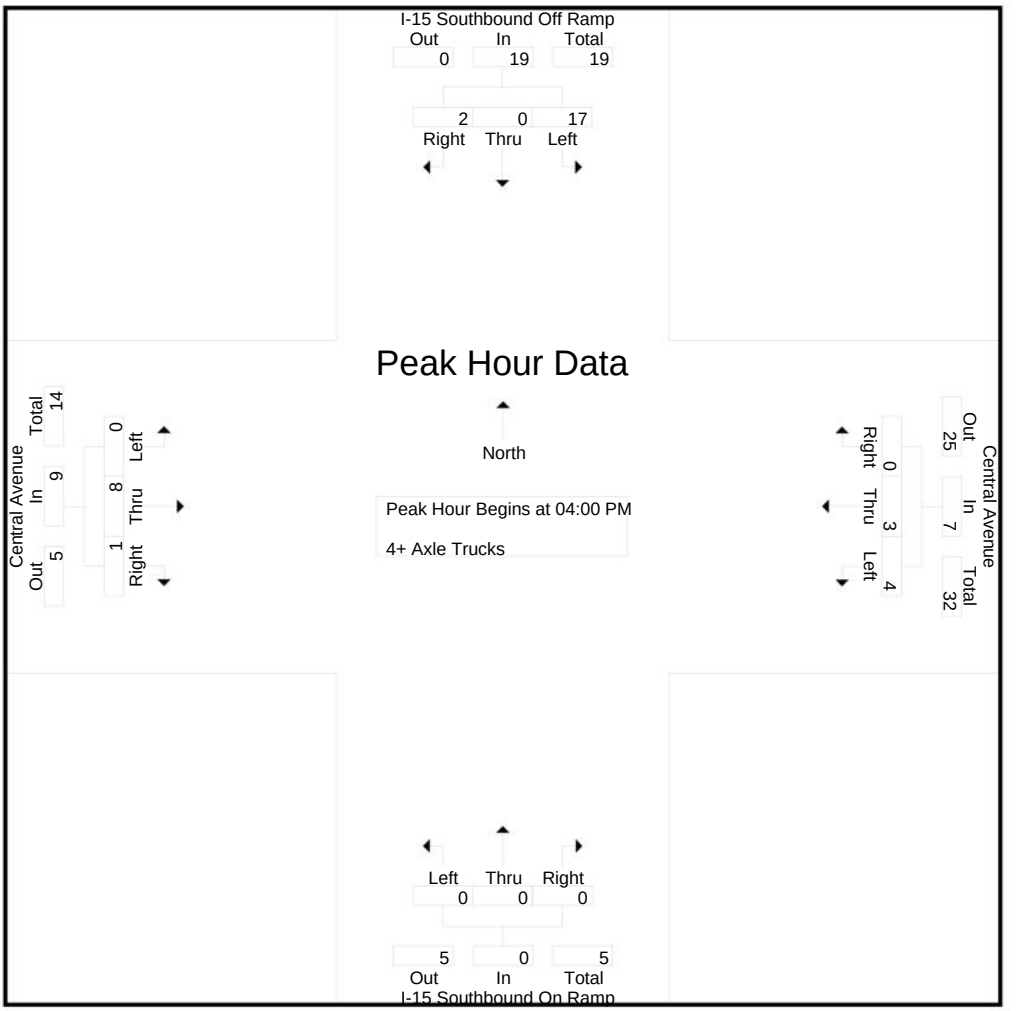
	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	0	0	3	2	0	0	2	0	0	0	0	0	2	0	2	7
04:15 PM	5	0	0	5	1	1	0	2	0	0	0	0	0	1	1	2	9
04:30 PM	4	0	1	5	1	0	0	1	0	0	0	0	0	4	0	4	10
04:45 PM	5	0	1	6	0	2	0	2	0	0	0	0	0	1	0	1	9
Total	17	0	2	19	4	3	0	7	0	0	0	0	0	8	1	9	35
05:00 PM	5	0	0	5	0	1	0	1	0	0	0	0	0	1	0	1	7
05:15 PM	6	0	0	6	0	2	0	2	0	0	0	0	0	2	0	2	10
05:30 PM	3	0	1	4	0	1	0	1	0	0	0	0	0	3	0	3	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	14	0	1	15	0	4	0	4	0	0	0	0	0	8	0	8	27
Grand Total	31	0	3	34	4	7	0	11	0	0	0	0	0	16	1	17	62
Apprch %	91.2	0	8.8		36.4	63.6	0		0	0	0		0	94.1	5.9		
Total %	50	0	4.8	54.8	6.5	11.3	0	17.7	0	0	0	0	0	25.8	1.6	27.4	

	I-15 Southbound Off Ramp Southbound				Central Avenue Westbound				I-15 Southbound On Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	0	0	3	**2**	0	0	**2**	0	0	0	0	0	2	0	2	7
04:15 PM	**5**	0	0	5	1	1	0	2	0	0	0	0	0	1	**1**	2	9
04:30 PM	4	0	**1**	5	1	0	0	1	0	0	0	0	0	**4**	0	**4**	**10**
04:45 PM	5	0	1	**6**	0	**2**	0	2	0	0	0	0	0	1	0	1	9
Total Volume	17	0	2	19	4	3	0	7	0	0	0	0	0	8	1	9	35
% App. Total	89.5	0	10.5		57.1	42.9	0		0	0	0		0	88.9	11.1		
PHF	.850	.000	.500	.792	.500	.375	.000	.875	.000	.000	.000	.000	.000	.500	.250	.563	.875

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

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 02_LKE_15S_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	0	0	3	**2**	0	0	**2**	0	0	0	0	0	2	0	2
+15 mins.	**5**	0	0	5	1	1	0	2	0	0	0	0	0	1	**1**	2
+30 mins.	4	0	**1**	5	1	0	0	1	0	0	0	0	0	**4**	0	**4**
+45 mins.	5	0	1	**6**	0	**2**	0	2	0	0	0	0	0	1	0	1
Total Volume	17	0	2	19	4	3	0	7	0	0	0	0	0	8	1	9
% App. Total	89.5	0	10.5		57.1	42.9	0		0	0	0		0	88.9	11.1	
PHF	.850	.000	.500	.792	.500	.375	.000	.875	.000	.000	.000	.000	.000	.500	.250	.563

Location: Lake Elsinore
N/S: I-15 SB Ramps
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg I-15 SB Ramps	East Leg Central Avenue (SR-74)	South Leg I-15 SB Ramps	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	2	0	0	0	2
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	5	0	0	0	5
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	12	0	0	0	12

	North Leg I-15 SB Ramps	East Leg Central Avenue (SR-74)	South Leg I-15 SB Ramps	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	1	0	0	0	1
4:30 PM	2	0	0	0	2
4:45 PM	1	0	0	0	1
5:00 PM	3	0	0	0	3
5:15 PM	0	0	1	0	1
5:30 PM	1	0	0	0	1
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	11	0	1	0	12

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PO Box 1178
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951-268-6268

Location: Lake Elsinore
N/S: I-15 SB Ramps
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound I-15 SB Ramps			Westbound Central Avenue (SR-74)			Northbound I-15 SB Ramps			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound I-15 SB Ramps			Westbound Central Avenue (SR-74)			Northbound I-15 SB Ramps			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	1	0	5

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025

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

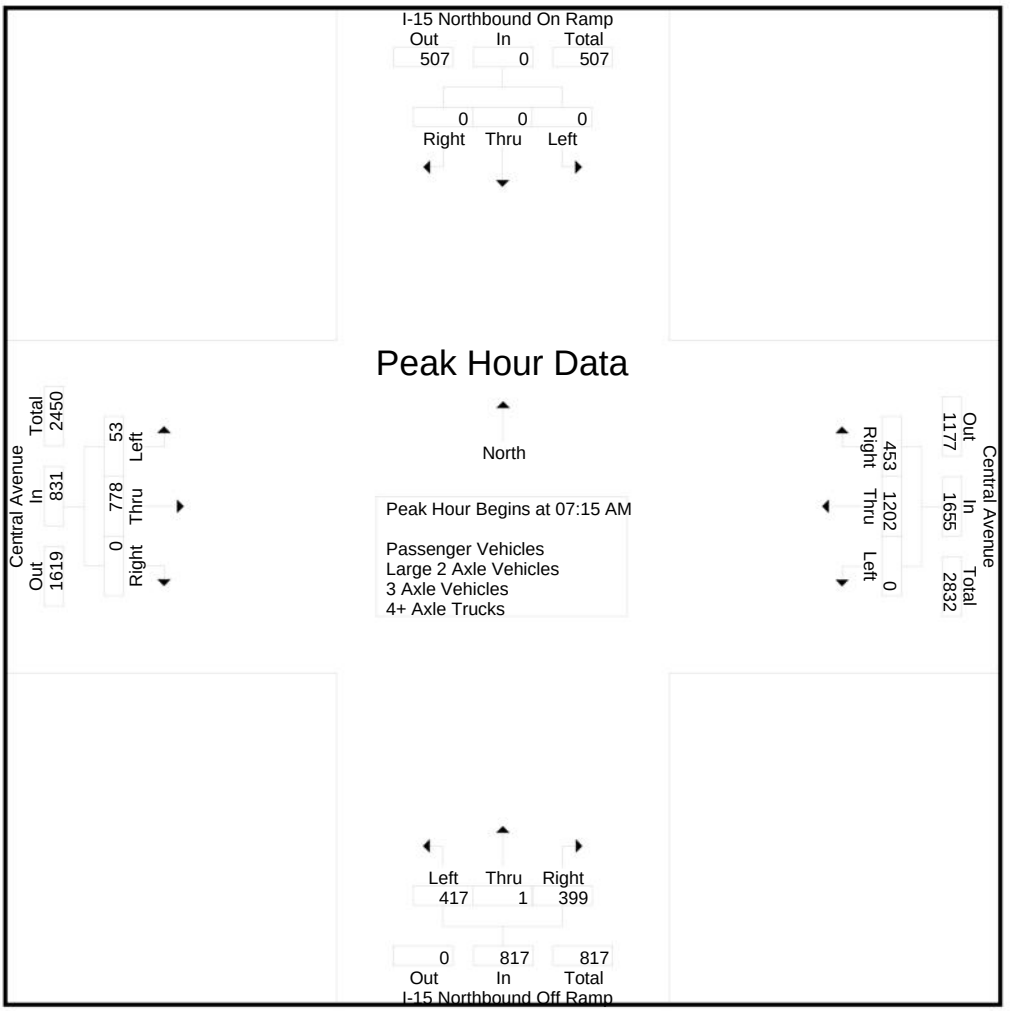
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	221	129	350	86	1	107	194	13	140	0	153	697
07:15 AM	0	0	0	0	0	288	109	397	77	0	118	195	17	182	0	199	791
07:30 AM	0	0	0	0	0	312	120	432	98	0	106	204	10	169	0	179	815
07:45 AM	0	0	0	0	0	329	94	423	132	1	78	211	11	194	0	205	839
Total	0	0	0	0	0	1150	452	1602	393	2	409	804	51	685	0	736	3142
08:00 AM	0	0	0	0	0	273	130	403	110	0	97	207	15	233	0	248	858
08:15 AM	0	0	0	0	0	239	104	343	88	1	100	189	20	208	0	228	760
08:30 AM	0	0	0	0	0	255	113	368	92	0	96	188	21	203	0	224	780
08:45 AM	0	0	0	0	0	298	91	389	100	0	129	229	16	189	0	205	823
Total	0	0	0	0	0	1065	438	1503	390	1	422	813	72	833	0	905	3221
Grand Total	0	0	0	0	0	2215	890	3105	783	3	831	1617	123	1518	0	1641	6363
Apprch %	0	0	0		0	71.3	28.7		48.4	0.2	51.4		7.5	92.5	0		
Total %	0	0	0	0	0	34.8	14	48.8	12.3	0	13.1	25.4	1.9	23.9	0	25.8	
Passenger Vehicles	0	0	0	0	0	2143	803	2946	773	3	805	1581	105	1423	0	1528	6055
% Passenger Vehicles	0	0	0	0	0	96.7	90.2	94.9	98.7	100	96.9	97.8	85.4	93.7	0	93.1	95.2
Large 2 Axle Vehicles	0	0	0	0	0	37	29	66	8	0	13	21	8	31	0	39	126
% Large 2 Axle Vehicles	0	0	0	0	0	1.7	3.3	2.1	1	0	1.6	1.3	6.5	2	0	2.4	2
3 Axle Vehicles	0	0	0	0	0	14	8	22	0	0	4	4	3	14	0	17	43
% 3 Axle Vehicles	0	0	0	0	0	0.6	0.9	0.7	0	0	0.5	0.2	2.4	0.9	0	1	0.7
4+ Axle Trucks	0	0	0	0	0	21	50	71	2	0	9	11	7	50	0	57	139
% 4+ Axle Trucks	0	0	0	0	0	0.9	5.6	2.3	0.3	0	1.1	0.7	5.7	3.3	0	3.5	2.2

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	288	109	397	77	0	**118**	195	**17**	182	0	199	791
07:30 AM	0	0	0	0	0	312	120	**432**	98	0	106	204	10	169	0	179	815
07:45 AM	0	0	0	0	0	**329**	94	423	**132**	**1**	78	**211**	11	194	0	205	839
08:00 AM	0	0	0	0	0	273	**130**	403	110	0	97	207	15	**233**	0	**248**	**858**
Total Volume	0	0	0	0	0	1202	453	1655	417	1	399	817	53	778	0	831	3303
% App. Total	0	0	0		0	72.6	27.4		51	0.1	48.8		6.4	93.6	0		
PHF	.000	.000	.000	.000	.000	.913	.871	.958	.790	.250	.845	.968	.779	.835	.000	.838	.962

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

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:00 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	0	0	0	0	0	288	109	397	77	0	**118**	195	11	194	0	205
+15 mins.	0	0	0	0	0	312	120	**432**	98	0	106	204	15	**233**	0	**248**
+30 mins.	0	0	0	0	0	**329**	94	423	**132**	**1**	78	**211**	20	208	0	228
+45 mins.	0	0	0	0	0	273	**130**	403	110	0	97	207	**21**	203	0	224
Total Volume	0	0	0	0	0	1202	453	1655	417	1	399	817	67	838	0	905
% App. Total	0	0	0		0	72.6	27.4		51	0.1	48.8		7.4	92.6	0	
PHF	.000	.000	.000	.000	.000	.913	.871	.958	.790	.250	.845	.968	.798	.899	.000	.912

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(951) 268-6268

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

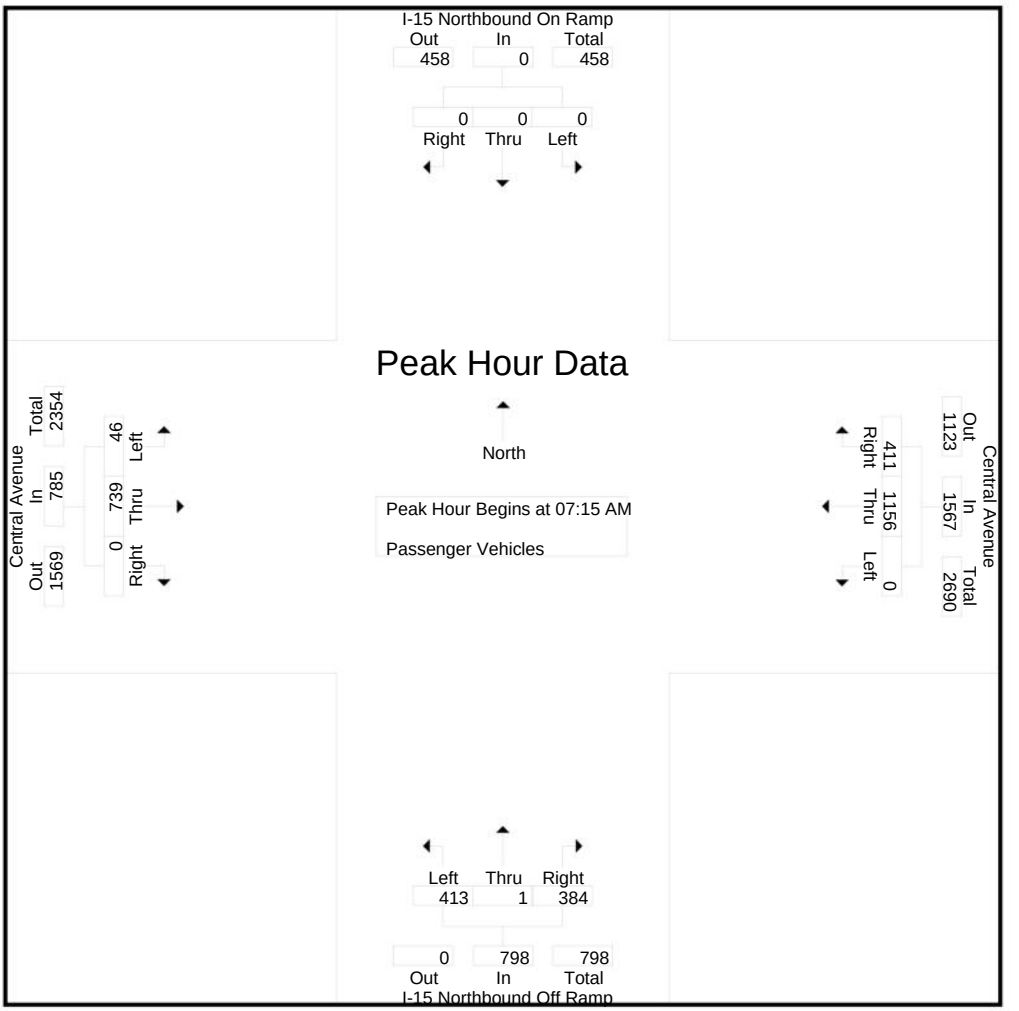
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	215	115	330	85	1	103	189	12	130	0	142	661
07:15 AM	0	0	0	0	0	279	97	376	77	0	114	191	15	174	0	189	756
07:30 AM	0	0	0	0	0	295	111	406	97	0	103	200	10	157	0	167	773
07:45 AM	0	0	0	0	0	318	84	402	131	1	75	207	8	189	0	197	806
Total	0	0	0	0	0	1107	407	1514	390	2	395	787	45	650	0	695	2996
08:00 AM	0	0	0	0	0	264	119	383	108	0	92	200	13	219	0	232	815
08:15 AM	0	0	0	0	0	232	93	325	87	1	96	184	16	193	0	209	718
08:30 AM	0	0	0	0	0	250	101	351	91	0	96	187	18	185	0	203	741
08:45 AM	0	0	0	0	0	290	83	373	97	0	126	223	13	176	0	189	785
Total	0	0	0	0	0	1036	396	1432	383	1	410	794	60	773	0	833	3059
Grand Total	0	0	0	0	0	2143	803	2946	773	3	805	1581	105	1423	0	1528	6055
Apprch %	0	0	0		0	72.7	27.3		48.9	0.2	50.9		6.9	93.1	0		
Total %	0	0	0	0	0	35.4	13.3	48.7	12.8	0	13.3	26.1	1.7	23.5	0	25.2	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	279	97	376	77	0	**114**	191	**15**	174	0	189	756
07:30 AM	0	0	0	0	0	295	111	**406**	97	0	103	200	10	157	0	167	773
07:45 AM	0	0	0	0	0	**318**	84	402	**131**	**1**	75	**207**	8	189	0	197	806
08:00 AM	0	0	0	0	0	264	**119**	383	108	0	92	200	13	**219**	0	**232**	**815**
Total Volume	0	0	0	0	0	1156	411	1567	413	1	384	798	46	739	0	785	3150
% App. Total	0	0	0		0	73.8	26.2		51.8	0.1	48.1		5.9	94.1	0		
PHF	.000	.000	.000	.000	.000	.909	.863	.965	.788	.250	.842	.964	.767	.844	.000	.846	.966

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

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	279	97	376	77	0	**114**	191	**15**	174	0	189
+15 mins.	0	0	0	0	0	295	111	**406**	97	0	103	200	10	157	0	167
+30 mins.	0	0	0	0	0	**318**	84	402	**131**	**1**	75	**207**	8	189	0	197
+45 mins.	0	0	0	0	0	264	**119**	383	108	0	92	200	13	**219**	0	**232**
Total Volume	0	0	0	0	0	1156	411	1567	413	1	384	798	46	739	0	785
% App. Total	0	0	0		0	73.8	26.2		51.8	0.1	48.1		5.9	94.1	0	
PHF	.000	.000	.000	.000	.000	.909	.863	.965	.788	.250	.842	.964	.767	.844	.000	.846

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

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

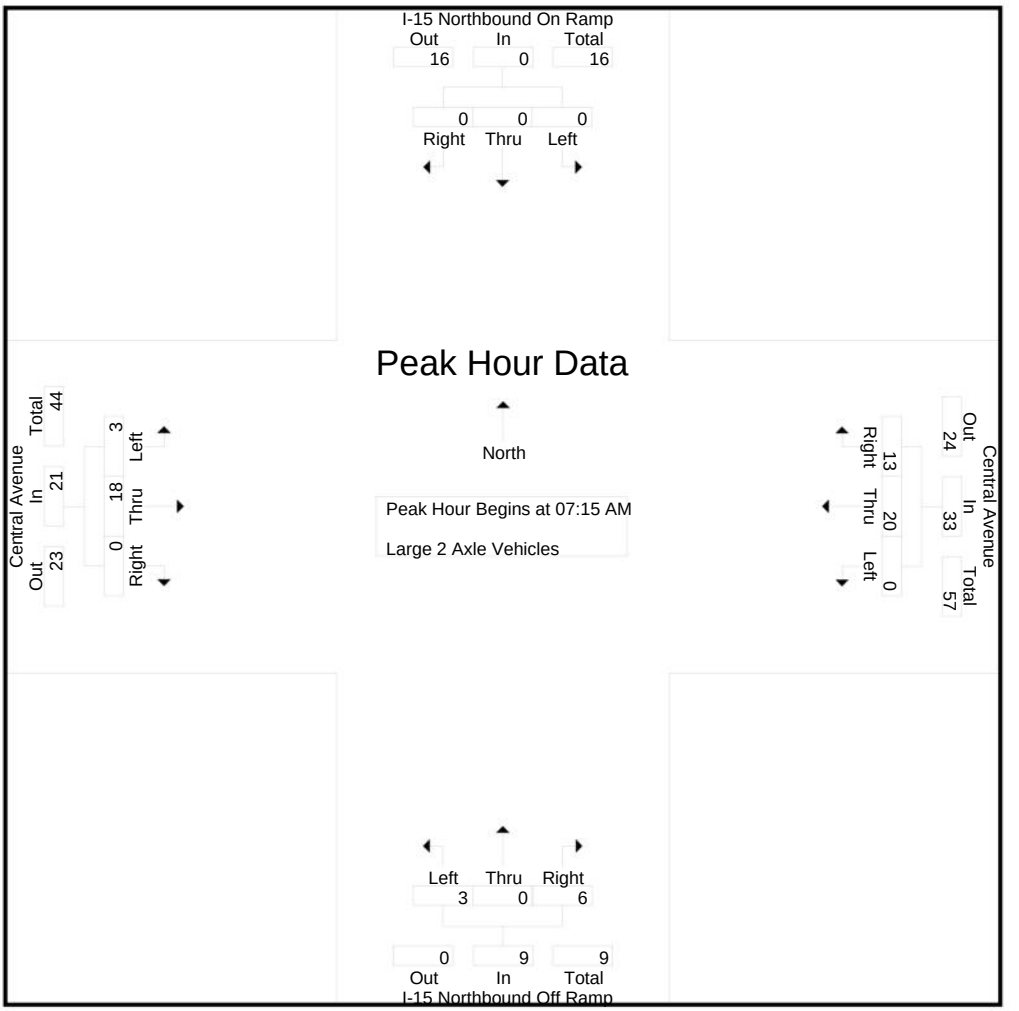
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	4	10	0	0	2	2	0	3	0	3	15
07:15 AM	0	0	0	0	0	4	4	8	0	0	1	1	0	2	0	2	11
07:30 AM	0	0	0	0	0	7	2	9	1	0	0	1	0	5	0	5	15
07:45 AM	0	0	0	0	0	3	4	7	1	0	2	3	2	2	0	4	14
Total	0	0	0	0	0	20	14	34	2	0	5	7	2	12	0	14	55
08:00 AM	0	0	0	0	0	6	3	9	1	0	3	4	1	9	0	10	23
08:15 AM	0	0	0	0	0	3	4	7	1	0	4	5	2	5	0	7	19
08:30 AM	0	0	0	0	0	3	6	9	1	0	0	1	2	3	0	5	15
08:45 AM	0	0	0	0	0	5	2	7	3	0	1	4	1	2	0	3	14
Total	0	0	0	0	0	17	15	32	6	0	8	14	6	19	0	25	71
Grand Total	0	0	0	0	0	37	29	66	8	0	13	21	8	31	0	39	126
Apprch %	0	0	0		0	56.1	43.9		38.1	0	61.9		20.5	79.5	0		
Total %	0	0	0	0	0	29.4	23	52.4	6.3	0	10.3	16.7	6.3	24.6	0	31	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	4	**4**	8	0	0	1	1	0	2	0	2	11
07:30 AM	0	0	0	0	0	**7**	2	**9**	**1**	0	0	1	0	5	0	5	15
07:45 AM	0	0	0	0	0	3	4	7	1	0	2	3	**2**	2	0	4	14
08:00 AM	0	0	0	0	0	6	3	9	1	0	**3**	**4**	1	**9**	0	**10**	**23**
Total Volume	0	0	0	0	0	20	13	33	3	0	6	9	3	18	0	21	63
% App. Total	0	0	0		0	60.6	39.4		33.3	0	66.7		14.3	85.7	0		
PHF	.000	.000	.000	.000	.000	.714	.813	.917	.750	.000	.500	.563	.375	.500	.000	.525	.685

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

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	**4**	8	0	0	1	1	0	2	0	2
+15 mins.	0	0	0	0	0	**7**	2	**9**	**1**	0	0	1	0	5	0	5
+30 mins.	0	0	0	0	0	3	4	7	1	0	2	3	**2**	2	0	4
+45 mins.	0	0	0	0	0	6	3	9	1	0	**3**	**4**	1	**9**	0	**10**
Total Volume	0	0	0	0	0	20	13	33	3	0	6	9	3	18	0	21
% App. Total	0	0	0		0	60.6	39.4		33.3	0	66.7		14.3	85.7	0	
PHF	.000	.000	.000	.000	.000	.714	.813	.917	.750	.000	.500	.563	.375	.500	.000	.525

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(951) 268-6268

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

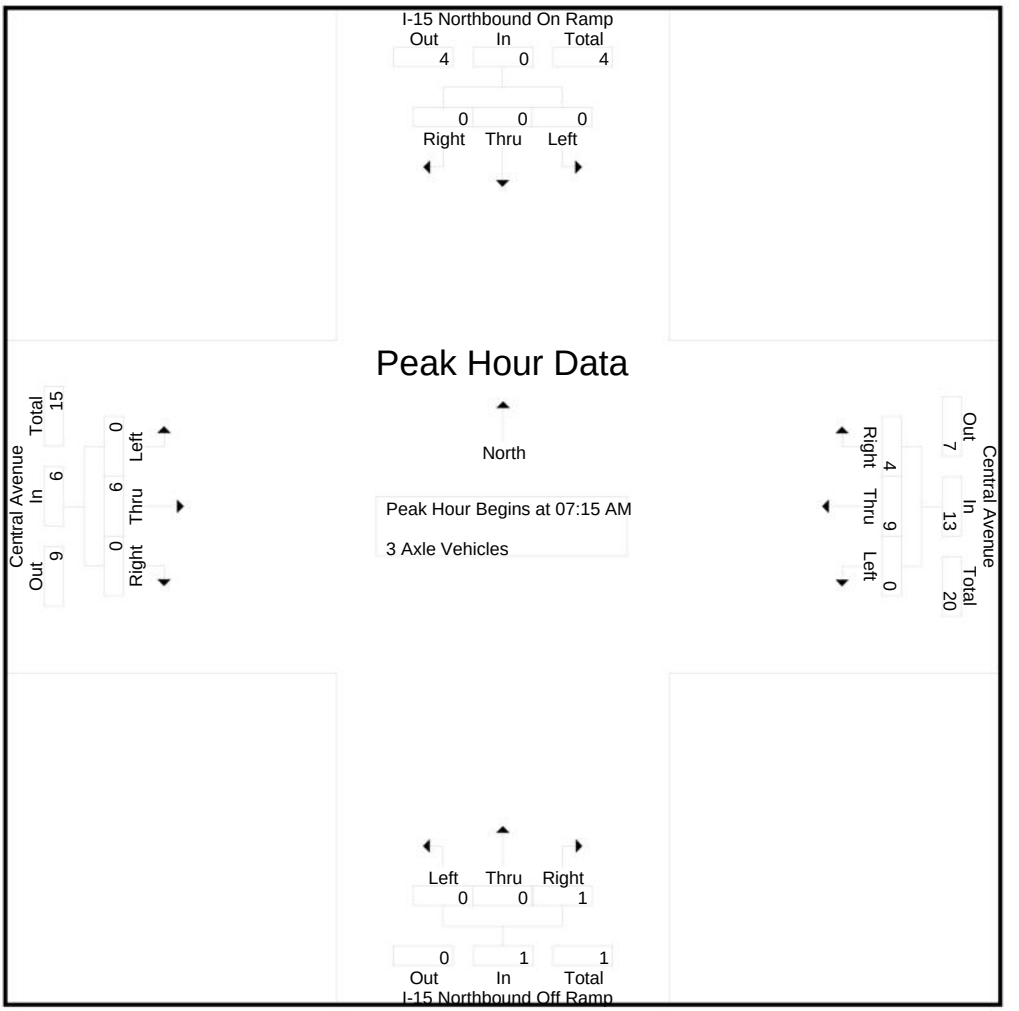
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	2	2	1	2	0	3	6
07:15 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
07:45 AM	0	0	0	0	0	2	2	4	0	0	1	1	0	1	0	1	6
Total	0	0	0	0	0	8	4	12	0	0	3	3	1	7	0	8	23
08:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	1	1	0	2	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:45 AM	0	0	0	0	0	2	2	4	0	0	1	1	1	1	0	2	7
Total	0	0	0	0	0	6	4	10	0	0	1	1	2	7	0	9	20
Grand Total	0	0	0	0	0	14	8	22	0	0	4	4	3	14	0	17	43
Apprch %	0	0	0		0	63.6	36.4		0	0	100		17.6	82.4	0		
Total %	0	0	0	0	0	32.6	18.6	51.2	0	0	9.3	9.3	7	32.6	0	39.5	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	1	0	1	5
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**3**	0	**3**	**6**
07:45 AM	0	0	0	0	0	2	**2**	4	0	0	**1**	**1**	0	1	0	1	6
08:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	9	4	13	0	0	1	1	0	6	0	6	20
% App. Total	0	0	0		0	69.2	30.8		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.500	.813	.000	.000	.250	.250	.000	.500	.000	.500	.833

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

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**3**	1	**4**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	2	**2**	4	0	0	**1**	**1**	0	1	0	1
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	9	4	13	0	0	1	1	0	6	0	6
% App. Total	0	0	0		0	69.2	30.8		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.500	.813	.000	.000	.250	.250	.000	.500	.000	.500

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

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

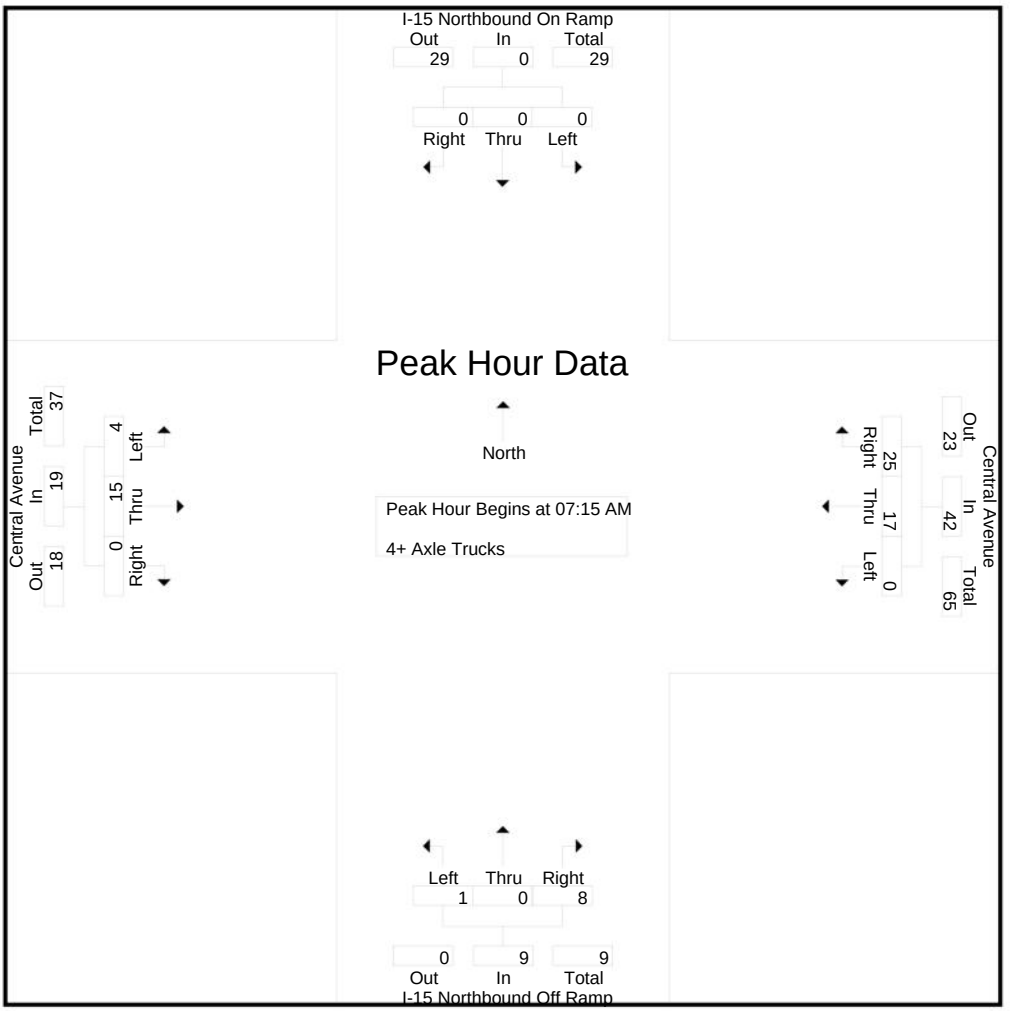
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	9	9	1	0	0	1	0	5	0	5	15
07:15 AM	0	0	0	0	0	2	7	9	0	0	3	3	2	5	0	7	19
07:30 AM	0	0	0	0	0	7	7	14	0	0	3	3	0	4	0	4	21
07:45 AM	0	0	0	0	0	6	4	10	0	0	0	0	1	2	0	3	13
Total	0	0	0	0	0	15	27	42	1	0	6	7	3	16	0	19	68
08:00 AM	0	0	0	0	0	2	7	9	1	0	2	3	1	4	0	5	17
08:15 AM	0	0	0	0	0	2	6	8	0	0	0	0	1	9	0	10	18
08:30 AM	0	0	0	0	0	1	6	7	0	0	0	0	1	11	0	12	19
08:45 AM	0	0	0	0	0	1	4	5	0	0	1	1	1	10	0	11	17
Total	0	0	0	0	0	6	23	29	1	0	3	4	4	34	0	38	71
Grand Total	0	0	0	0	0	21	50	71	2	0	9	11	7	50	0	57	139
Apprch %	0	0	0		0	29.6	70.4		18.2	0	81.8		12.3	87.7	0		
Total %	0	0	0	0	0	15.1	36	51.1	1.4	0	6.5	7.9	5	36	0	41	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	**7**	9	0	0	**3**	**3**	**2**	**5**	0	**7**	19
07:30 AM	0	0	0	0	0	**7**	7	**14**	0	0	3	3	0	4	0	4	**21**
07:45 AM	0	0	0	0	0	6	4	10	0	0	0	0	1	2	0	3	13
08:00 AM	0	0	0	0	0	2	7	9	**1**	0	2	3	1	4	0	5	17
Total Volume	0	0	0	0	0	17	25	42	1	0	8	9	4	15	0	19	70
% App. Total	0	0	0		0	40.5	59.5		11.1	0	88.9		21.1	78.9	0		
PHF	.000	.000	.000	.000	.000	.607	.893	.750	.250	.000	.667	.750	.500	.750	.000	.679	.833

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

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	**7**	9	0	0	**3**	**3**	**2**	**5**	0	**7**
+15 mins.	0	0	0	0	0	**7**	7	**14**	0	0	3	3	0	4	0	4
+30 mins.	0	0	0	0	0	6	4	10	0	0	0	0	1	2	0	3
+45 mins.	0	0	0	0	0	2	7	9	**1**	0	2	3	1	4	0	5
Total Volume	0	0	0	0	0	17	25	42	1	0	8	9	4	15	0	19
% App. Total	0	0	0		0	40.5	59.5		11.1	0	88.9		21.1	78.9	0	
PHF	.000	.000	.000	.000	.000	.607	.893	.750	.250	.000	.667	.750	.500	.750	.000	.679

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PO Box 1178
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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

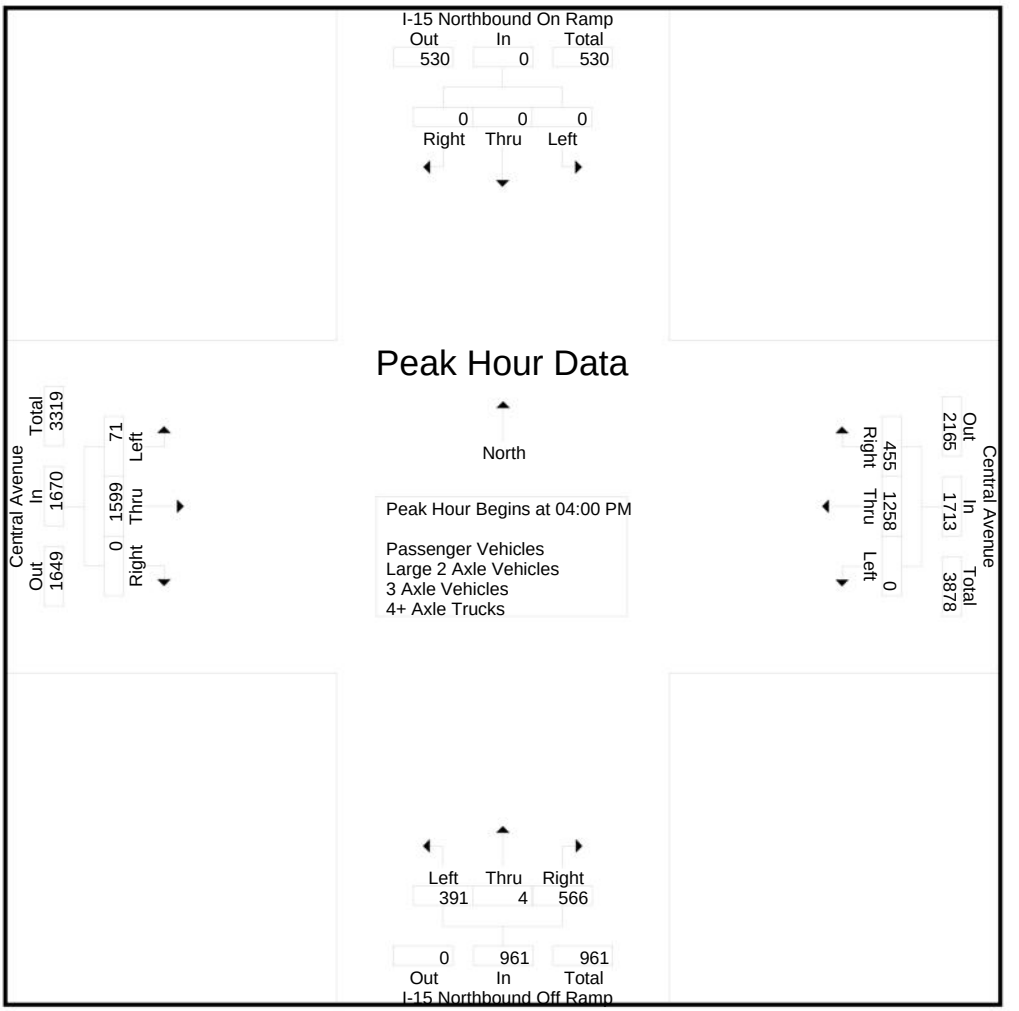
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	358	138	496	108	2	124	234	17	395	0	412	1142
04:15 PM	0	0	0	0	0	317	114	431	99	1	156	256	16	392	0	408	1095
04:30 PM	0	0	0	0	0	306	99	405	100	0	136	236	17	383	0	400	1041
04:45 PM	0	0	0	0	0	277	104	381	84	1	150	235	21	429	0	450	1066
Total	0	0	0	0	0	1258	455	1713	391	4	566	961	71	1599	0	1670	4344
05:00 PM	0	0	0	0	0	264	98	362	82	0	139	221	17	389	0	406	989
05:15 PM	0	0	0	0	0	274	132	406	104	0	142	246	17	384	0	401	1053
05:30 PM	0	0	0	0	0	272	103	375	110	1	152	263	30	351	0	381	1019
05:45 PM	0	0	0	0	0	278	98	376	108	0	149	257	27	387	0	414	1047
Total	0	0	0	0	0	1088	431	1519	404	1	582	987	91	1511	0	1602	4108
Grand Total	0	0	0	0	0	2346	886	3232	795	5	1148	1948	162	3110	0	3272	8452
Apprch %	0	0	0		0	72.6	27.4		40.8	0.3	58.9		5	95	0		
Total %	0	0	0	0	0	27.8	10.5	38.2	9.4	0.1	13.6	23	1.9	36.8	0	38.7	
Passenger Vehicles	0	0	0	0	0	2311	844	3155	784	5	1119	1908	156	3035	0	3191	8254
% Passenger Vehicles	0	0	0	0	0	98.5	95.3	97.6	98.6	100	97.5	97.9	96.3	97.6	0	97.5	97.7
Large 2 Axle Vehicles	0	0	0	0	0	25	14	39	6	0	9	15	2	22	0	24	78
% Large 2 Axle Vehicles	0	0	0	0	0	1.1	1.6	1.2	0.8	0	0.8	0.8	1.2	0.7	0	0.7	0.9
3 Axle Vehicles	0	0	0	0	0	3	8	11	1	0	10	11	0	8	0	8	30
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.9	0.3	0.1	0	0.9	0.6	0	0.3	0	0.2	0.4
4+ Axle Trucks	0	0	0	0	0	7	20	27	4	0	10	14	4	45	0	49	90
% 4+ Axle Trucks	0	0	0	0	0	0.3	2.3	0.8	0.5	0	0.9	0.7	2.5	1.4	0	1.5	1.1

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**358**	**138**	**496**	**108**	**2**	124	234	17	395	0	412	**1142**
04:15 PM	0	0	0	0	0	317	114	431	99	1	**156**	**256**	16	392	0	408	1095
04:30 PM	0	0	0	0	0	306	99	405	100	0	136	236	17	383	0	400	1041
04:45 PM	0	0	0	0	0	277	104	381	84	1	150	235	**21**	**429**	0	**450**	1066
Total Volume	0	0	0	0	0	1258	455	1713	391	4	566	961	71	1599	0	1670	4344
% App. Total	0	0	0		0	73.4	26.6		40.7	0.4	58.9		4.3	95.7	0		
PHF	.000	.000	.000	.000	.000	.878	.824	.863	.905	.500	.907	.938	.845	.932	.000	.928	.951

Counts Unlimited, Inc.
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(951) 268-6268

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**358**	**138**	**496**	82	0	139	221	17	395	0	412
+15 mins.	0	0	0	0	0	317	114	431	104	0	142	246	16	392	0	408
+30 mins.	0	0	0	0	0	306	99	405	**110**	**1**	**152**	**263**	17	383	0	400
+45 mins.	0	0	0	0	0	277	104	381	108	0	149	257	**21**	**429**	0	**450**
Total Volume	0	0	0	0	0	1258	455	1713	404	1	582	987	71	1599	0	1670
% App. Total	0	0	0		0	73.4	26.6		40.9	0.1	59		4.3	95.7	0	
PHF	.000	.000	.000	.000	.000	.878	.824	.863	.918	.250	.957	.938	.845	.932	.000	.928

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

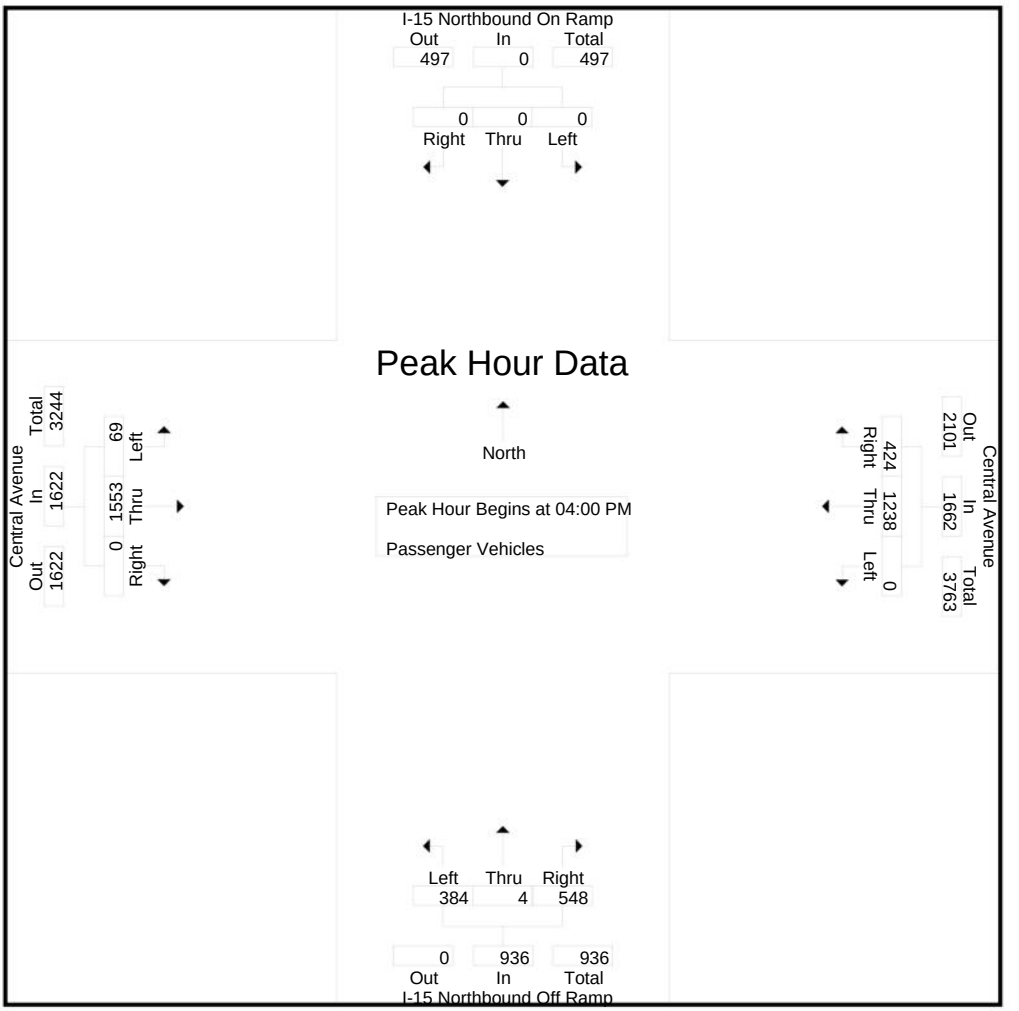
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	353	132	485	107	2	118	227	17	384	0	401	1113
04:15 PM	0	0	0	0	0	315	103	418	97	1	151	249	16	376	0	392	1059
04:30 PM	0	0	0	0	0	298	92	390	98	0	132	230	17	373	0	390	1010
04:45 PM	0	0	0	0	0	272	97	369	82	1	147	230	19	420	0	439	1038
Total	0	0	0	0	0	1238	424	1662	384	4	548	936	69	1553	0	1622	4220
05:00 PM	0	0	0	0	0	261	93	354	81	0	137	218	16	378	0	394	966
05:15 PM	0	0	0	0	0	270	130	400	104	0	140	244	16	377	0	393	1037
05:30 PM	0	0	0	0	0	267	100	367	107	1	147	255	29	345	0	374	996
05:45 PM	0	0	0	0	0	275	97	372	108	0	147	255	26	382	0	408	1035
Total	0	0	0	0	0	1073	420	1493	400	1	571	972	87	1482	0	1569	4034
Grand Total	0	0	0	0	0	2311	844	3155	784	5	1119	1908	156	3035	0	3191	8254
Apprch %	0	0	0		0	73.2	26.8		41.1	0.3	58.6		4.9	95.1	0		
Total %	0	0	0	0	0	28	10.2	38.2	9.5	0.1	13.6	23.1	1.9	36.8	0	38.7	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**353**	**132**	**485**	**107**	**2**	118	227	17	384	0	401	**1113**
04:15 PM	0	0	0	0	0	315	103	418	97	1	**151**	**249**	16	376	0	392	1059
04:30 PM	0	0	0	0	0	298	92	390	98	0	132	230	17	373	0	390	1010
04:45 PM	0	0	0	0	0	272	97	369	82	1	147	230	**19**	**420**	0	**439**	1038
Total Volume	0	0	0	0	0	1238	424	1662	384	4	548	936	69	1553	0	1622	4220
% App. Total	0	0	0		0	74.5	25.5		41	0.4	58.5		4.3	95.7	0		
PHF	.000	.000	.000	.000	.000	.877	.803	.857	.897	.500	.907	.940	.908	.924	.000	.924	.948

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**353**	**132**	**485**	**107**	**2**	118	227	17	384	0	401
+15 mins.	0	0	0	0	0	315	103	418	97	1	**151**	**249**	16	376	0	392
+30 mins.	0	0	0	0	0	298	92	390	98	0	132	230	17	373	0	390
+45 mins.	0	0	0	0	0	272	97	369	82	1	147	230	**19**	**420**	0	**439**
Total Volume	0	0	0	0	0	1238	424	1662	384	4	548	936	69	1553	0	1622
% App. Total	0	0	0		0	74.5	25.5		41	0.4	58.5		4.3	95.7	0	
PHF	.000	.000	.000	.000	.000	.877	.803	.857	.897	.500	.907	.940	.908	.924	.000	.924

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

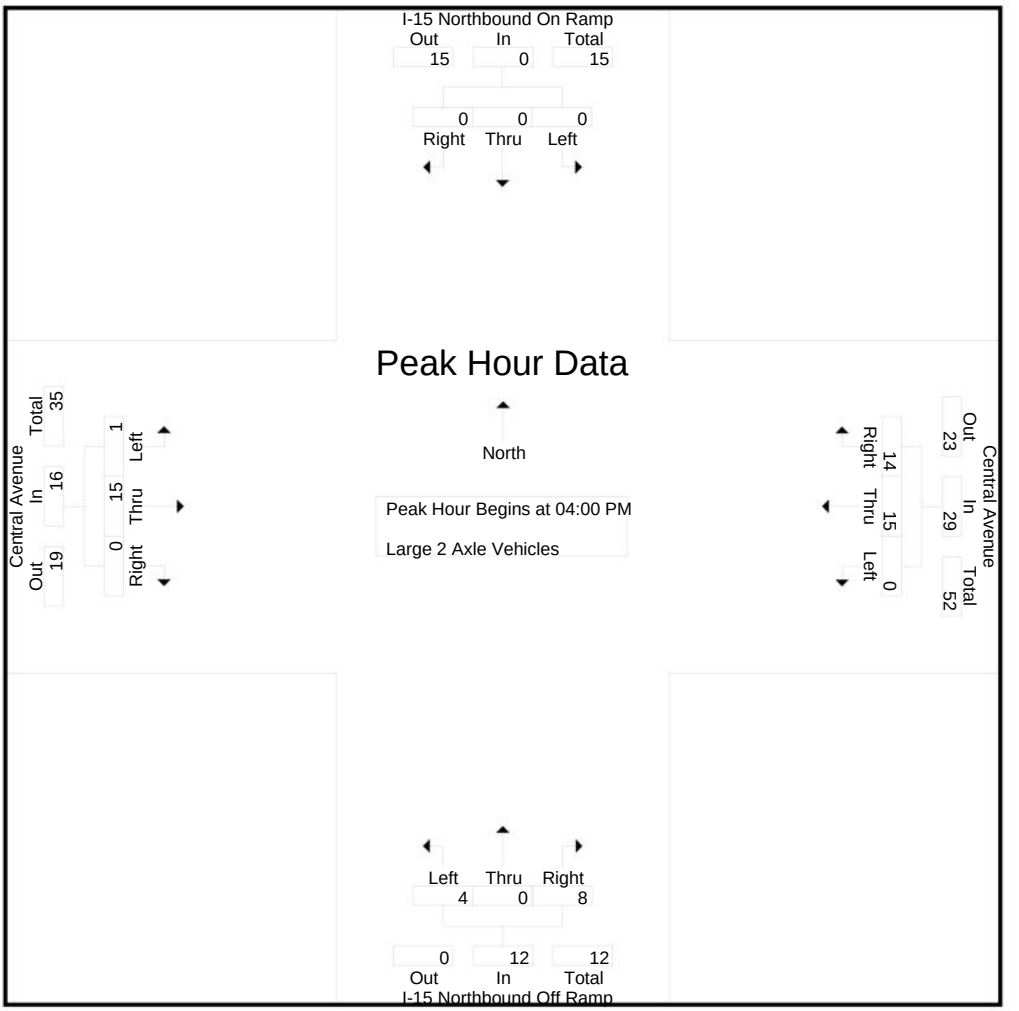
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	1	0	3	4	0	4	0	4	11
04:15 PM	0	0	0	0	0	0	9	9	1	0	2	3	0	7	0	7	19
04:30 PM	0	0	0	0	0	7	2	9	2	0	2	4	0	3	0	3	16
04:45 PM	0	0	0	0	0	5	3	8	0	0	1	1	1	1	0	2	11
Total	0	0	0	0	0	15	14	29	4	0	8	12	1	15	0	16	57
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	5	0	5	2	0	0	2	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	3	4
Total	0	0	0	0	0	10	0	10	2	0	1	3	1	7	0	8	21
Grand Total	0	0	0	0	0	25	14	39	6	0	9	15	2	22	0	24	78
Apprch %	0	0	0		0	64.1	35.9		40	0	60		8.3	91.7	0		
Total %	0	0	0	0	0	32.1	17.9	50	7.7	0	11.5	19.2	2.6	28.2	0	30.8	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	0	3	1	0	**3**	**4**	0	4	0	4	11
04:15 PM	0	0	0	0	0	0	**9**	**9**	1	0	2	3	0	**7**	0	**7**	**19**
04:30 PM	0	0	0	0	0	**7**	2	9	**2**	0	2	4	0	3	0	3	16
04:45 PM	0	0	0	0	0	5	3	8	0	0	1	1	**1**	1	0	2	11
Total Volume	0	0	0	0	0	15	14	29	4	0	8	12	1	15	0	16	57
% App. Total	0	0	0		0	51.7	48.3		33.3	0	66.7		6.2	93.8	0		
PHF	.000	.000	.000	.000	.000	.536	.389	.806	.500	.000	.667	.750	.250	.536	.000	.571	.750

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	1	0	**3**	**4**	0	4	0	4
+15 mins.	0	0	0	0	0	0	**9**	**9**	1	0	2	3	0	**7**	0	**7**
+30 mins.	0	0	0	0	0	**7**	2	9	**2**	0	2	4	0	3	0	3
+45 mins.	0	0	0	0	0	5	3	8	0	0	1	1	**1**	1	0	2
Total Volume	0	0	0	0	0	15	14	29	4	0	8	12	1	15	0	16
% App. Total	0	0	0		0	51.7	48.3		33.3	0	66.7		6.2	93.8	0	
PHF	.000	.000	.000	.000	.000	.536	.389	.806	.500	.000	.667	.750	.250	.536	.000	.571

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City of Lake Elsinore
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E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

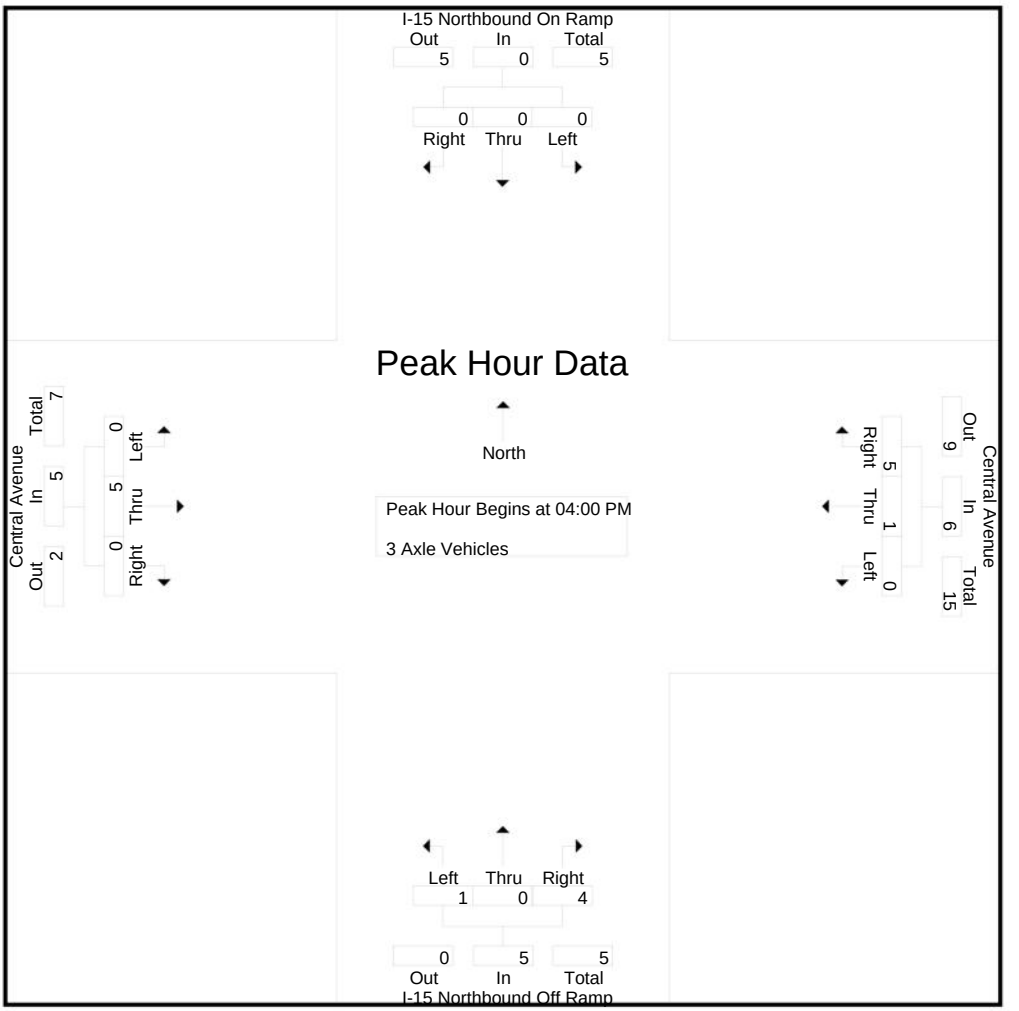
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	4	4	0	0	1	1	0	1	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	1	0	2	3	0	2	0	2	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	5	6	1	0	4	5	0	5	0	5	16
05:00 PM	0	0	0	0	0	0	2	2	0	0	1	1	0	1	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	4	4	0	1	0	1	6
05:45 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	0	2	3	5	0	0	6	6	0	3	0	3	14
Grand Total	0	0	0	0	0	3	8	11	1	0	10	11	0	8	0	8	30
Apprch %	0	0	0		0	27.3	72.7		9.1	0	90.9		0	100	0		
Total %	0	0	0	0	0	10	26.7	36.7	3.3	0	33.3	36.7	0	26.7	0	26.7	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	**4**	**4**	0	0	1	1	0	1	0	1	**6**
04:15 PM	0	0	0	0	0	0	0	0	**1**	0	**2**	**3**	0	**2**	0	**2**	5
04:30 PM	0	0	0	0	0	**1**	0	1	0	0	1	1	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	5	6	1	0	4	5	0	5	0	5	16
% App. Total	0	0	0		0	16.7	83.3		20	0	80		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.313	.375	.250	.000	.500	.417	.000	.625	.000	.625	.667

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File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	**4**	**4**	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	**2**	**3**	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	1	1	0	2	0	2
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	5	6	1	0	4	5	0	5	0	5
% App. Total	0	0	0		0	16.7	83.3		20	0	80		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.313	.375	.250	.000	.500	.417	.000	.625	.000	.625

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

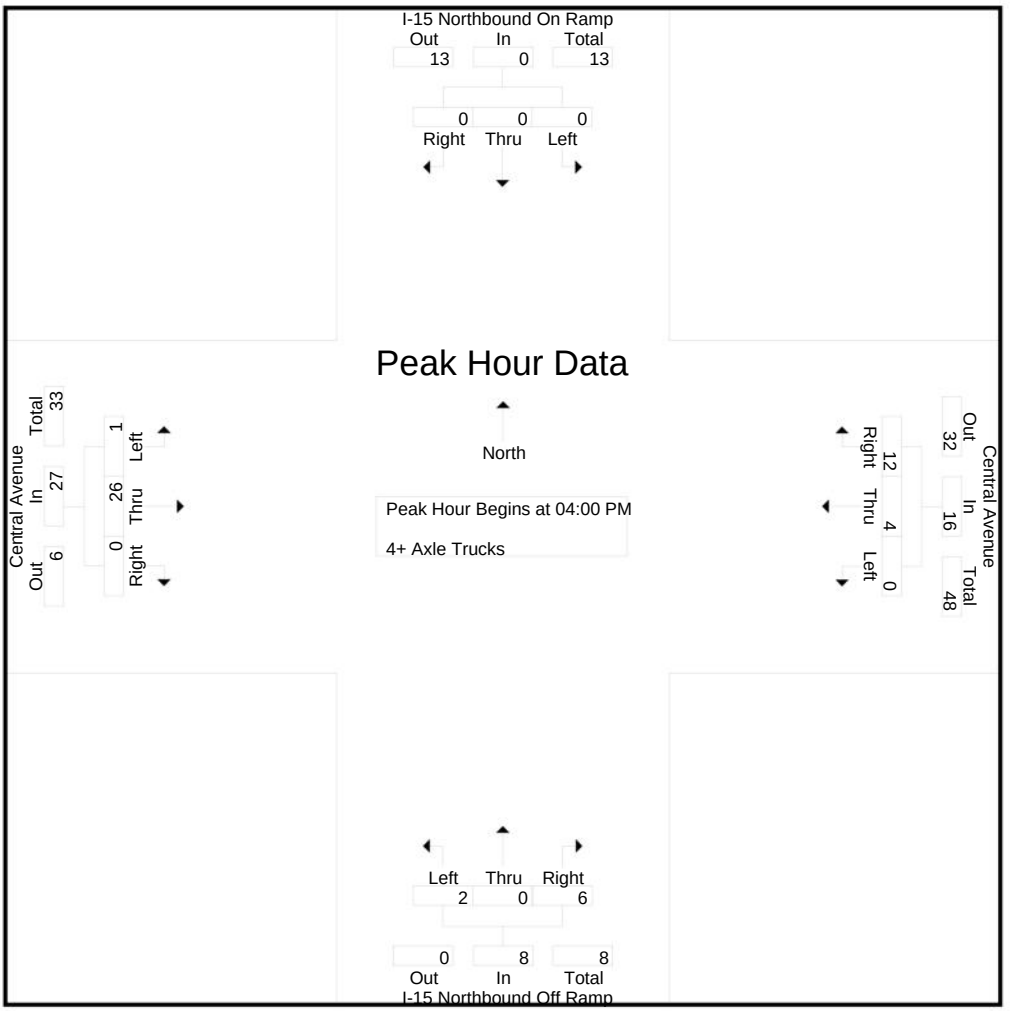
	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	2	4	0	0	2	2	0	6	0	6	12
04:15 PM	0	0	0	0	0	2	2	4	0	0	1	1	0	7	0	7	12
04:30 PM	0	0	0	0	0	0	5	5	0	0	1	1	0	5	0	5	11
04:45 PM	0	0	0	0	0	0	3	3	2	0	2	4	1	8	0	9	16
Total	0	0	0	0	0	4	12	16	2	0	6	8	1	26	0	27	51
05:00 PM	0	0	0	0	0	0	3	3	1	0	1	2	1	6	0	7	12
05:15 PM	0	0	0	0	0	2	2	4	0	0	2	2	1	5	0	6	12
05:30 PM	0	0	0	0	0	0	2	2	1	0	1	2	1	5	0	6	10
05:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	3	8	11	2	0	4	6	3	19	0	22	39
Grand Total	0	0	0	0	0	7	20	27	4	0	10	14	4	45	0	49	90
Apprch %	0	0	0		0	25.9	74.1		28.6	0	71.4		8.2	91.8	0		
Total %	0	0	0	0	0	7.8	22.2	30	4.4	0	11.1	15.6	4.4	50	0	54.4	

	I-15 Northbound On Ramp Southbound				Central Avenue Westbound				I-15 Northbound Off Ramp Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	2	4	0	0	**2**	2	0	6	0	6	12
04:15 PM	0	0	0	0	0	2	2	4	0	0	1	1	0	7	0	7	12
04:30 PM	0	0	0	0	0	0	**5**	**5**	0	0	1	1	0	5	0	5	11
04:45 PM	0	0	0	0	0	0	3	3	**2**	0	2	**4**	**1**	**8**	0	**9**	**16**
Total Volume	0	0	0	0	0	4	12	16	2	0	6	8	1	26	0	27	51
% App. Total	0	0	0		0	25	75		25	0	75		3.7	96.3	0		
PHF	.000	.000	.000	.000	.000	.500	.600	.800	.250	.000	.750	.500	.250	.813	.000	.750	.797

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 03_LKE_15N_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	2	4	0	0	**2**	2	0	6	0	6
+15 mins.	0	0	0	0	0	2	2	4	0	0	1	1	0	7	0	7
+30 mins.	0	0	0	0	0	0	**5**	**5**	0	0	1	1	0	5	0	5
+45 mins.	0	0	0	0	0	0	3	3	**2**	0	2	**4**	**1**	**8**	0	**9**
Total Volume	0	0	0	0	0	4	12	16	2	0	6	8	1	26	0	27
% App. Total	0	0	0		0	25	75		25	0	75		3.7	96.3	0	
PHF	.000	.000	.000	.000	.000	.500	.600	.800	.250	.000	.750	.500	.250	.813	.000	.750

Location: Lake Elsinore
N/S: I-15 NB Ramps
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg I-15 NB Ramps	East Leg Central Avenue (SR-74)	South Leg I-15 NB Ramps	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	1	0	0	0	1
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	2	0	0	0	2
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	8	0	0	0	8

	North Leg I-15 NB Ramps	East Leg Central Avenue (SR-74)	South Leg I-15 NB Ramps	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	4	0	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	2	0	0	0	2
5:15 PM	1	0	0	0	1
5:30 PM	3	0	0	0	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	12	0	0	0	12

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Location: Lake Elsinore
N/S: I-15 NB Ramps
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound I-15 NB Ramps			Westbound Central Avenue (SR-74)			Northbound I-15 NB Ramps			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound I-15 NB Ramps			Westbound Central Avenue (SR-74)			Northbound I-15 NB Ramps			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	4	0	0	0	0	0	2	0	6

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

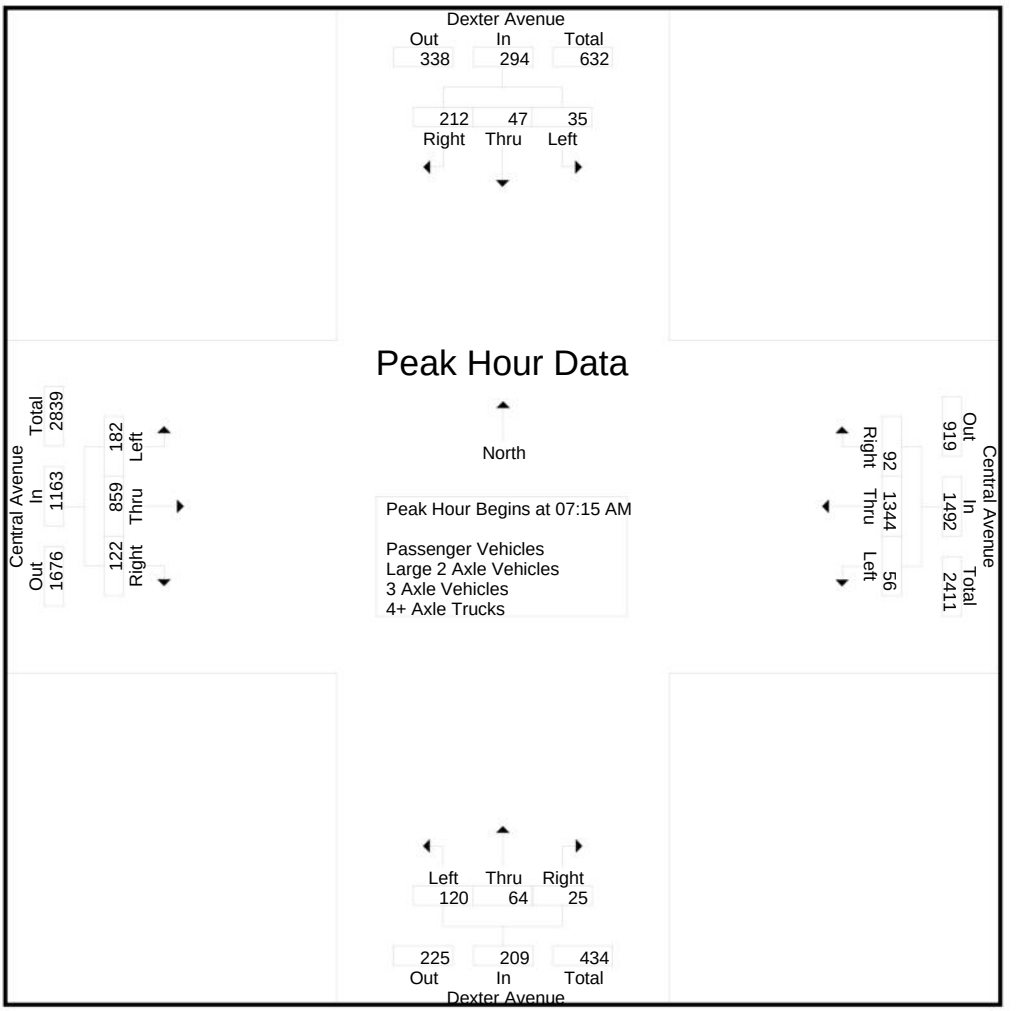
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	5	43	52	14	278	14	306	30	7	5	42	39	184	16	239	639
07:15 AM	8	8	55	71	14	334	31	379	28	9	3	40	48	238	26	312	802
07:30 AM	9	16	49	74	9	354	16	379	32	13	7	52	37	203	23	263	768
07:45 AM	9	14	63	86	14	348	29	391	29	13	8	50	53	206	23	282	809
Total	30	43	210	283	51	1314	90	1455	119	42	23	184	177	831	88	1096	3018
08:00 AM	9	9	45	63	19	308	16	343	31	29	7	67	44	212	50	306	779
08:15 AM	6	14	48	68	15	255	19	289	42	27	5	74	69	217	30	316	747
08:30 AM	4	11	63	78	9	278	12	299	22	30	7	59	61	208	31	300	736
08:45 AM	7	24	76	107	16	289	29	334	38	72	6	116	88	177	38	303	860
Total	26	58	232	316	59	1130	76	1265	133	158	25	316	262	814	149	1225	3122
Grand Total	56	101	442	599	110	2444	166	2720	252	200	48	500	439	1645	237	2321	6140
Apprch %	9.3	16.9	73.8		4	89.9	6.1		50.4	40	9.6		18.9	70.9	10.2		
Total %	0.9	1.6	7.2	9.8	1.8	39.8	2.7	44.3	4.1	3.3	0.8	8.1	7.1	26.8	3.9	37.8	
Passenger Vehicles	53	100	426	579	107	2326	163	2596	241	199	46	486	430	1553	228	2211	5872
% Passenger Vehicles	94.6	99	96.4	96.7	97.3	95.2	98.2	95.4	95.6	99.5	95.8	97.2	97.9	94.4	96.2	95.3	95.6
Large 2 Axle Vehicles	2	1	5	8	3	37	2	42	5	0	2	7	3	25	5	33	90
% Large 2 Axle Vehicles	3.6	1	1.1	1.3	2.7	1.5	1.2	1.5	2	0	4.2	1.4	0.7	1.5	2.1	1.4	1.5
3 Axle Vehicles	0	0	4	4	0	21	1	22	2	1	0	3	2	19	2	23	52
% 3 Axle Vehicles	0	0	0.9	0.7	0	0.9	0.6	0.8	0.8	0.5	0	0.6	0.5	1.2	0.8	1	0.8
4+ Axle Trucks	1	0	7	8	0	60	0	60	4	0	0	4	4	48	2	54	126
% 4+ Axle Trucks	1.8	0	1.6	1.3	0	2.5	0	2.2	1.6	0	0	0.8	0.9	2.9	0.8	2.3	2.1

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	8	55	71	14	334	**31**	379	28	9	3	40	48	**238**	26	**312**	802
07:30 AM	**9**	**16**	49	74	9	**354**	16	379	**32**	13	7	52	37	203	23	263	768
07:45 AM	9	14	**63**	**86**	14	348	29	**391**	29	13	**8**	50	**53**	206	23	282	**809**
08:00 AM	9	9	45	63	**19**	308	16	343	31	**29**	7	**67**	44	212	**50**	306	779
Total Volume	35	47	212	294	56	1344	92	1492	120	64	25	209	182	859	122	1163	3158
% App. Total	11.9	16	72.1		3.8	90.1	6.2		57.4	30.6	12		15.6	73.9	10.5		
PHF	.972	.734	.841	.855	.737	.949	.742	.954	.938	.552	.781	.780	.858	.902	.610	.932	.976

Counts Unlimited, Inc.
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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025



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

	08:00 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	**9**	9	45	63	14	334	**31**	379	31	29	**7**	67	44	212	**50**	306
+15 mins.	6	14	48	68	9	**354**	16	379	**42**	27	5	74	69	**217**	30	**316**
+30 mins.	4	11	63	78	14	348	29	**391**	22	30	7	59	61	208	31	300
+45 mins.	7	**24**	**76**	**107**	**19**	308	16	343	38	**72**	6	**116**	**88**	177	38	303
Total Volume	26	58	232	316	56	1344	92	1492	133	158	25	316	262	814	149	1225
% App. Total	8.2	18.4	73.4		3.8	90.1	6.2		42.1	50	7.9		21.4	66.4	12.2	
PHF	.722	.604	.763	.738	.737	.949	.742	.954	.792	.549	.893	.681	.744	.938	.745	.969

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

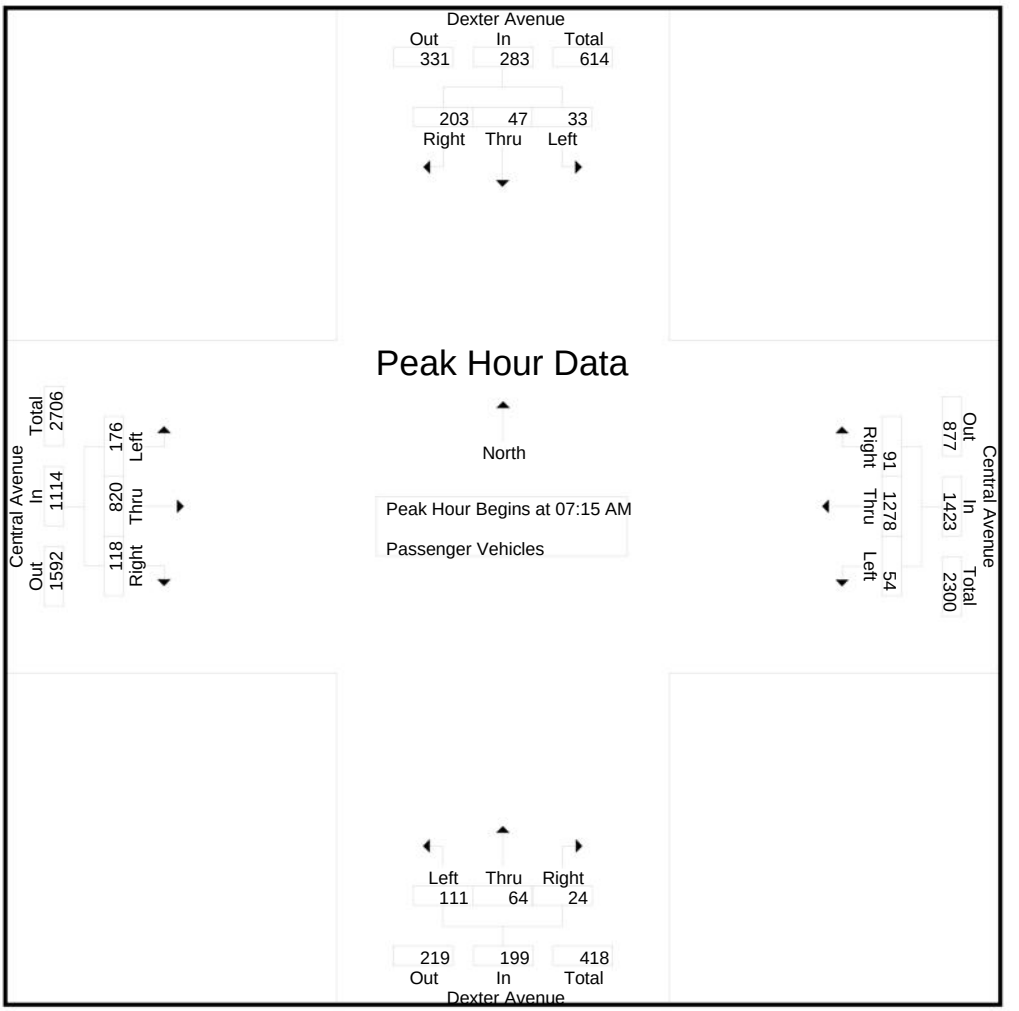
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	5	43	52	14	263	12	289	30	6	5	41	39	176	13	228	610
07:15 AM	7	8	54	69	13	315	30	358	25	9	3	37	47	229	25	301	765
07:30 AM	8	16	47	71	8	334	16	358	29	13	7	49	33	195	21	249	727
07:45 AM	9	14	60	83	14	337	29	380	27	13	7	47	53	199	23	275	785
Total	28	43	204	275	49	1249	87	1385	111	41	22	174	172	799	82	1053	2887
08:00 AM	9	9	42	60	19	292	16	327	30	29	7	66	43	197	49	289	742
08:15 AM	6	14	48	68	14	241	19	274	42	27	5	74	66	203	29	298	714
08:30 AM	3	11	59	73	9	266	12	287	21	30	6	57	61	191	30	282	699
08:45 AM	7	23	73	103	16	278	29	323	37	72	6	115	88	163	38	289	830
Total	25	57	222	304	58	1077	76	1211	130	158	24	312	258	754	146	1158	2985
Grand Total	53	100	426	579	107	2326	163	2596	241	199	46	486	430	1553	228	2211	5872
Apprch %	9.2	17.3	73.6		4.1	89.6	6.3		49.6	40.9	9.5		19.4	70.2	10.3		
Total %	0.9	1.7	7.3	9.9	1.8	39.6	2.8	44.2	4.1	3.4	0.8	8.3	7.3	26.4	3.9	37.7	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	8	54	69	13	315	**30**	358	25	9	3	37	47	**229**	25	**301**	765
07:30 AM	8	**16**	47	71	8	334	16	358	29	13	**7**	49	33	195	21	249	727
07:45 AM	**9**	14	**60**	**83**	14	**337**	29	**380**	27	13	7	47	**53**	199	23	275	**785**
08:00 AM	9	9	42	60	**19**	292	16	327	**30**	**29**	7	**66**	43	197	**49**	289	742
Total Volume	33	47	203	283	54	1278	91	1423	111	64	24	199	176	820	118	1114	3019
% App. Total	11.7	16.6	71.7		3.8	89.8	6.4		55.8	32.2	12.1		15.8	73.6	10.6		
PHF	.917	.734	.846	.852	.711	.948	.758	.936	.925	.552	.857	.754	.830	.895	.602	.925	.961

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	7	8	54	69	13	315	**30**	358	25	9	3	37	47	**229**	25	**301**
+15 mins.	8	**16**	47	71	8	334	16	358	29	13	**7**	49	33	195	21	249
+30 mins.	**9**	14	**60**	**83**	14	**337**	29	**380**	27	13	7	47	**53**	199	23	275
+45 mins.	9	9	42	60	**19**	292	16	327	**30**	**29**	7	**66**	43	197	**49**	289
Total Volume	33	47	203	283	54	1278	91	1423	111	64	24	199	176	820	118	1114
% App. Total	11.7	16.6	71.7		3.8	89.8	6.4		55.8	32.2	12.1		15.8	73.6	10.6	
PHF	.917	.734	.846	.852	.711	.948	.758	.936	.925	.552	.857	.754	.830	.895	.602	.925

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

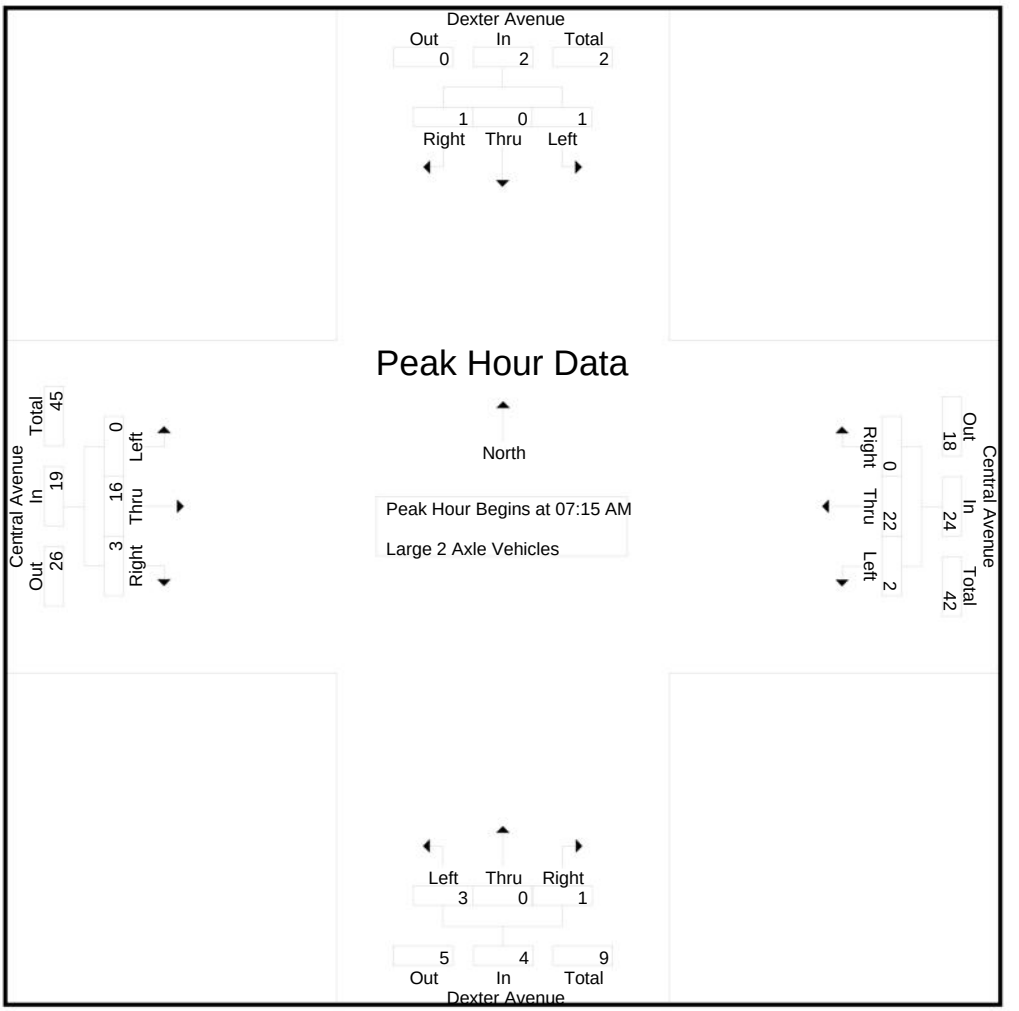
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	5	2	7	0	0	0	0	0	2	1	3	10
07:15 AM	0	0	0	0	1	5	0	6	1	0	0	1	0	1	1	2	9
07:30 AM	1	0	0	1	1	6	0	7	1	0	0	1	0	3	1	4	13
07:45 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	3	0	3	7
Total	1	0	0	1	2	19	2	23	2	0	1	3	0	9	3	12	39
08:00 AM	0	0	1	1	0	8	0	8	1	0	0	1	0	9	1	10	20
08:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	3	4	0	7	11
08:30 AM	1	0	1	2	0	6	0	6	1	0	1	2	0	2	1	3	13
08:45 AM	0	1	3	4	0	1	0	1	1	0	0	1	0	1	0	1	7
Total	1	1	5	7	1	18	0	19	3	0	1	4	3	16	2	21	51
Grand Total	2	1	5	8	3	37	2	42	5	0	2	7	3	25	5	33	90
Apprch %	25	12.5	62.5		7.1	88.1	4.8		71.4	0	28.6		9.1	75.8	15.2		
Total %	2.2	1.1	5.6	8.9	3.3	41.1	2.2	46.7	5.6	0	2.2	7.8	3.3	27.8	5.6	36.7	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**1**	5	0	6	**1**	0	0	**1**	0	1	**1**	2	9
07:30 AM	**1**	0	0	**1**	1	6	0	7	1	0	0	1	0	3	1	4	13
07:45 AM	0	0	0	0	0	3	0	3	0	0	**1**	1	0	3	0	3	7
08:00 AM	0	0	**1**	1	0	**8**	0	**8**	1	0	0	1	0	**9**	1	**10**	**20**
Total Volume	1	0	1	2	2	22	0	24	3	0	1	4	0	16	3	19	49
% App. Total	50	0	50		8.3	91.7	0		75	0	25		0	84.2	15.8		
PHF	.250	.000	.250	.500	.500	.688	.000	.750	.750	.000	.250	1.00	.000	.444	.750	.475	.613

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

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	**1**	5	0	6	**1**	0	0	**1**	0	1	**1**	2
+15 mins.	**1**	0	0	**1**	1	6	0	7	1	0	0	1	0	3	1	4
+30 mins.	0	0	0	0	0	3	0	3	0	0	**1**	1	0	3	0	3
+45 mins.	0	0	**1**	1	0	**8**	0	**8**	1	0	0	1	0	**9**	1	**10**
Total Volume	1	0	1	2	2	22	0	24	3	0	1	4	0	16	3	19
% App. Total	50	0	50		8.3	91.7	0		75	0	25		0	84.2	15.8	
PHF	.250	.000	.250	.500	.500	.688	.000	.750	.750	.000	.250	1.000	.000	.444	.750	.475

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

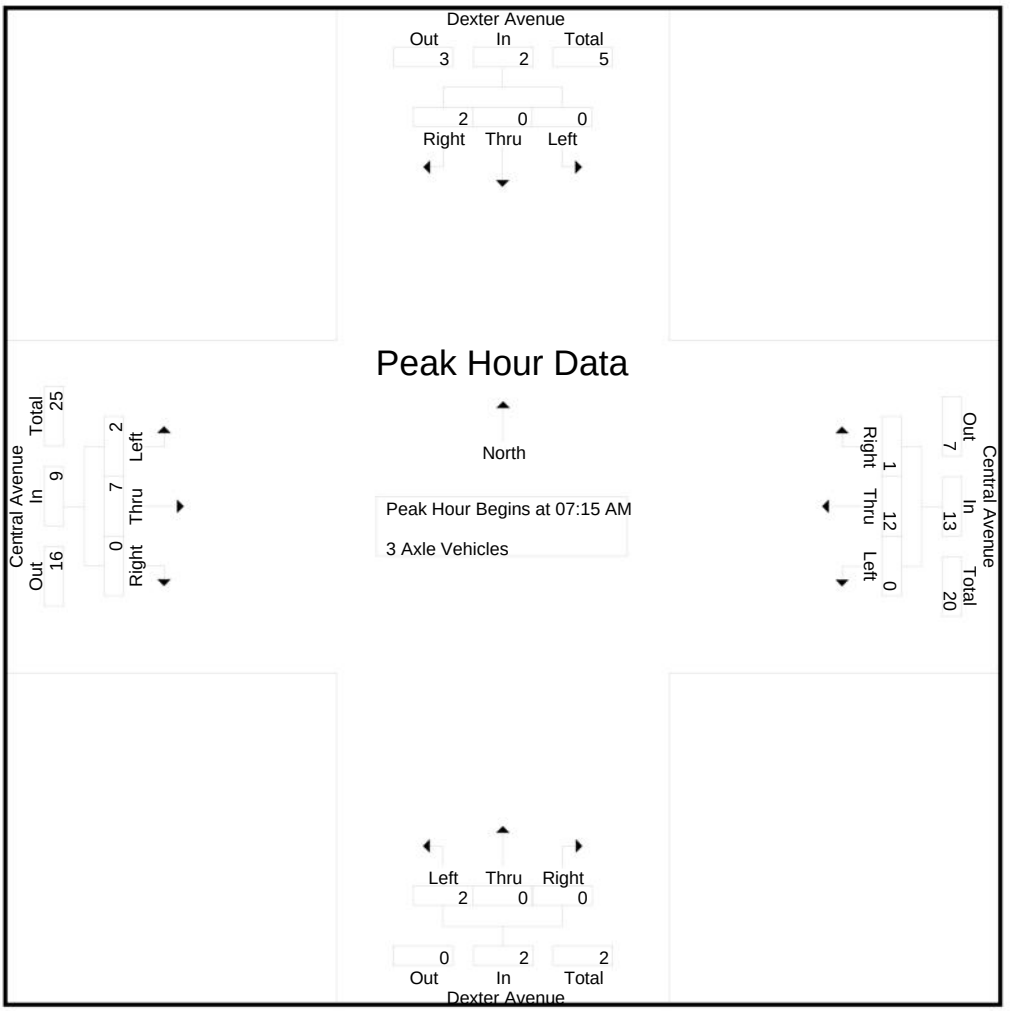
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	2	4	6
07:15 AM	0	0	0	0	0	4	1	5	2	0	0	2	0	1	0	1	8
07:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	1	2	0	3	7
07:45 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
Total	0	0	2	2	0	11	1	12	2	1	0	3	1	6	2	9	26
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	3	0	4	6
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
08:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	5	0	5	7
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
Total	0	0	2	2	0	10	0	10	0	0	0	0	1	13	0	14	26
Grand Total	0	0	4	4	0	21	1	22	2	1	0	3	2	19	2	23	52
Apprch %	0	0	100		0	95.5	4.5		66.7	33.3	0		8.7	82.6	8.7		
Total %	0	0	7.7	7.7	0	40.4	1.9	42.3	3.8	1.9	0	5.8	3.8	36.5	3.8	44.2	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**4**	**1**	**5**	**2**	0	0	**2**	0	1	0	1	**8**
07:30 AM	0	0	**1**	**1**	0	3	0	3	0	0	0	0	**1**	2	0	3	7
07:45 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	**3**	0	**4**	6
Total Volume	0	0	2	2	0	12	1	13	2	0	0	2	2	7	0	9	26
% App. Total	0	0	100		0	92.3	7.7		100	0	0		22.2	77.8	0		
PHF	.000	.000	.500	.500	.000	.750	.250	.650	.250	.000	.000	.250	.500	.583	.000	.563	.813

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**4**	**1**	**5**	**2**	0	0	**2**	0	1	0	1
+15 mins.	0	0	**1**	**1**	0	3	0	3	0	0	0	0	**1**	2	0	3
+30 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	**3**	0	**4**
Total Volume	0	0	2	2	0	12	1	13	2	0	0	2	2	7	0	9
% App. Total	0	0	100		0	92.3	7.7		100	0	0		22.2	77.8	0	
PHF	.000	.000	.500	.500	.000	.750	.250	.650	.250	.000	.000	.250	.500	.583	.000	.563

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

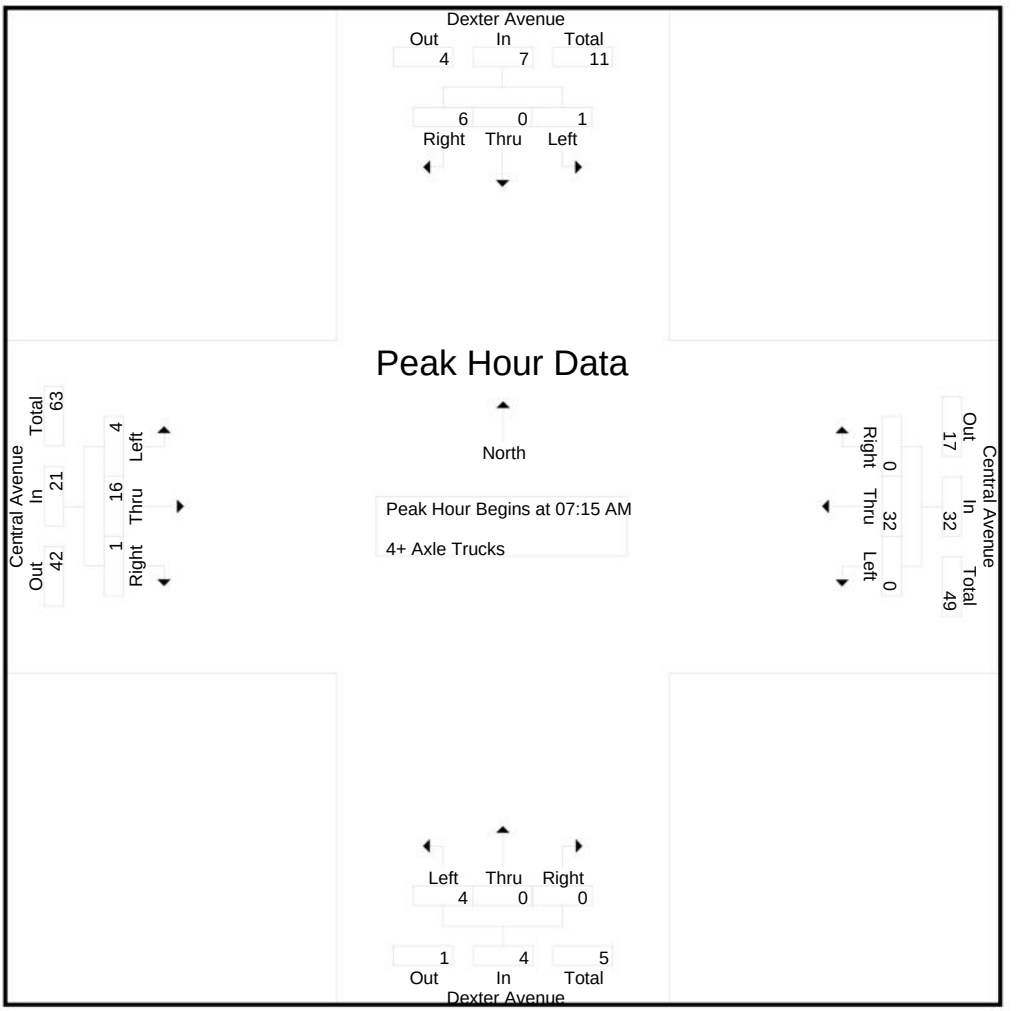
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
07:15 AM	1	0	1	2	0	10	0	10	0	0	0	0	1	7	0	8	20
07:30 AM	0	0	1	1	0	11	0	11	2	0	0	2	3	3	1	7	21
07:45 AM	0	0	2	2	0	5	0	5	2	0	0	2	0	3	0	3	12
Total	1	0	4	5	0	35	0	35	4	0	0	4	4	17	1	22	66
08:00 AM	0	0	2	2	0	6	0	6	0	0	0	0	0	3	0	3	11
08:15 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	1	8	16
08:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	10	0	10	17
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	11	0	11	16
Total	0	0	3	3	0	25	0	25	0	0	0	0	0	31	1	32	60
Grand Total	1	0	7	8	0	60	0	60	4	0	0	4	4	48	2	54	126
Apprch %	12.5	0	87.5		0	100	0		100	0	0		7.4	88.9	3.7		
Total %	0.8	0	5.6	6.3	0	47.6	0	47.6	3.2	0	0	3.2	3.2	38.1	1.6	42.9	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	1	**2**	0	10	0	10	0	0	0	0	1	**7**	0	**8**	20
07:30 AM	0	0	1	1	0	**11**	0	**11**	**2**	0	0	**2**	**3**	3	**1**	7	**21**
07:45 AM	0	0	**2**	2	0	5	0	5	2	0	0	2	0	3	0	3	12
08:00 AM	0	0	2	2	0	6	0	6	0	0	0	0	0	3	0	3	11
Total Volume	1	0	6	7	0	32	0	32	4	0	0	4	4	16	1	21	64
% App. Total	14.3	0	85.7		0	100	0		100	0	0		19	76.2	4.8		
PHF	.250	.000	.750	.875	.000	.727	.000	.727	.500	.000	.000	.500	.333	.571	.250	.656	.762

Counts Unlimited, Inc.
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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	1	**2**	0	10	0	10	0	0	0	0	1	**7**	0	**8**
+15 mins.	0	0	1	1	0	**11**	0	**11**	**2**	0	0	**2**	**3**	3	**1**	7
+30 mins.	0	0	**2**	2	0	5	0	5	2	0	0	2	0	3	0	3
+45 mins.	0	0	2	2	0	6	0	6	0	0	0	0	0	3	0	3
Total Volume	1	0	6	7	0	32	0	32	4	0	0	4	4	16	1	21
% App. Total	14.3	0	85.7		0	100	0		100	0	0		19	76.2	4.8	
PHF	.250	.000	.750	.875	.000	.727	.000	.727	.500	.000	.000	.500	.333	.571	.250	.656

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

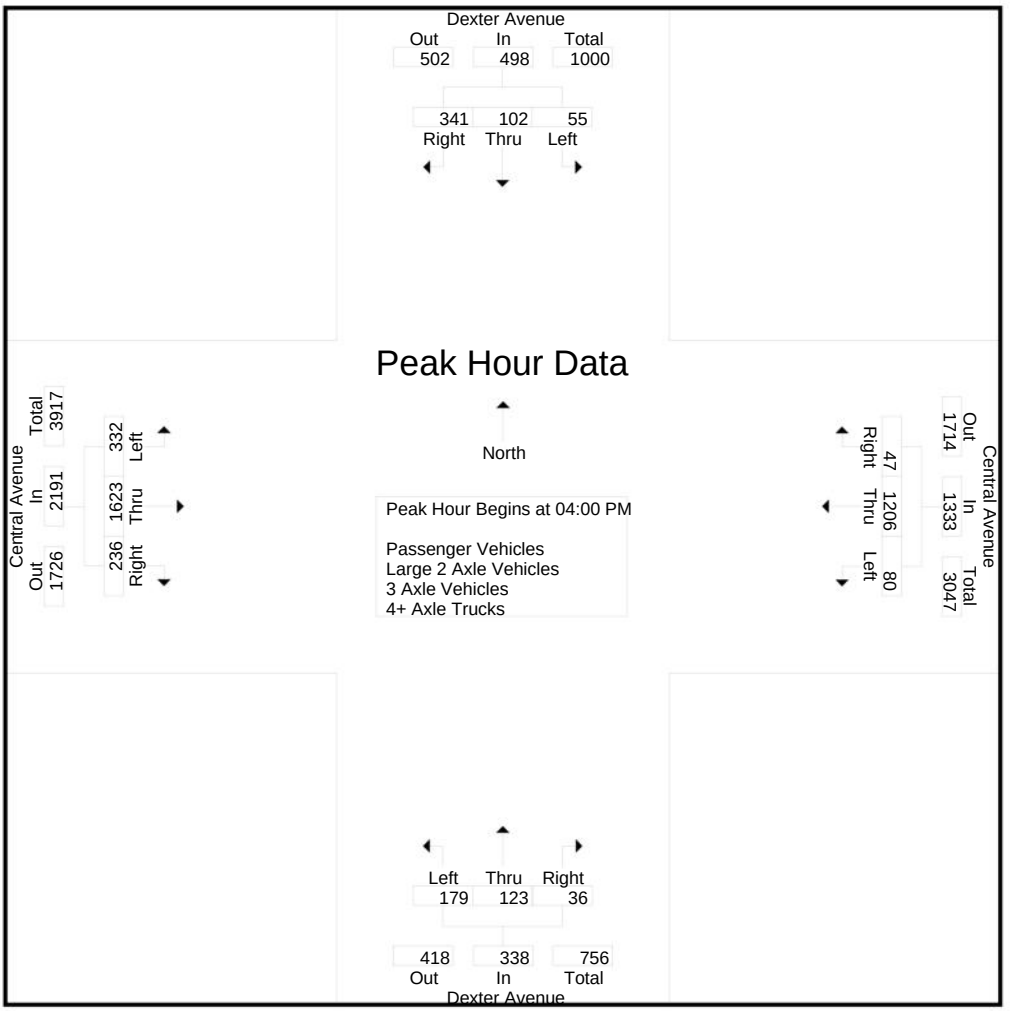
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	29	108	146	17	342	8	367	43	35	8	86	88	395	65	548	1147
04:15 PM	14	30	85	129	21	309	14	344	49	28	14	91	80	397	61	538	1102
04:30 PM	17	22	76	115	20	275	9	304	41	23	7	71	83	401	48	532	1022
04:45 PM	15	21	72	108	22	280	16	318	46	37	7	90	81	430	62	573	1089
Total	55	102	341	498	80	1206	47	1333	179	123	36	338	332	1623	236	2191	4360
05:00 PM	21	19	66	106	20	251	20	291	41	44	19	104	95	377	65	537	1038
05:15 PM	17	35	67	119	17	311	10	338	55	36	10	101	73	393	62	528	1086
05:30 PM	16	18	74	108	20	265	12	297	51	48	16	115	70	337	58	465	985
05:45 PM	17	29	61	107	29	270	26	325	46	35	15	96	89	423	58	570	1098
Total	71	101	268	440	86	1097	68	1251	193	163	60	416	327	1530	243	2100	4207
Grand Total	126	203	609	938	166	2303	115	2584	372	286	96	754	659	3153	479	4291	8567
Apprch %	13.4	21.6	64.9		6.4	89.1	4.5		49.3	37.9	12.7		15.4	73.5	11.2		
Total %	1.5	2.4	7.1	10.9	1.9	26.9	1.3	30.2	4.3	3.3	1.1	8.8	7.7	36.8	5.6	50.1	
Passenger Vehicles	124	203	605	932	164	2246	114	2524	368	285	95	748	656	3068	475	4199	8403
% Passenger Vehicles	98.4	100	99.3	99.4	98.8	97.5	99.1	97.7	98.9	99.7	99	99.2	99.5	97.3	99.2	97.9	98.1
Large 2 Axle Vehicles	1	0	2	3	2	25	1	28	2	1	0	3	3	10	3	16	50
% Large 2 Axle Vehicles	0.8	0	0.3	0.3	1.2	1.1	0.9	1.1	0.5	0.3	0	0.4	0.5	0.3	0.6	0.4	0.6
3 Axle Vehicles	1	0	0	1	0	7	0	7	0	0	1	1	0	35	0	35	44
% 3 Axle Vehicles	0.8	0	0	0.1	0	0.3	0	0.3	0	0	1	0.1	0	1.1	0	0.8	0.5
4+ Axle Trucks	0	0	2	2	0	25	0	25	2	0	0	2	0	40	1	41	70
% 4+ Axle Trucks	0	0	0.3	0.2	0	1.1	0	1	0.5	0	0	0.3	0	1.3	0.2	1	0.8

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	29	**108**	**146**	17	**342**	8	**367**	43	35	8	86	**88**	395	**65**	548	**1147**
04:15 PM	14	**30**	85	129	21	309	14	344	**49**	28	**14**	**91**	80	397	61	538	1102
04:30 PM	**17**	22	76	115	20	275	9	304	41	23	7	71	83	401	48	532	1022
04:45 PM	15	21	72	108	**22**	280	**16**	318	46	**37**	7	90	81	**430**	62	**573**	1089
Total Volume	55	102	341	498	80	1206	47	1333	179	123	36	338	332	1623	236	2191	4360
% App. Total	11	20.5	68.5		6	90.5	3.5		53	36.4	10.7		15.2	74.1	10.8		
PHF	.809	.850	.789	.853	.909	.882	.734	.908	.913	.831	.643	.929	.943	.944	.908	.956	.950

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	9	29	**108**	**146**	17	**342**	8	**367**	41	44	**19**	104	**88**	395	**65**	548
+15 mins.	14	**30**	85	129	21	309	14	344	**55**	36	10	101	80	397	61	538
+30 mins.	**17**	22	76	115	20	275	9	304	51	**48**	16	**115**	83	401	48	532
+45 mins.	15	21	72	108	**22**	280	**16**	318	46	35	15	96	81	**430**	62	**573**
Total Volume	55	102	341	498	80	1206	47	1333	193	163	60	416	332	1623	236	2191
% App. Total	11	20.5	68.5		6	90.5	3.5		46.4	39.2	14.4		15.2	74.1	10.8	
PHF	.809	.850	.789	.853	.909	.882	.734	.908	.877	.849	.789	.904	.943	.944	.908	.956

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

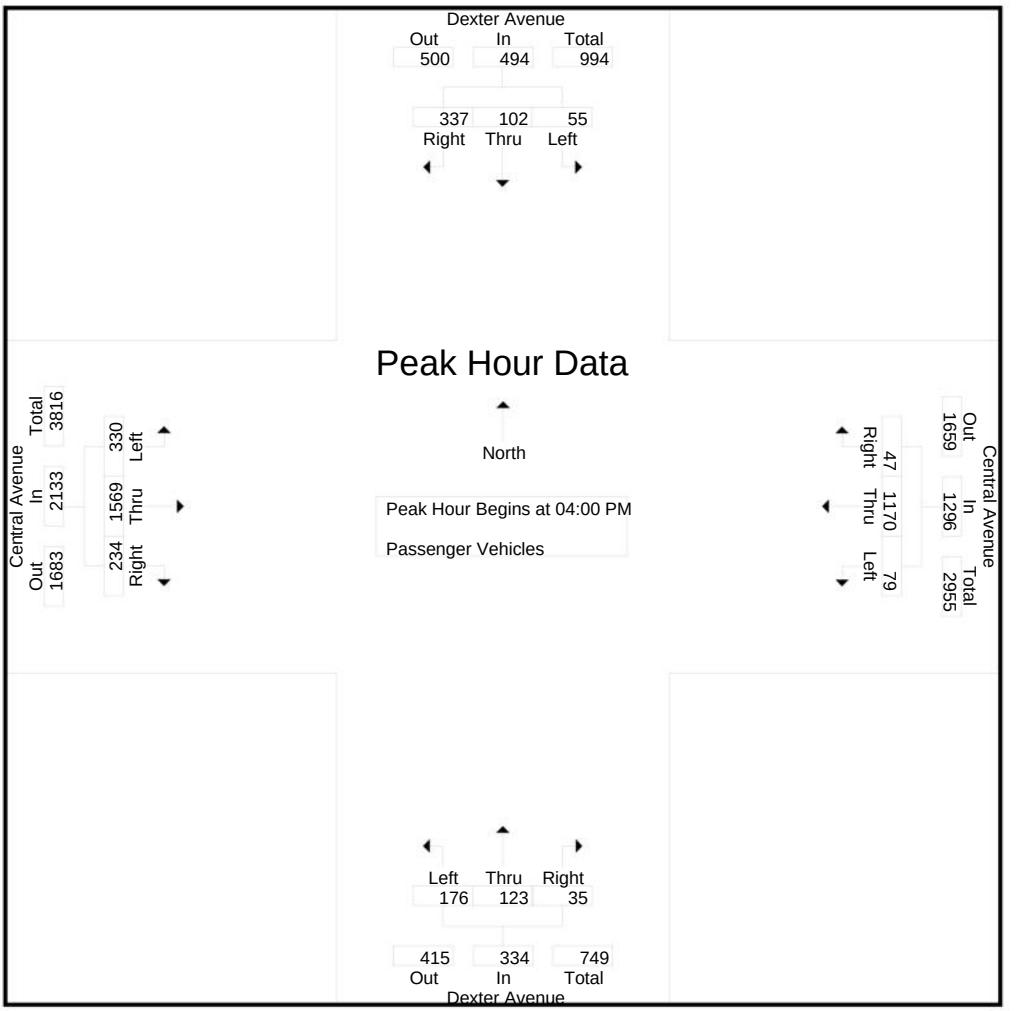
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	29	107	145	17	333	8	358	43	35	8	86	86	381	65	532	1121
04:15 PM	14	30	83	127	20	303	14	337	48	28	13	89	80	378	60	518	1071
04:30 PM	17	22	75	114	20	262	9	291	40	23	7	70	83	390	48	521	996
04:45 PM	15	21	72	108	22	272	16	310	45	37	7	89	81	420	61	562	1069
Total	55	102	337	494	79	1170	47	1296	176	123	35	334	330	1569	234	2133	4257
05:00 PM	20	19	66	105	20	247	19	286	40	44	19	103	94	369	63	526	1020
05:15 PM	17	35	67	119	16	305	10	331	55	36	10	101	73	384	62	519	1070
05:30 PM	15	18	74	107	20	259	12	291	51	47	16	114	70	326	58	454	966
05:45 PM	17	29	61	107	29	265	26	320	46	35	15	96	89	420	58	567	1090
Total	69	101	268	438	85	1076	67	1228	192	162	60	414	326	1499	241	2066	4146
Grand Total	124	203	605	932	164	2246	114	2524	368	285	95	748	656	3068	475	4199	8403
Apprch %	13.3	21.8	64.9		6.5	89	4.5		49.2	38.1	12.7		15.6	73.1	11.3		
Total %	1.5	2.4	7.2	11.1	2	26.7	1.4	30	4.4	3.4	1.1	8.9	7.8	36.5	5.7	50	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	29	**107**	**145**	17	**333**	8	**358**	43	35	8	86	**86**	381	**65**	532	**1121**
04:15 PM	14	**30**	83	127	20	303	14	337	**48**	28	**13**	**89**	80	378	60	518	1071
04:30 PM	**17**	22	75	114	20	262	9	291	40	23	7	70	83	390	48	521	996
04:45 PM	15	21	72	108	**22**	272	**16**	310	45	**37**	7	89	81	**420**	61	**562**	1069
Total Volume	55	102	337	494	79	1170	47	1296	176	123	35	334	330	1569	234	2133	4257
% App. Total	11.1	20.6	68.2		6.1	90.3	3.6		52.7	36.8	10.5		15.5	73.6	11		
PHF	.809	.850	.787	.852	.898	.878	.734	.905	.917	.831	.673	.938	.959	.934	.900	.949	.949

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City of Lake Elsinore
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E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	9	29	**107**	**145**	17	**333**	8	**358**	43	35	8	86	**86**	381	**65**	532
+15 mins.	14	**30**	83	127	20	303	14	337	**48**	28	**13**	**89**	80	378	60	518
+30 mins.	**17**	22	75	114	20	262	9	291	40	23	7	70	83	390	48	521
+45 mins.	15	21	72	108	**22**	272	**16**	310	45	**37**	7	89	81	**420**	61	**562**
Total Volume	55	102	337	494	79	1170	47	1296	176	123	35	334	330	1569	234	2133
% App. Total	11.1	20.6	68.2		6.1	90.3	3.6		52.7	36.8	10.5		15.5	73.6	11	
PHF	.809	.850	.787	.852	.898	.878	.734	.905	.917	.831	.673	.938	.959	.934	.900	.949

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

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

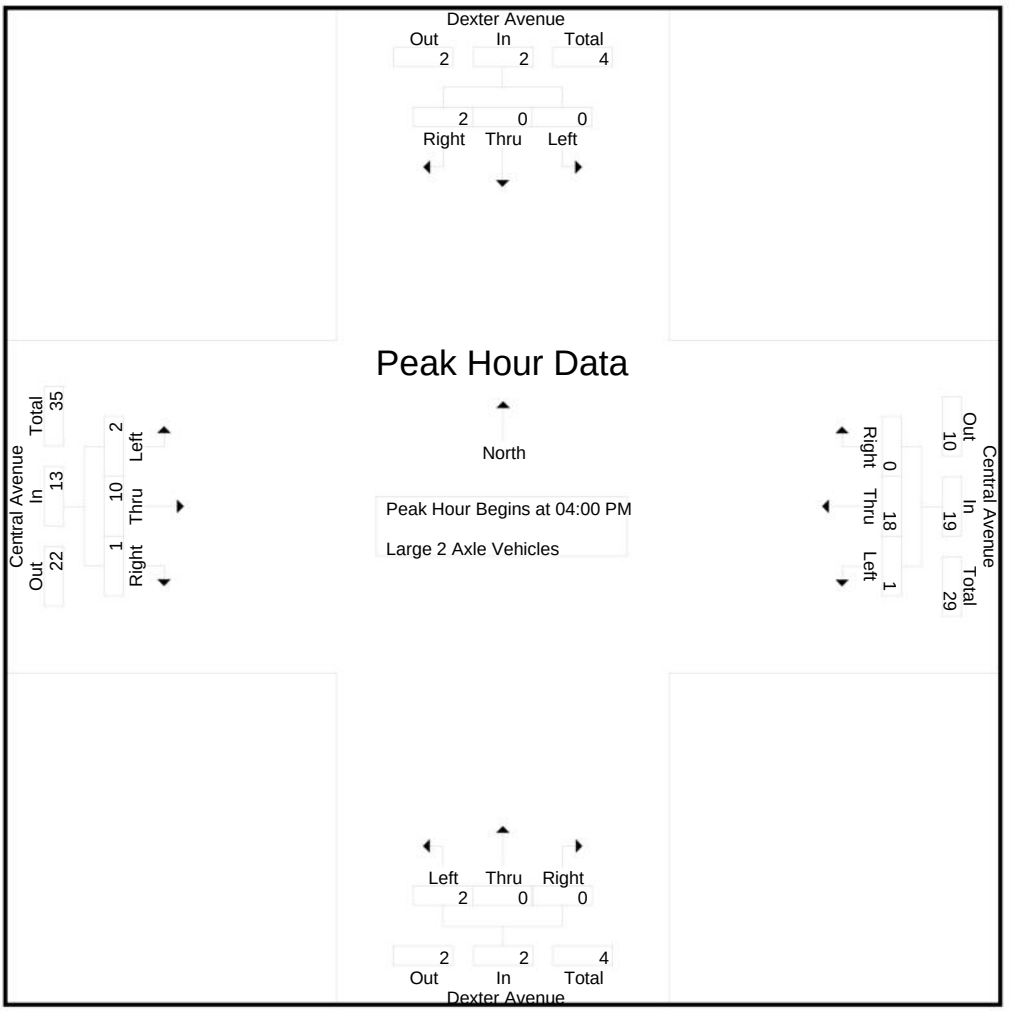
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	2	3	0	5	8
04:15 PM	0	0	1	1	1	3	0	4	1	0	0	1	0	4	1	5	11
04:30 PM	0	0	1	1	0	6	0	6	1	0	0	1	0	3	0	3	11
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
Total	0	0	2	2	1	18	0	19	2	0	0	2	2	10	1	13	36
05:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	1	0	2	3	5
05:15 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	0	0	0	4
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	1	7	1	9	0	1	0	1	1	0	2	3	14
Grand Total	1	0	2	3	2	25	1	28	2	1	0	3	3	10	3	16	50
Apprch %	33.3	0	66.7		7.1	89.3	3.6		66.7	33.3	0		18.8	62.5	18.8		
Total %	2	0	4	6	4	50	2	56	4	2	0	6	6	20	6	32	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	**2**	3	0	**5**	8
04:15 PM	0	0	**1**	**1**	**1**	3	0	4	**1**	0	0	**1**	0	**4**	**1**	5	**11**
04:30 PM	0	0	1	1	0	**6**	0	**6**	1	0	0	1	0	3	0	3	11
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
Total Volume	0	0	2	2	1	18	0	19	2	0	0	2	2	10	1	13	36
% App. Total	0	0	100		5.3	94.7	0		100	0	0		15.4	76.9	7.7		
PHF	.000	.000	.500	.500	.250	.750	.000	.792	.500	.000	.000	.500	.250	.625	.250	.650	.818

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PO Box 1178
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(951) 268-6268

City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	**2**	3	0	**5**
+15 mins.	0	0	**1**	**1**	**1**	3	0	4	**1**	0	0	**1**	0	**4**	**1**	5
+30 mins.	0	0	1	1	0	**6**	0	**6**	1	0	0	1	0	3	0	3
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	1	18	0	19	2	0	0	2	2	10	1	13
% App. Total	0	0	100		5.3	94.7	0		100	0	0		15.4	76.9	7.7	
PHF	.000	.000	.500	.500	.250	.750	.000	.792	.500	.000	.000	.500	.250	.625	.250	.650

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

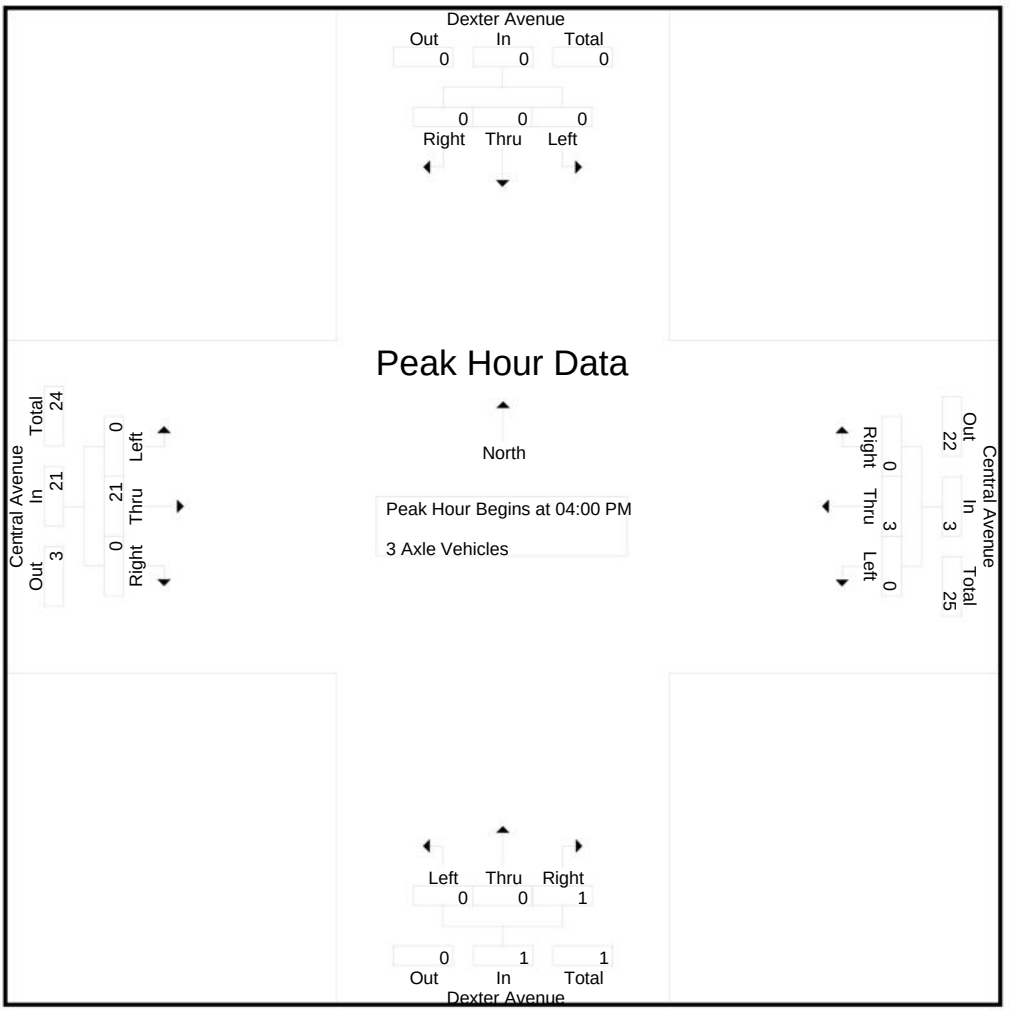
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	6	0	6	7
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total	0	0	0	0	0	3	0	3	0	0	1	1	0	21	0	21	25
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
05:30 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	5	0	5	7
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	4	0	4	0	0	0	0	0	14	0	14	19
Grand Total	1	0	0	1	0	7	0	7	0	0	1	1	0	35	0	35	44
Apprch %	100	0	0		0	100	0		0	0	100		0	100	0		
Total %	2.3	0	0	2.3	0	15.9	0	15.9	0	0	2.3	2.3	0	79.5	0	79.5	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**7**	0	**7**	**9**
04:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	6	0	6	7
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	21	0	21	25
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250	.000	.750	.000	.750	.694

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PO Box 1178
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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**7**	0	**7**
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	6	0	6
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	0	3	0	3	0	0	1	1	0	21	0	21
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250	.000	.750	.000	.750

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

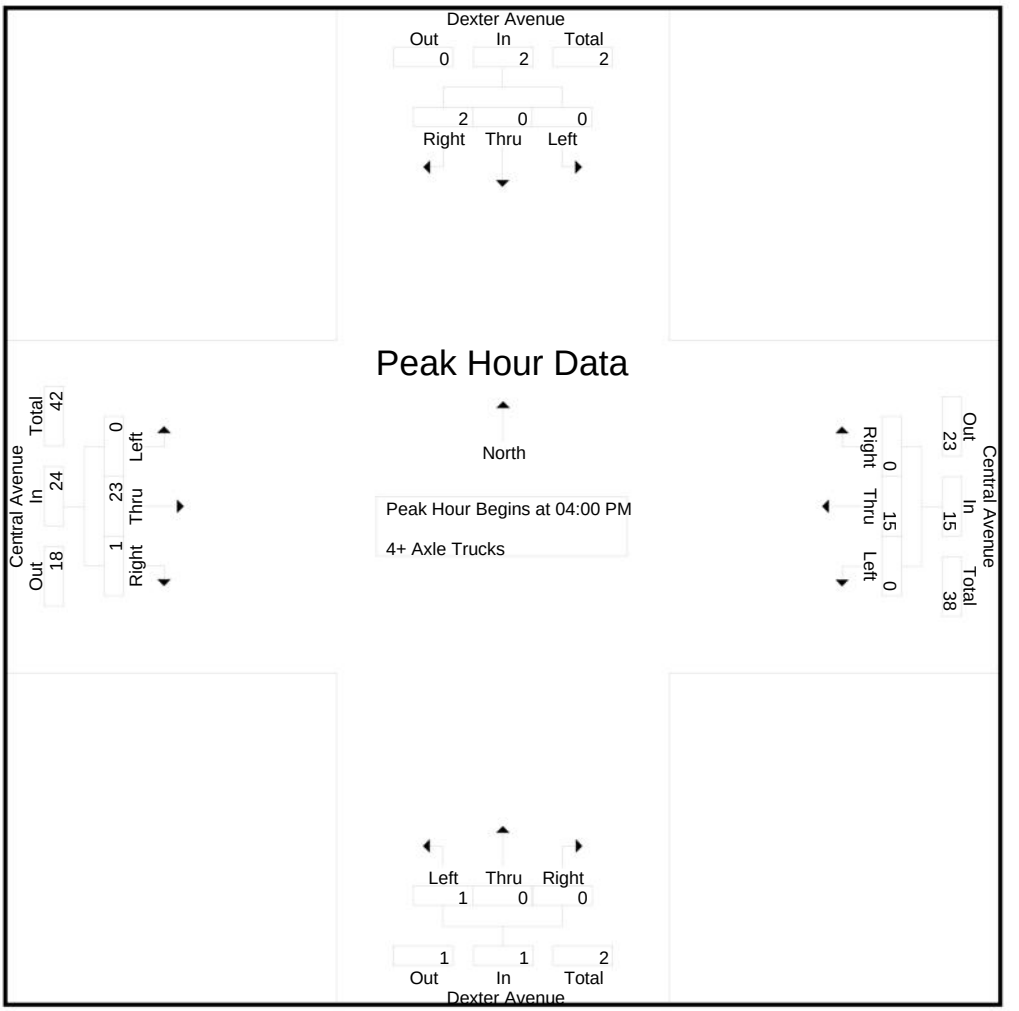
	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	4	0	4	9
04:15 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	9	0	9	13
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	1	7	10
Total	0	0	2	2	0	15	0	15	1	0	0	1	0	23	1	24	42
05:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	5	0	5	8
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	10	0	10	1	0	0	1	0	17	0	17	28
Grand Total	0	0	2	2	0	25	0	25	2	0	0	2	0	40	1	41	70
Apprch %	0	0	100		0	100	0		100	0	0		0	97.6	2.4		
Total %	0	0	2.9	2.9	0	35.7	0	35.7	2.9	0	0	2.9	0	57.1	1.4	58.6	

	Dexter Avenue Southbound				Central Avenue Westbound				Dexter Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	4	0	4	0	0	0	0	0	4	0	4	9
04:15 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	**9**	0	**9**	**13**
04:30 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	4	0	4	10
04:45 PM	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	6	**1**	7	10
Total Volume	0	0	2	2	0	15	0	15	1	0	0	1	0	23	1	24	42
% App. Total	0	0	100		0	100	0		100	0	0		0	95.8	4.2		
PHF	.000	.000	.500	.500	.000	.625	.000	.625	.250	.000	.000	.250	.000	.639	.250	.667	.808

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 04_LKE_Dex_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	4	0	4	0	0	0	0	0	4	0	4
+15 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	**9**	0	**9**
+30 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	2	0	2	**1**	0	0	**1**	0	6	**1**	7
Total Volume	0	0	2	2	0	15	0	15	1	0	0	1	0	23	1	24
% App. Total	0	0	100		0	100	0		100	0	0		0	95.8	4.2	
PHF	.000	.000	.500	.500	.000	.625	.000	.625	.250	.000	.000	.250	.000	.639	.250	.667

Location: Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg Dexter Avenue	East Leg Central Avenue (SR-74)	South Leg Dexter Avenue	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	2	2	0	0	4
8:00 AM	1	4	3	0	8
8:15 AM	3	8	0	0	11
8:30 AM	3	8	0	0	11
8:45 AM	3	9	5	0	17
TOTAL VOLUMES:	13	32	8	0	53

	North Leg Dexter Avenue	East Leg Central Avenue (SR-74)	South Leg Dexter Avenue	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	7	13	0	0	20
4:15 PM	1	8	1	0	10
4:30 PM	7	7	0	0	14
4:45 PM	0	0	0	0	0
5:00 PM	1	2	2	1	6
5:15 PM	0	3	1	0	4
5:30 PM	1	3	0	0	4
5:45 PM	2	8	0	0	10
TOTAL VOLUMES:	19	44	4	1	68

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951-268-6268

Location: Lake Elsinore
N/S: Dexter Avenue
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound Dexter Avenue			Westbound Central Avenue (SR-74)			Northbound Dexter Avenue			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dexter Avenue			Westbound Central Avenue (SR-74)			Northbound Dexter Avenue			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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Corona, CA 92878
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City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025

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

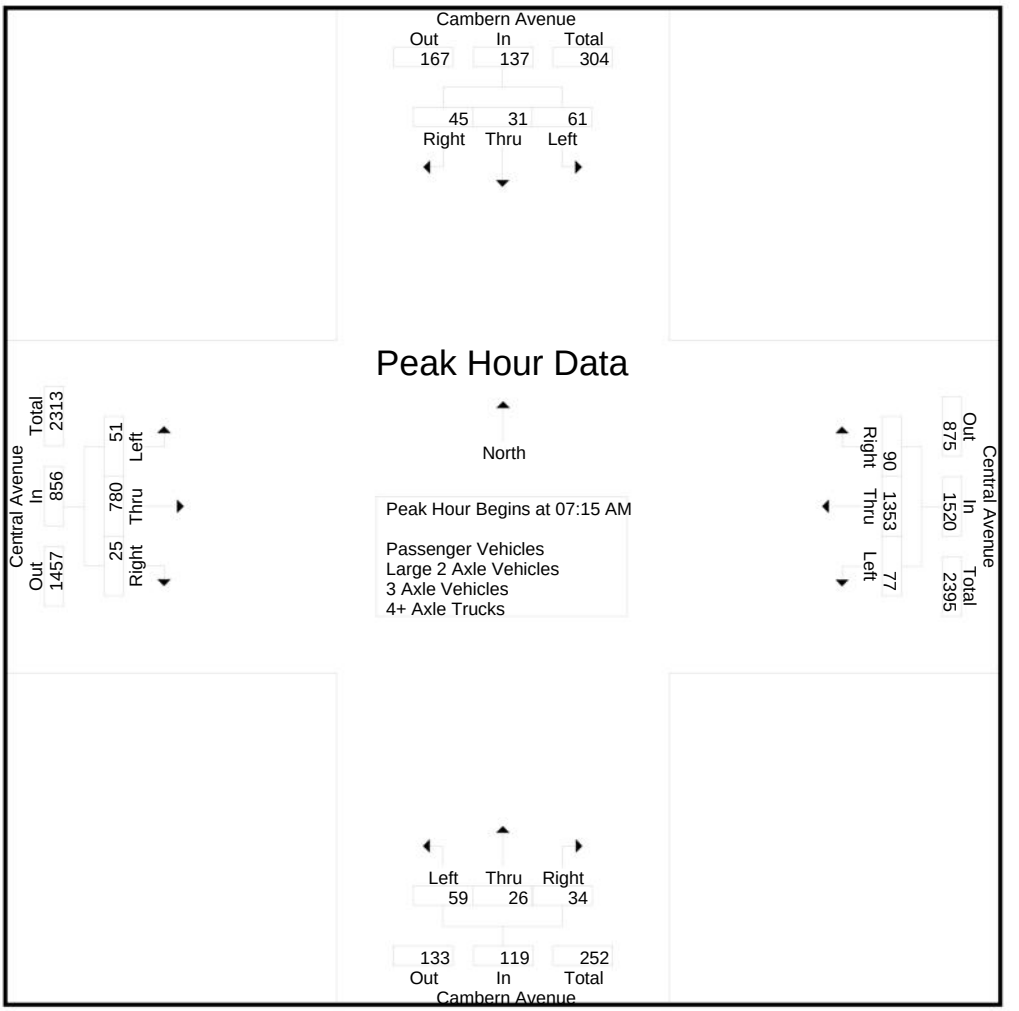
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	8	8	33	12	283	14	309	14	8	15	37	14	177	1	192	571
07:15 AM	12	4	9	25	17	355	21	393	17	2	7	26	6	213	3	222	666
07:30 AM	14	7	9	30	20	328	17	365	11	7	8	26	13	191	6	210	631
07:45 AM	15	9	12	36	21	376	27	424	17	7	9	33	6	190	7	203	696
Total	58	28	38	124	70	1342	79	1491	59	24	39	122	39	771	17	827	2564
08:00 AM	20	11	15	46	19	294	25	338	14	10	10	34	26	186	9	221	639
08:15 AM	20	5	12	37	25	256	21	302	7	7	10	24	24	177	5	206	569
08:30 AM	20	7	10	37	20	243	24	287	10	8	12	30	21	184	2	207	561
08:45 AM	21	12	19	52	19	296	33	348	28	14	12	54	25	153	3	181	635
Total	81	35	56	172	83	1089	103	1275	59	39	44	142	96	700	19	815	2404
Grand Total	139	63	94	296	153	2431	182	2766	118	63	83	264	135	1471	36	1642	4968
Apprch %	47	21.3	31.8		5.5	87.9	6.6		44.7	23.9	31.4		8.2	89.6	2.2		
Total %	2.8	1.3	1.9	6	3.1	48.9	3.7	55.7	2.4	1.3	1.7	5.3	2.7	29.6	0.7	33.1	
Passenger Vehicles	136	62	93	291	150	2296	181	2627	114	63	81	258	133	1365	35	1533	4709
% Passenger Vehicles	97.8	98.4	98.9	98.3	98	94.4	99.5	95	96.6	100	97.6	97.7	98.5	92.8	97.2	93.4	94.8
Large 2 Axle Vehicles	2	1	0	3	2	50	0	52	4	0	2	6	2	33	1	36	97
% Large 2 Axle Vehicles	1.4	1.6	0	1	1.3	2.1	0	1.9	3.4	0	2.4	2.3	1.5	2.2	2.8	2.2	2
3 Axle Vehicles	0	0	0	0	1	25	0	26	0	0	0	0	0	18	0	18	44
% 3 Axle Vehicles	0	0	0	0	0.7	1	0	0.9	0	0	0	0	0	1.2	0	1.1	0.9
4+ Axle Trucks	1	0	1	2	0	60	1	61	0	0	0	0	0	55	0	55	118
% 4+ Axle Trucks	0.7	0	1.1	0.7	0	2.5	0.5	2.2	0	0	0	0	0	3.7	0	3.3	2.4

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	4	9	25	17	355	21	393	**17**	2	7	26	6	**213**	3	**222**	666
07:30 AM	14	7	9	30	20	328	17	365	11	7	8	26	13	191	6	210	631
07:45 AM	15	9	12	36	**21**	**376**	**27**	**424**	17	7	9	33	6	190	7	203	**696**
08:00 AM	**20**	**11**	**15**	**46**	19	294	25	338	14	**10**	**10**	**34**	**26**	186	**9**	221	639
Total Volume	61	31	45	137	77	1353	90	1520	59	26	34	119	51	780	25	856	2632
% App. Total	44.5	22.6	32.8		5.1	89	5.9		49.6	21.8	28.6		6	91.1	2.9		
PHF	.763	.705	.750	.745	.917	.900	.833	.896	.868	.650	.850	.875	.490	.915	.694	.964	.945

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

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	08:00 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	20	11	15	46	17	355	21	393	14	10	10	34	6	**213**	3	**222**
+15 mins.	20	5	12	37	20	328	17	365	7	7	10	24	13	191	6	210
+30 mins.	20	7	10	37	**21**	**376**	**27**	**424**	10	8	**12**	30	6	190	7	203
+45 mins.	**21**	**12**	**19**	**52**	19	294	25	338	**28**	**14**	12	**54**	**26**	186	**9**	221
Total Volume	81	35	56	172	77	1353	90	1520	59	39	44	142	51	780	25	856
% App. Total	47.1	20.3	32.6		5.1	89	5.9		41.5	27.5	31		6	91.1	2.9	
PHF	.964	.729	.737	.827	.917	.900	.833	.896	.527	.696	.917	.657	.490	.915	.694	.964

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Corona, CA 92878
(951) 268-6268

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

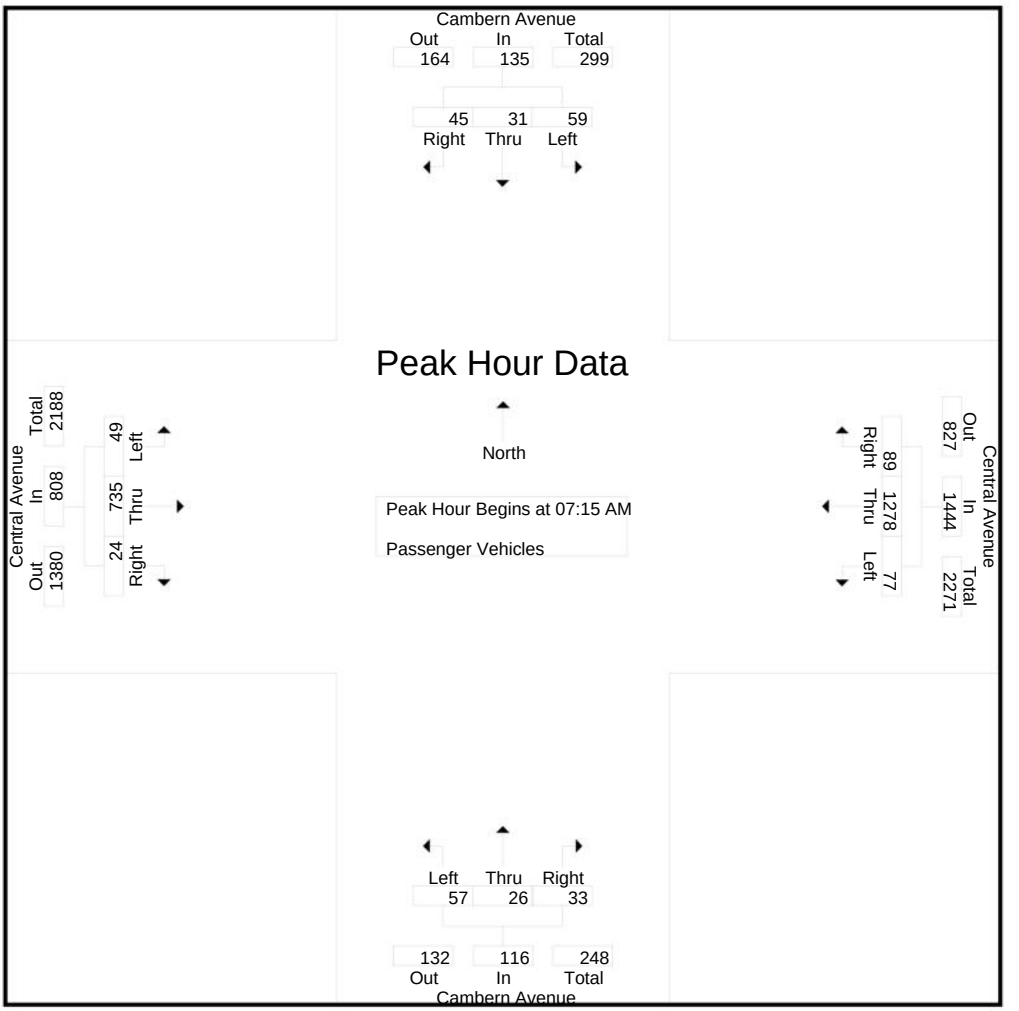
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	7	8	32	11	264	14	289	13	8	15	36	14	167	1	182	539
07:15 AM	11	4	9	24	17	331	20	368	17	2	6	25	6	201	3	210	627
07:30 AM	14	7	9	30	20	308	17	345	10	7	8	25	12	184	5	201	601
07:45 AM	14	9	12	35	21	361	27	409	17	7	9	33	6	180	7	193	670
Total	56	27	38	121	69	1264	78	1411	57	24	38	119	38	732	16	786	2437
08:00 AM	20	11	15	46	19	278	25	322	13	10	10	33	25	170	9	204	605
08:15 AM	19	5	12	36	24	239	21	284	7	7	9	23	24	163	5	192	535
08:30 AM	20	7	10	37	20	232	24	276	9	8	12	29	21	163	2	186	528
08:45 AM	21	12	18	51	18	283	33	334	28	14	12	54	25	137	3	165	604
Total	80	35	55	170	81	1032	103	1216	57	39	43	139	95	633	19	747	2272
Grand Total	136	62	93	291	150	2296	181	2627	114	63	81	258	133	1365	35	1533	4709
Apprch %	46.7	21.3	32		5.7	87.4	6.9		44.2	24.4	31.4		8.7	89	2.3		
Total %	2.9	1.3	2	6.2	3.2	48.8	3.8	55.8	2.4	1.3	1.7	5.5	2.8	29	0.7	32.6	

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	4	9	24	17	331	20	368	**17**	2	6	25	6	**201**	3	**210**	627
07:30 AM	14	7	9	30	20	308	17	345	10	7	8	25	12	184	5	201	601
07:45 AM	14	9	12	35	**21**	**361**	**27**	**409**	17	7	9	**33**	6	180	7	193	**670**
08:00 AM	**20**	**11**	**15**	**46**	19	278	25	322	13	**10**	**10**	33	**25**	170	**9**	204	605
Total Volume	59	31	45	135	77	1278	89	1444	57	26	33	116	49	735	24	808	2503
% App. Total	43.7	23	33.3		5.3	88.5	6.2		49.1	22.4	28.4		6.1	91	3		
PHF	.738	.705	.750	.734	.917	.885	.824	.883	.838	.650	.825	.879	.490	.914	.667	.962	.934

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

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	11	4	9	24	17	331	20	368	**17**	2	6	25	6	**201**	3	**210**
+15 mins.	14	7	9	30	20	308	17	345	10	7	8	25	12	184	5	201
+30 mins.	14	9	12	35	**21**	**361**	**27**	**409**	17	7	9	**33**	6	180	7	193
+45 mins.	**20**	**11**	**15**	**46**	19	278	25	322	13	**10**	**10**	33	**25**	170	**9**	204
Total Volume	59	31	45	135	77	1278	89	1444	57	26	33	116	49	735	24	808
% App. Total	43.7	23	33.3		5.3	88.5	6.2		49.1	22.4	28.4		6.1	91	3	
PHF	.738	.705	.750	.734	.917	.885	.824	.883	.838	.650	.825	.879	.490	.914	.667	.962

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

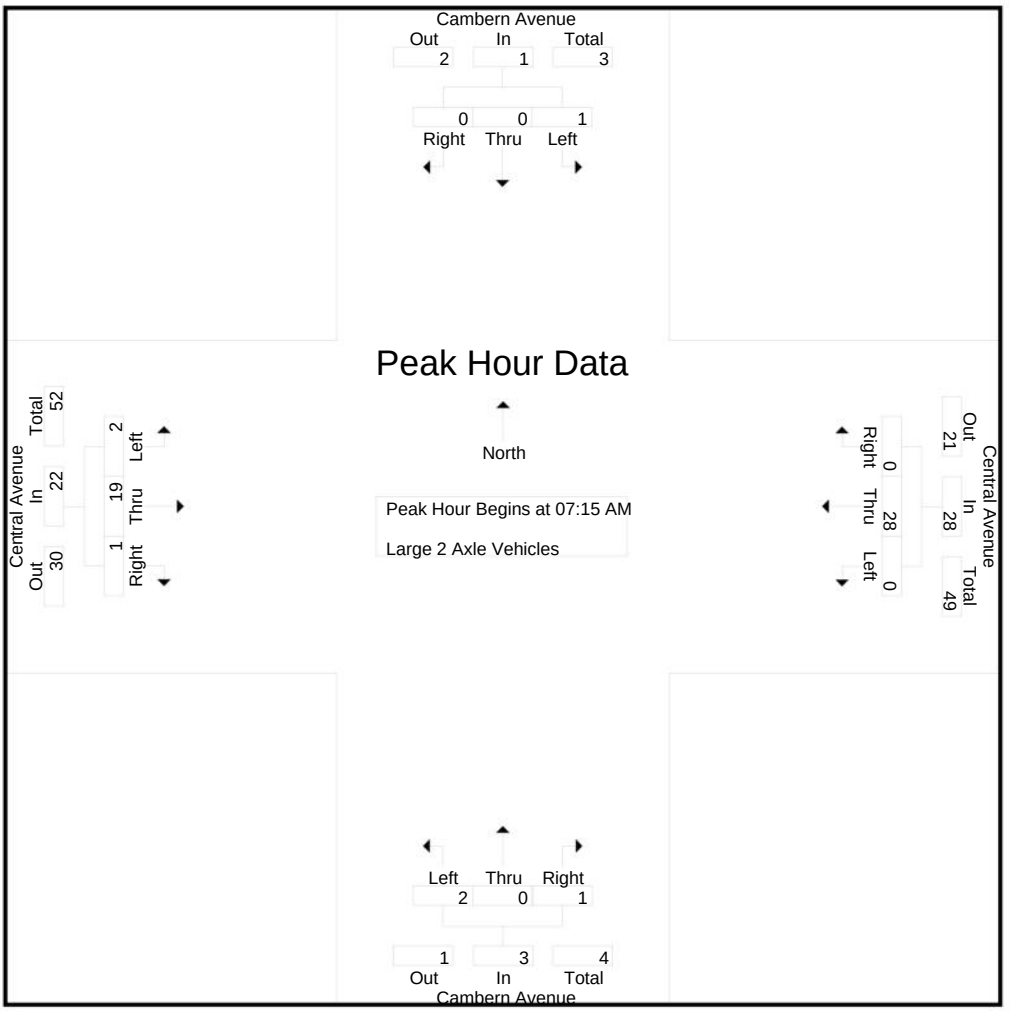
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	8	0	8	1	0	0	1	0	2	0	2	12
07:15 AM	1	0	0	1	0	7	0	7	0	0	1	1	0	2	0	2	11
07:30 AM	0	0	0	0	0	7	0	7	1	0	0	1	1	2	1	4	12
07:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
Total	1	1	0	2	0	28	0	28	2	0	1	3	1	11	1	13	46
08:00 AM	0	0	0	0	0	8	0	8	1	0	0	1	1	10	0	11	20
08:15 AM	1	0	0	1	1	6	0	7	0	0	1	1	0	6	0	6	15
08:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	3	0	3	9
08:45 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
Total	1	0	0	1	2	22	0	24	2	0	1	3	1	22	0	23	51
Grand Total	2	1	0	3	2	50	0	52	4	0	2	6	2	33	1	36	97
Apprch %	66.7	33.3	0		3.8	96.2	0		66.7	0	33.3		5.6	91.7	2.8		
Total %	2.1	1	0	3.1	2.1	51.5	0	53.6	4.1	0	2.1	6.2	2.1	34	1	37.1	

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	**1**	0	7	0	7	0	0	**1**	**1**	0	2	0	2	11
07:30 AM	0	0	0	0	0	7	0	7	**1**	0	0	1	**1**	2	**1**	4	12
07:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
08:00 AM	0	0	0	0	0	**8**	0	**8**	1	0	0	1	1	**10**	0	**11**	**20**
Total Volume	1	0	0	1	0	28	0	28	2	0	1	3	2	19	1	22	54
% App. Total	100	0	0		0	100	0		66.7	0	33.3		9.1	86.4	4.5		
PHF	.250	.000	.000	.250	.000	.875	.000	.875	.500	.000	.250	.750	.500	.475	.250	.500	.675

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

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	**1**	0	7	0	7	0	0	**1**	**1**	0	2	0	2
+15 mins.	0	0	0	0	0	7	0	7	**1**	0	0	1	**1**	2	**1**	4
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	**8**	0	**8**	1	0	0	1	1	**10**	0	**11**
Total Volume	1	0	0	1	0	28	0	28	2	0	1	3	2	19	1	22
% App. Total	100	0	0		0	100	0		66.7	0	33.3		9.1	86.4	4.5	
PHF	.250	.000	.000	.250	.000	.875	.000	.875	.500	.000	.250	.750	.500	.475	.250	.500

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(951) 268-6268

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

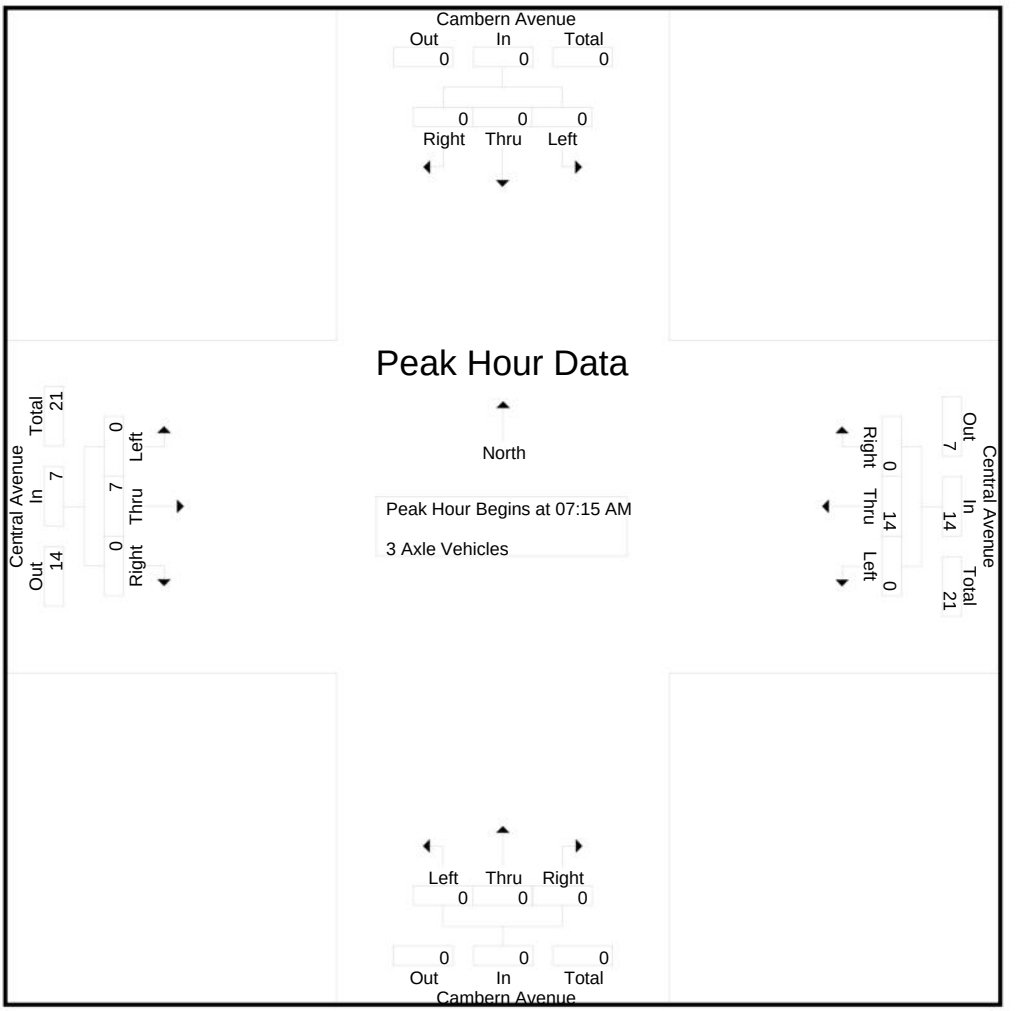
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	1	14	0	15	0	0	0	0	0	9	0	9	24
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	9	0	9	20
Grand Total	0	0	0	0	1	25	0	26	0	0	0	0	0	18	0	18	44
Apprch %	0	0	0		3.8	96.2	0		0	0	0		0	100	0		
Total %	0	0	0	0	2.3	56.8	0	59.1	0	0	0	0	0	40.9	0	40.9	

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**2**	0	**2**	5
07:30 AM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2	**6**
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	7	0	7	21
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.000	.875	.000	.875	.875

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	7	0	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.000	.875	.000	.875

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

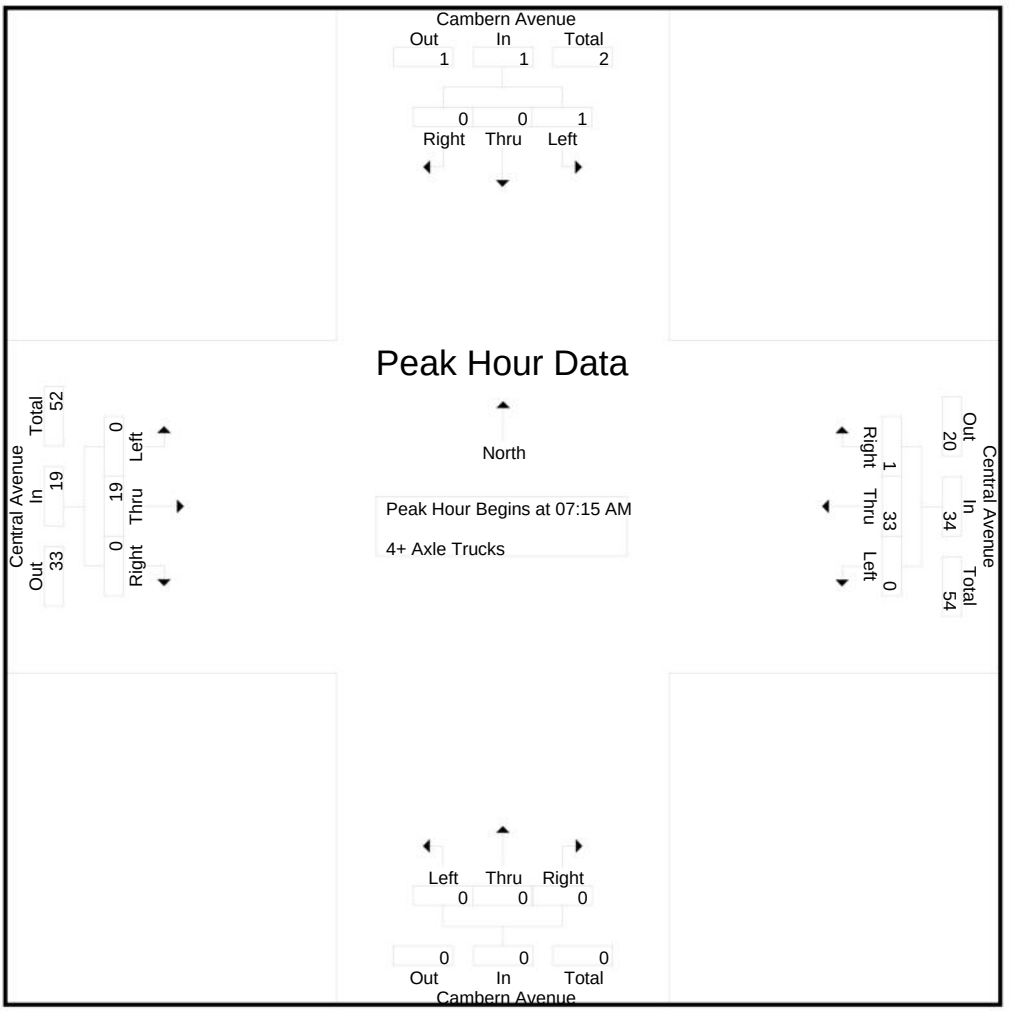
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
07:15 AM	0	0	0	0	0	14	1	15	0	0	0	0	0	8	0	8	23
07:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
07:45 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	3	0	3	9
Total	1	0	0	1	0	36	1	37	0	0	0	0	0	19	0	19	57
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
08:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	14	0	14	20
08:45 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	10	0	10	15
Total	0	0	1	1	0	24	0	24	0	0	0	0	0	36	0	36	61
Grand Total	1	0	1	2	0	60	1	61	0	0	0	0	0	55	0	55	118
Apprch %	50	0	50		0	98.4	1.6		0	0	0		0	100	0		
Total %	0.8	0	0.8	1.7	0	50.8	0.8	51.7	0	0	0	0	0	46.6	0	46.6	

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**14**	**1**	**15**	0	0	0	0	0	**8**	0	**8**	**23**
07:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
07:45 AM	**1**	0	0	**1**	0	5	0	5	0	0	0	0	0	3	0	3	9
08:00 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total Volume	1	0	0	1	0	33	1	34	0	0	0	0	0	19	0	19	54
% App. Total	100	0	0		0	97.1	2.9		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.589	.250	.567	.000	.000	.000	.000	.000	.594	.000	.594	.587

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 AM
Site Code : 00325093
Start Date : 1/29/2025



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**14**	**1**	**15**	0	0	0	0	0	**8**	0	**8**
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3
+30 mins.	**1**	0	0	**1**	0	5	0	5	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5
Total Volume	1	0	0	1	0	33	1	34	0	0	0	0	0	19	0	19
% App. Total	100	0	0		0	97.1	2.9		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.589	.250	.567	.000	.000	.000	.000	.000	.594	.000	.594

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

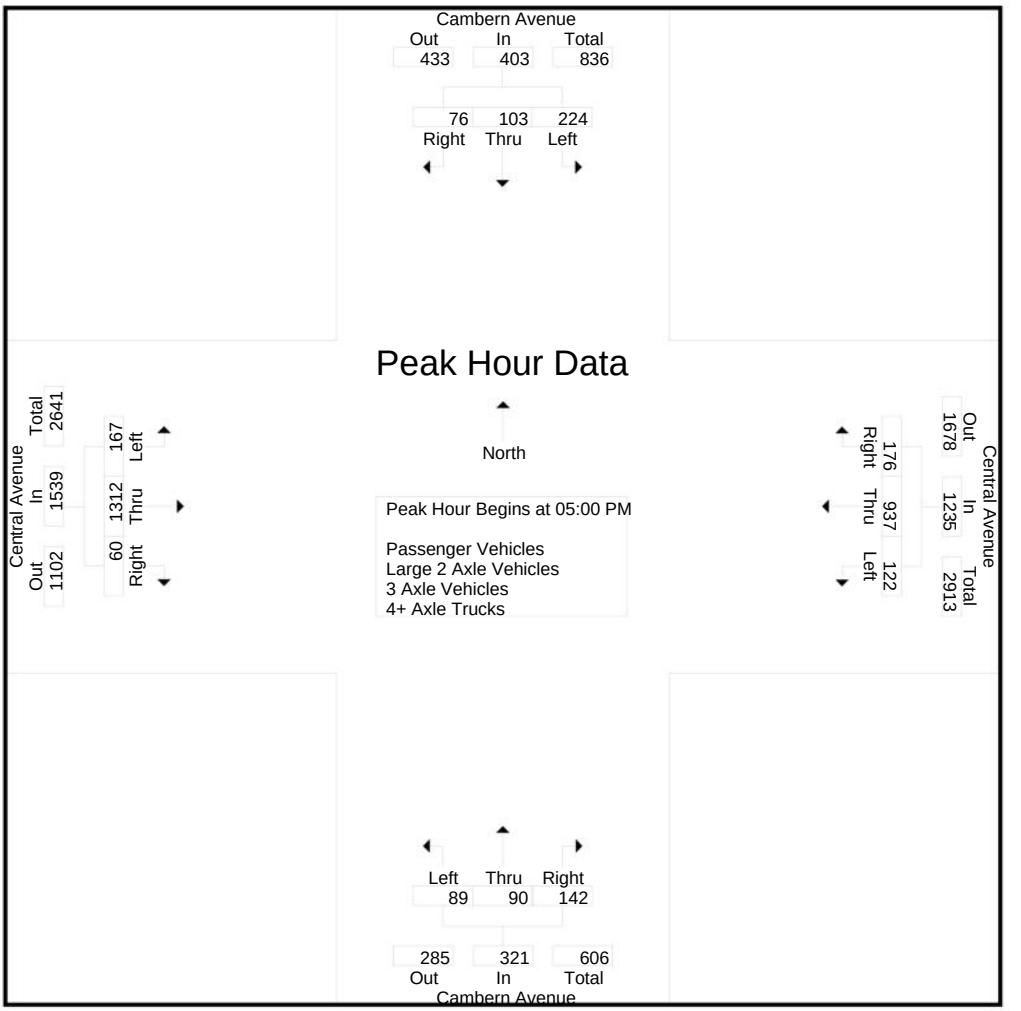
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	68	40	27	135	31	232	35	298	26	23	37	86	30	316	19	365	884
04:15 PM	53	24	21	98	29	234	31	294	30	30	43	103	46	338	20	404	899
04:30 PM	66	23	25	114	30	224	34	288	26	27	30	83	29	309	8	346	831
04:45 PM	50	25	18	93	24	218	36	278	23	16	18	57	52	353	19	424	852
Total	237	112	91	440	114	908	136	1158	105	96	128	329	157	1316	66	1539	3466
05:00 PM	56	19	17	92	25	222	41	288	27	32	36	95	39	326	18	383	858
05:15 PM	61	36	19	116	44	257	52	353	18	22	38	78	32	343	13	388	935
05:30 PM	52	28	24	104	23	214	49	286	21	18	38	77	44	317	14	375	842
05:45 PM	55	20	16	91	30	244	34	308	23	18	30	71	52	326	15	393	863
Total	224	103	76	403	122	937	176	1235	89	90	142	321	167	1312	60	1539	3498
Grand Total	461	215	167	843	236	1845	312	2393	194	186	270	650	324	2628	126	3078	6964
Apprch %	54.7	25.5	19.8		9.9	77.1	13		29.8	28.6	41.5		10.5	85.4	4.1		
Total %	6.6	3.1	2.4	12.1	3.4	26.5	4.5	34.4	2.8	2.7	3.9	9.3	4.7	37.7	1.8	44.2	
Passenger Vehicles	458	215	166	839	236	1787	310	2333	190	184	264	638	323	2535	125	2983	6793
% Passenger Vehicles	99.3	100	99.4	99.5	100	96.9	99.4	97.5	97.9	98.9	97.8	98.2	99.7	96.5	99.2	96.9	97.5
Large 2 Axle Vehicles	2	0	1	3	0	27	1	28	4	0	3	7	1	23	0	24	62
% Large 2 Axle Vehicles	0.4	0	0.6	0.4	0	1.5	0.3	1.2	2.1	0	1.1	1.1	0.3	0.9	0	0.8	0.9
3 Axle Vehicles	1	0	0	1	0	10	0	10	0	0	1	1	0	23	0	23	35
% 3 Axle Vehicles	0.2	0	0	0.1	0	0.5	0	0.4	0	0	0.4	0.2	0	0.9	0	0.7	0.5
4+ Axle Trucks	0	0	0	0	0	21	1	22	0	2	2	4	0	47	1	48	74
% 4+ Axle Trucks	0	0	0	0	0	1.1	0.3	0.9	0	1.1	0.7	0.6	0	1.8	0.8	1.6	1.1

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	56	19	17	92	25	222	41	288	**27**	**32**	36	**95**	39	326	**18**	383	858
05:15 PM	**61**	**36**	19	**116**	**44**	**257**	**52**	**353**	18	22	**38**	78	32	**343**	13	388	**935**
05:30 PM	52	28	**24**	104	23	214	49	286	21	18	38	77	44	317	14	375	842
05:45 PM	55	20	16	91	30	244	34	308	23	18	30	71	**52**	326	15	**393**	863
Total Volume	224	103	76	403	122	937	176	1235	89	90	142	321	167	1312	60	1539	3498
% App. Total	55.6	25.6	18.9		9.9	75.9	14.3		27.7	28	44.2		10.9	85.3	3.9		
PHF	.918	.715	.792	.869	.693	.911	.846	.875	.824	.703	.934	.845	.803	.956	.833	.979	.935

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	**68**	**40**	**27**	**135**	25	222	41	288	**30**	30	**43**	**103**	**52**	**353**	**19**	**424**
+15 mins.	53	24	21	98	**44**	**257**	**52**	**353**	26	27	30	83	39	326	18	383
+30 mins.	66	23	25	114	23	214	49	286	23	16	18	57	32	343	13	388
+45 mins.	50	25	18	93	30	244	34	308	27	**32**	36	95	44	317	14	375
Total Volume	237	112	91	440	122	937	176	1235	106	105	127	338	167	1339	64	1570
% App. Total	53.9	25.5	20.7		9.9	75.9	14.3		31.4	31.1	37.6		10.6	85.3	4.1	
PHF	.871	.700	.843	.815	.693	.911	.846	.875	.883	.820	.738	.820	.803	.948	.842	.926

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City of Lake Elsinore
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Weather: Clear

File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
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Groups Printed- Passenger Vehicles

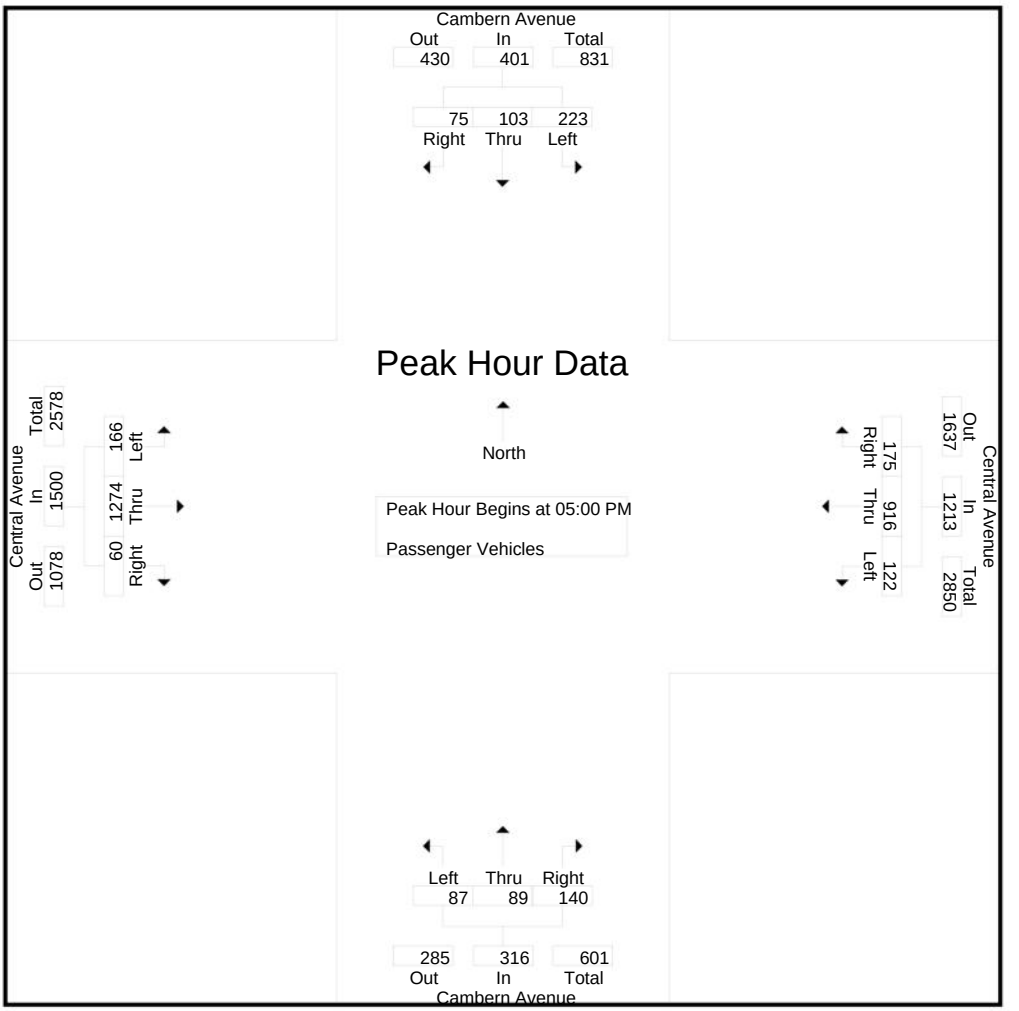
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	67	40	27	134	31	226	35	292	26	23	36	85	30	305	19	354	865
04:15 PM	53	24	21	98	29	227	31	287	28	29	40	97	46	317	19	382	864
04:30 PM	65	23	25	113	30	210	33	273	26	27	30	83	29	300	8	337	806
04:45 PM	50	25	18	93	24	208	36	268	23	16	18	57	52	339	19	410	828
Total	235	112	91	438	114	871	135	1120	103	95	124	322	157	1261	65	1483	3363
05:00 PM	56	19	16	91	25	217	41	283	25	31	35	91	39	316	18	373	838
05:15 PM	60	36	19	115	44	251	52	347	18	22	37	77	32	334	13	379	918
05:30 PM	52	28	24	104	23	207	48	278	21	18	38	77	43	304	14	361	820
05:45 PM	55	20	16	91	30	241	34	305	23	18	30	71	52	320	15	387	854
Total	223	103	75	401	122	916	175	1213	87	89	140	316	166	1274	60	1500	3430
Grand Total	458	215	166	839	236	1787	310	2333	190	184	264	638	323	2535	125	2983	6793
Apprch %	54.6	25.6	19.8		10.1	76.6	13.3		29.8	28.8	41.4		10.8	85	4.2		
Total %	6.7	3.2	2.4	12.4	3.5	26.3	4.6	34.3	2.8	2.7	3.9	9.4	4.8	37.3	1.8	43.9	

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	56	19	16	91	25	217	41	283	**25**	**31**	35	**91**	39	316	**18**	373	838
05:15 PM	**60**	**36**	19	**115**	**44**	**251**	**52**	**347**	18	22	37	77	32	**334**	13	379	**918**
05:30 PM	52	28	**24**	104	23	207	48	278	21	18	**38**	77	43	304	14	361	820
05:45 PM	55	20	16	91	30	241	34	305	23	18	30	71	**52**	320	15	**387**	854
Total Volume	223	103	75	401	122	916	175	1213	87	89	140	316	166	1274	60	1500	3430
% App. Total	55.6	25.7	18.7		10.1	75.5	14.4		27.5	28.2	44.3		11.1	84.9	4		
PHF	.929	.715	.781	.872	.693	.912	.841	.874	.870	.718	.921	.868	.798	.954	.833	.969	.934

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City of Lake Elsinore
N/S: Cambern Avenue
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Weather: Clear

File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	56	19	16	91	25	217	41	283	**25**	**31**	35	**91**	39	316	**18**	373
+15 mins.	**60**	**36**	19	**115**	**44**	**251**	**52**	**347**	18	22	37	77	32	**334**	13	379
+30 mins.	52	28	**24**	104	23	207	48	278	21	18	**38**	77	43	304	14	361
+45 mins.	55	20	16	91	30	241	34	305	23	18	30	71	**52**	320	15	**387**
Total Volume	223	103	75	401	122	916	175	1213	87	89	140	316	166	1274	60	1500
% App. Total	55.6	25.7	18.7		10.1	75.5	14.4		27.5	28.2	44.3		11.1	84.9	4	
PHF	.929	.715	.781	.872	.693	.912	.841	.874	.870	.718	.921	.868	.798	.954	.833	.969

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City of Lake Elsinore
N/S: Cambern Avenue
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Weather: Clear

File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025

Groups Printed- Large 2 Axle Vehicles

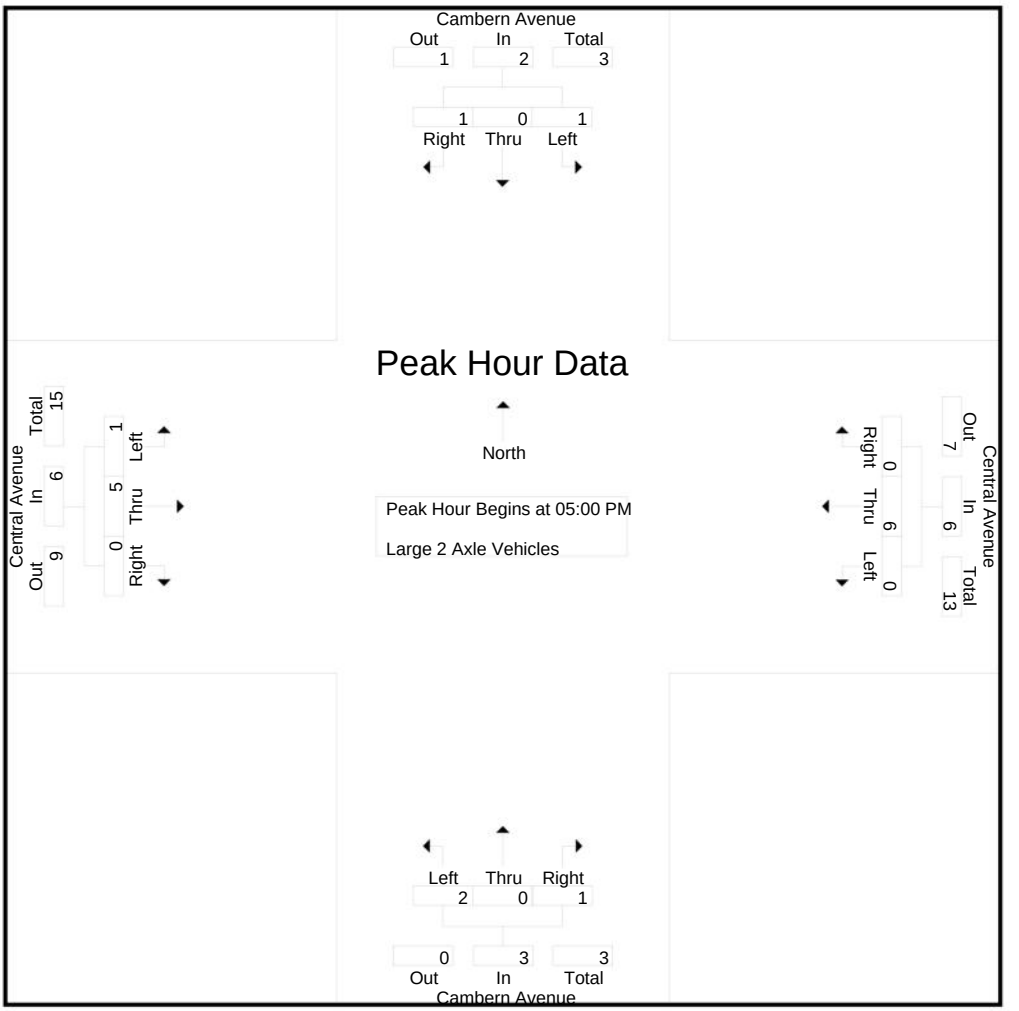
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:15 PM	0	0	0	0	0	4	0	4	2	0	2	4	0	9	0	9	17
04:30 PM	1	0	0	1	0	8	1	9	0	0	0	0	0	3	0	3	13
04:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	1	0	0	1	0	21	1	22	2	0	2	4	0	18	0	18	45
05:00 PM	0	0	1	1	0	1	0	1	2	0	0	2	0	3	0	3	7
05:15 PM	1	0	0	1	0	2	0	2	0	0	1	1	0	1	0	1	5
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	0	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	1	2	0	6	0	6	2	0	1	3	1	5	0	6	17
Grand Total	2	0	1	3	0	27	1	28	4	0	3	7	1	23	0	24	62
Apprch %	66.7	0	33.3		0	96.4	3.6		57.1	0	42.9		4.2	95.8	0		
Total %	3.2	0	1.6	4.8	0	43.5	1.6	45.2	6.5	0	4.8	11.3	1.6	37.1	0	38.7	

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**1**	**1**	0	1	0	1	**2**	0	0	**2**	0	**3**	0	**3**	**7**
05:15 PM	**1**	0	0	1	0	2	0	2	0	0	**1**	1	0	1	0	1	5
05:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**1**	0	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	1	2	0	6	0	6	2	0	1	3	1	5	0	6	17
% App. Total	50	0	50		0	100	0		66.7	0	33.3		16.7	83.3	0		
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.250	.000	.250	.375	.250	.417	.000	.500	.607

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City of Lake Elsinore
N/S: Cambern Avenue
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Weather: Clear

File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	**1**	**1**	0	1	0	1	**2**	0	0	**2**	0	**3**	0	**3**
+15 mins.	**1**	0	0	1	0	2	0	2	0	0	**1**	1	0	1	0	1
+30 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**1**	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	0	1	2	0	6	0	6	2	0	1	3	1	5	0	6
% App. Total	50	0	50		0	100	0		66.7	0	33.3		16.7	83.3	0	
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.250	.000	.250	.375	.250	.417	.000	.500

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City of Lake Elsinore
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Weather: Clear

File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

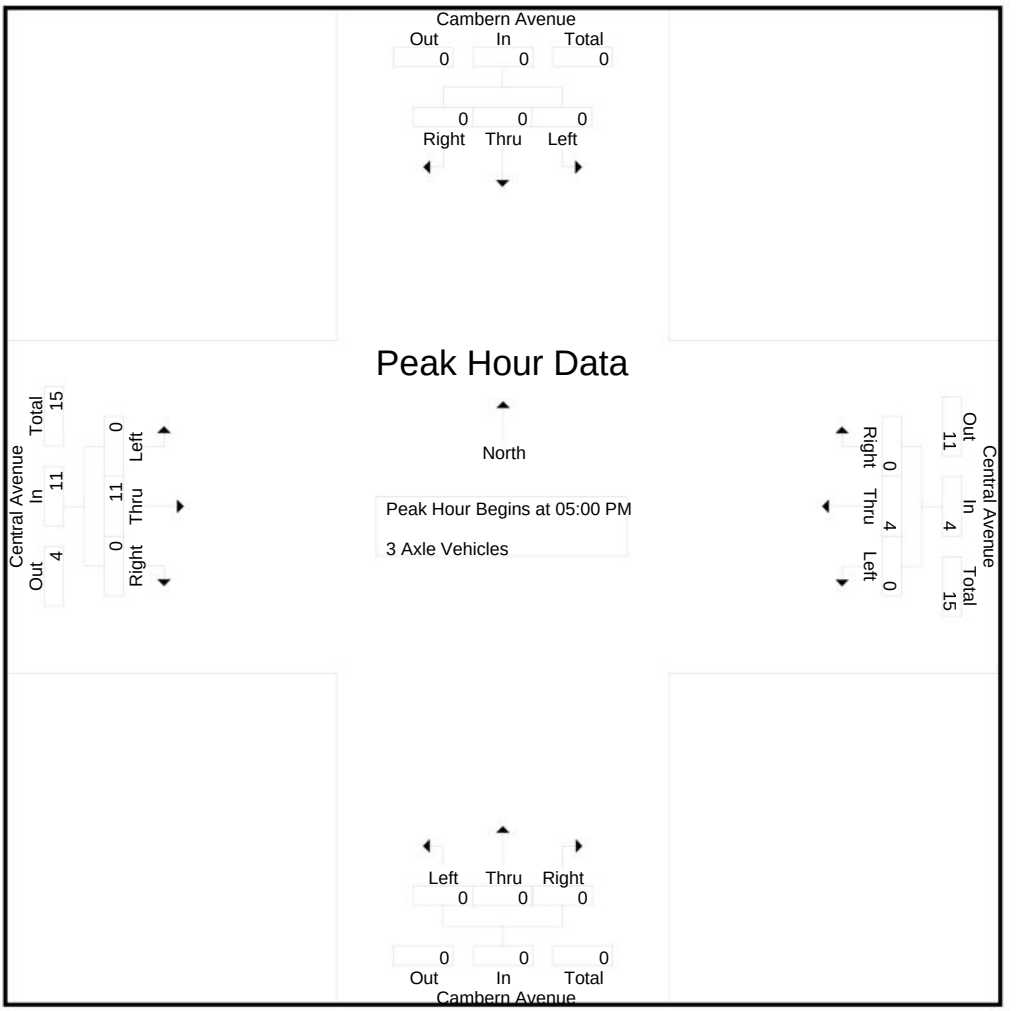
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	3	0	3	0	0	1	1	0	3	0	3	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
Total	1	0	0	1	0	6	0	6	0	0	1	1	0	12	0	12	20
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
Grand Total	1	0	0	1	0	10	0	10	0	0	1	1	0	23	0	23	35
Apprch %	100	0	0		0	100	0		0	0	100		0	100	0		
Total %	2.9	0	0	2.9	0	28.6	0	28.6	0	0	2.9	2.9	0	65.7	0	65.7	

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**	**6**
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.550	.000	.550	.625

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**5**	0	**5**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	11
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.550	.000	.550

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PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)
Weather: Clear

File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

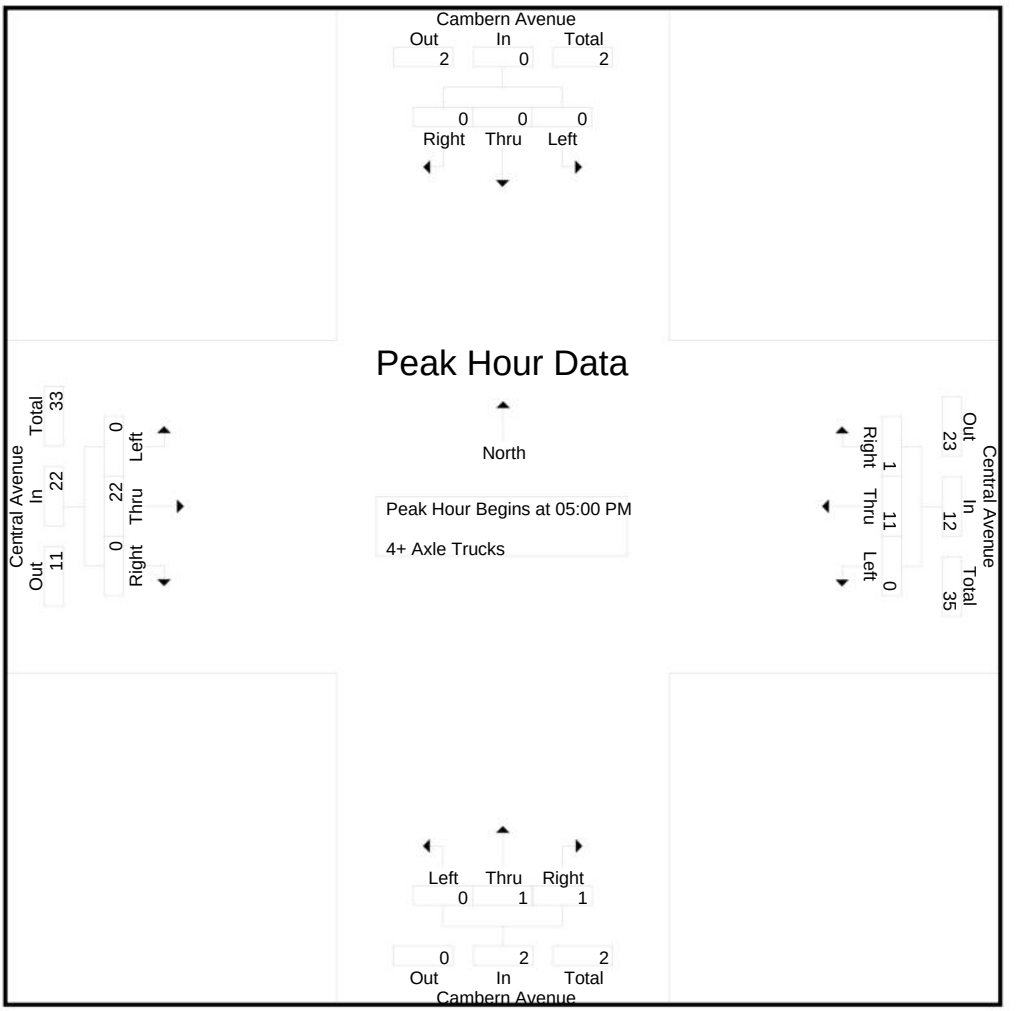
	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
04:15 PM	0	0	0	0	0	3	0	3	0	1	1	2	0	8	1	9	14
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
Total	0	0	0	0	0	10	0	10	0	1	1	2	0	25	1	26	38
05:00 PM	0	0	0	0	0	2	0	2	0	1	1	2	0	6	0	6	10
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
05:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	8	0	8	12
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	11	1	12	0	1	1	2	0	22	0	22	36
Grand Total	0	0	0	0	0	21	1	22	0	2	2	4	0	47	1	48	74
Apprch %	0	0	0		0	95.5	4.5		0	50	50		0	97.9	2.1		
Total %	0	0	0	0	0	28.4	1.4	29.7	0	2.7	2.7	5.4	0	63.5	1.4	64.9	

	Cambern Avenue Southbound				Central Avenue Westbound				Cambern Avenue Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	**1**	**1**	**2**	0	6	0	6	10
05:15 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	5	0	5	9
05:30 PM	0	0	0	0	0	3	**1**	4	0	0	0	0	0	**8**	0	**8**	**12**
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	11	1	12	0	1	1	2	0	22	0	22	36
% App. Total	0	0	0		0	91.7	8.3		0	50	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.250	.750	.000	.250	.250	.250	.000	.688	.000	.688	.750

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File Name : 05_LKE_Cam_SR74 PM
Site Code : 00325093
Start Date : 1/29/2025
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	**1**	**1**	**2**	0	6	0	6
+15 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	3	**1**	4	0	0	0	0	0	**8**	0	**8**
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	11	1	12	0	1	1	2	0	22	0	22
% App. Total	0	0	0		0	91.7	8.3		0	50	50		0	100	0	
PHF	.000	.000	.000	.000	.000	.688	.250	.750	.000	.250	.250	.250	.000	.688	.000	.688

Location: Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg Cambern Avenue	East Leg Central Avenue (SR-74)	South Leg Cambern Avenue	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	1	0	0	2
7:15 AM	0	0	1	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	1	0	5	0	6
TOTAL VOLUMES:	3	3	6	0	12

	North Leg Cambern Avenue	East Leg Central Avenue (SR-74)	South Leg Cambern Avenue	West Leg Central Avenue (SR-74)	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	4	6	4	0	14
4:15 PM	5	6	0	0	11
4:30 PM	0	0	5	0	5
4:45 PM	0	0	1	0	1
5:00 PM	1	1	0	0	2
5:15 PM	3	3	4	0	10
5:30 PM	0	2	0	0	2
5:45 PM	2	2	2	0	6
TOTAL VOLUMES:	15	20	16	0	51

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Location: Lake Elsinore
N/S: Cambern Avenue
E/W: Central Avenue (SR-74)

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound Cambern Avenue			Westbound Central Avenue (SR-74)			Northbound Cambern Avenue			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Cambern Avenue			Westbound Central Avenue (SR-74)			Northbound Cambern Avenue			Eastbound Central Avenue (SR-74)			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	1	1

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

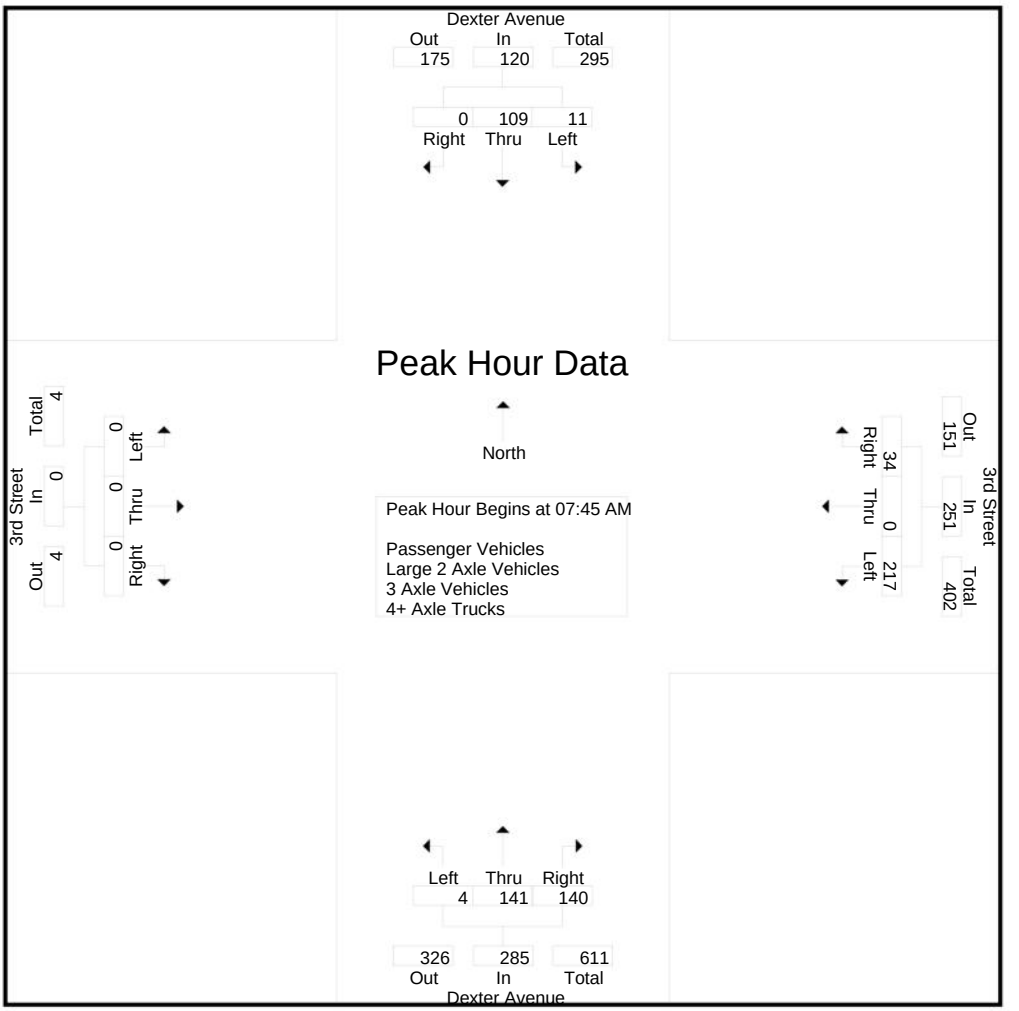
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	13	0	14	31	0	1	32	0	18	25	43	0	0	0	0	89
07:15 AM	1	14	0	15	33	0	10	43	0	13	20	33	0	0	0	0	91
07:30 AM	6	25	0	31	68	0	8	76	0	24	20	44	0	0	0	0	151
07:45 AM	1	22	0	23	73	0	9	82	2	23	42	67	0	0	0	0	172
Total	9	74	0	83	205	0	28	233	2	78	107	187	0	0	0	0	503
08:00 AM	2	35	0	37	62	0	9	71	0	40	44	84	0	0	0	0	192
08:15 AM	4	23	0	27	36	0	6	42	2	34	26	62	0	0	0	0	131
08:30 AM	4	29	0	33	46	0	10	56	0	44	28	72	0	0	0	0	161
08:45 AM	1	22	0	23	43	1	5	49	0	71	26	97	0	0	1	1	170
Total	11	109	0	120	187	1	30	218	2	189	124	315	0	0	1	1	654
Grand Total	20	183	0	203	392	1	58	451	4	267	231	502	0	0	1	1	1157
Apprch %	9.9	90.1	0		86.9	0.2	12.9		0.8	53.2	46		0	0	100		
Total %	1.7	15.8	0	17.5	33.9	0.1	5	39	0.3	23.1	20	43.4	0	0	0.1	0.1	
Passenger Vehicles	15	181	0	196	386	1	56	443	4	265	230	499	0	0	1	1	1139
% Passenger Vehicles	75	98.9	0	96.6	98.5	100	96.6	98.2	100	99.3	99.6	99.4	0	0	100	100	98.4
Large 2 Axle Vehicles	5	2	0	7	6	0	0	6	0	2	0	2	0	0	0	0	15
% Large 2 Axle Vehicles	25	1.1	0	3.4	1.5	0	0	1.3	0	0.7	0	0.4	0	0	0	0	1.3
3 Axle Vehicles	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	1.7	0.2	0	0	0.4	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	1.7	0.2	0	0	0	0	0	0	0	0	0.1

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	22	0	23	**73**	0	9	**82**	**2**	23	42	67	0	0	0	0	172
08:00 AM	2	**35**	0	**37**	62	0	9	71	0	40	**44**	**84**	0	0	0	0	**192**
08:15 AM	**4**	23	0	27	36	0	6	42	2	34	26	62	0	0	0	0	131
08:30 AM	4	29	0	33	46	0	**10**	56	0	**44**	28	72	0	0	0	0	161
Total Volume	11	109	0	120	217	0	34	251	4	141	140	285	0	0	0	0	656
% App. Total	9.2	90.8	0		86.5	0	13.5		1.4	49.5	49.1		0	0	0		
PHF	.688	.779	.000	.811	.743	.000	.850	.765	.500	.801	.795	.848	.000	.000	.000	.000	.854

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City of Lake Elsinore
N/S: Dexter Avenue
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Weather: Clear

File Name : 06_LKE_Dex_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:45 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	1	22	0	23	33	0	**10**	43	0	40	**44**	84	0	0	0	0
+15 mins.	2	**35**	0	**37**	68	0	8	76	**2**	34	26	62	0	0	0	0
+30 mins.	**4**	23	0	27	**73**	0	9	**82**	0	44	28	72	0	0	0	0
+45 mins.	4	29	0	33	62	0	9	71	0	**71**	26	**97**	0	0	**1**	**1**
Total Volume	11	109	0	120	236	0	36	272	2	189	124	315	0	0	1	1
% App. Total	9.2	90.8	0		86.8	0	13.2		0.6	60	39.4		0	0	100	
PHF	.688	.779	.000	.811	.808	.000	.900	.829	.250	.665	.705	.812	.000	.000	.250	.250

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File Name : 06_LKE_Dex_3rd AM
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Groups Printed- Passenger Vehicles

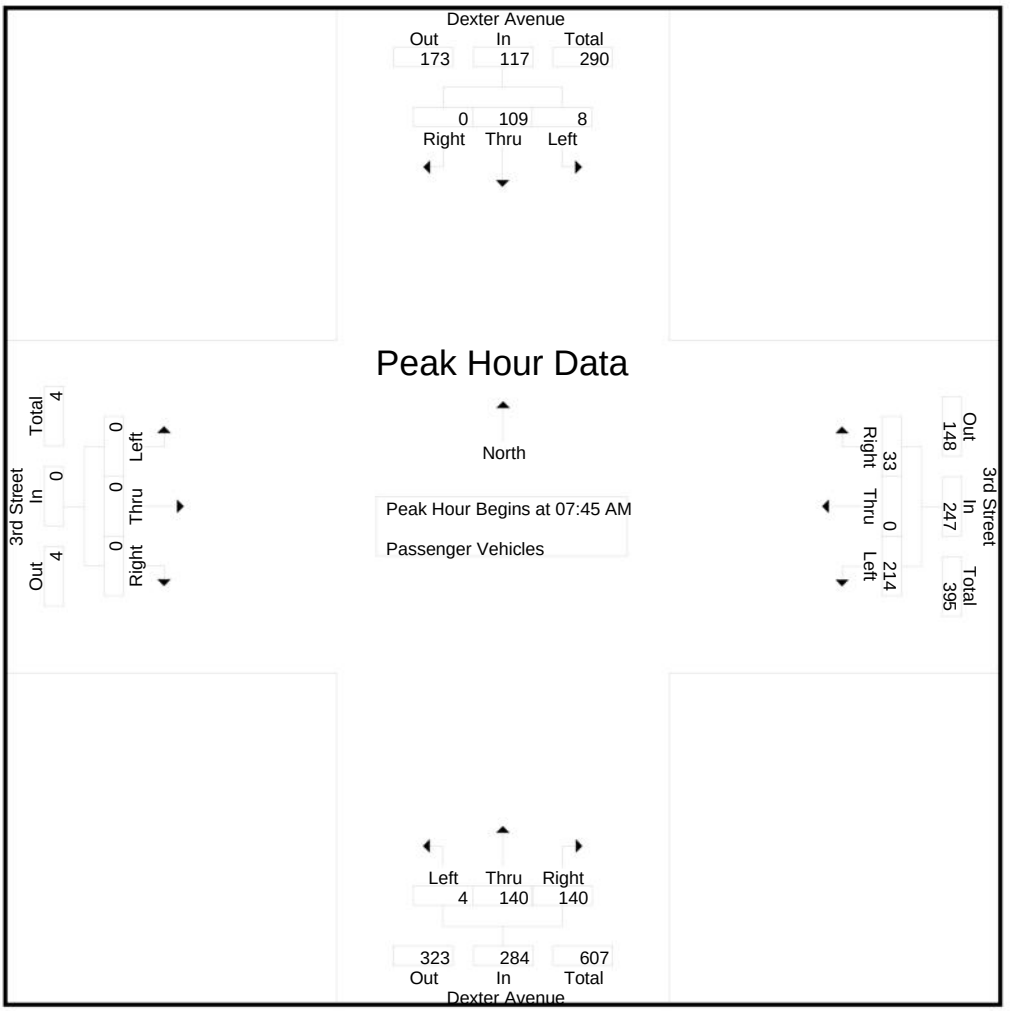
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	13	0	14	30	0	1	31	0	18	25	43	0	0	0	0	88
07:15 AM	0	14	0	14	32	0	9	41	0	13	20	33	0	0	0	0	88
07:30 AM	5	24	0	29	67	0	8	75	0	24	19	43	0	0	0	0	147
07:45 AM	1	22	0	23	73	0	8	81	2	23	42	67	0	0	0	0	171
Total	7	73	0	80	202	0	26	228	2	78	106	186	0	0	0	0	494
08:00 AM	1	35	0	36	62	0	9	71	0	40	44	84	0	0	0	0	191
08:15 AM	3	23	0	26	34	0	6	40	2	34	26	62	0	0	0	0	128
08:30 AM	3	29	0	32	45	0	10	55	0	43	28	71	0	0	0	0	158
08:45 AM	1	21	0	22	43	1	5	49	0	70	26	96	0	0	1	1	168
Total	8	108	0	116	184	1	30	215	2	187	124	313	0	0	1	1	645
Grand Total	15	181	0	196	386	1	56	443	4	265	230	499	0	0	1	1	1139
Apprch %	7.7	92.3	0		87.1	0.2	12.6		0.8	53.1	46.1		0	0	100		
Total %	1.3	15.9	0	17.2	33.9	0.1	4.9	38.9	0.4	23.3	20.2	43.8	0	0	0.1	0.1	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	22	0	23	**73**	0	8	**81**	**2**	23	42	67	0	0	0	0	171
08:00 AM	1	**35**	0	**36**	62	0	9	71	0	40	**44**	**84**	0	0	0	0	**191**
08:15 AM	**3**	23	0	26	34	0	6	40	2	34	26	62	0	0	0	0	128
08:30 AM	3	29	0	32	45	0	**10**	55	0	**43**	28	71	0	0	0	0	158
Total Volume	8	109	0	117	214	0	33	247	4	140	140	284	0	0	0	0	648
% App. Total	6.8	93.2	0		86.6	0	13.4		1.4	49.3	49.3		0	0	0		
PHF	.667	.779	.000	.813	.733	.000	.825	.762	.500	.814	.795	.845	.000	.000	.000	.000	.848

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	22	0	23	**73**	0	8	**81**	**2**	23	42	67	0	0	0	0
+15 mins.	1	**35**	0	**36**	62	0	9	71	0	40	**44**	**84**	0	0	0	0
+30 mins.	**3**	23	0	26	34	0	6	40	2	34	26	62	0	0	0	0
+45 mins.	3	29	0	32	45	0	**10**	55	0	**43**	28	71	0	0	0	0
Total Volume	8	109	0	117	214	0	33	247	4	140	140	284	0	0	0	0
% App. Total	6.8	93.2	0		86.6	0	13.4		1.4	49.3	49.3		0	0	0	
PHF	.667	.779	.000	.813	.733	.000	.825	.762	.500	.814	.795	.845	.000	.000	.000	.000

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Groups Printed- Large 2 Axle Vehicles

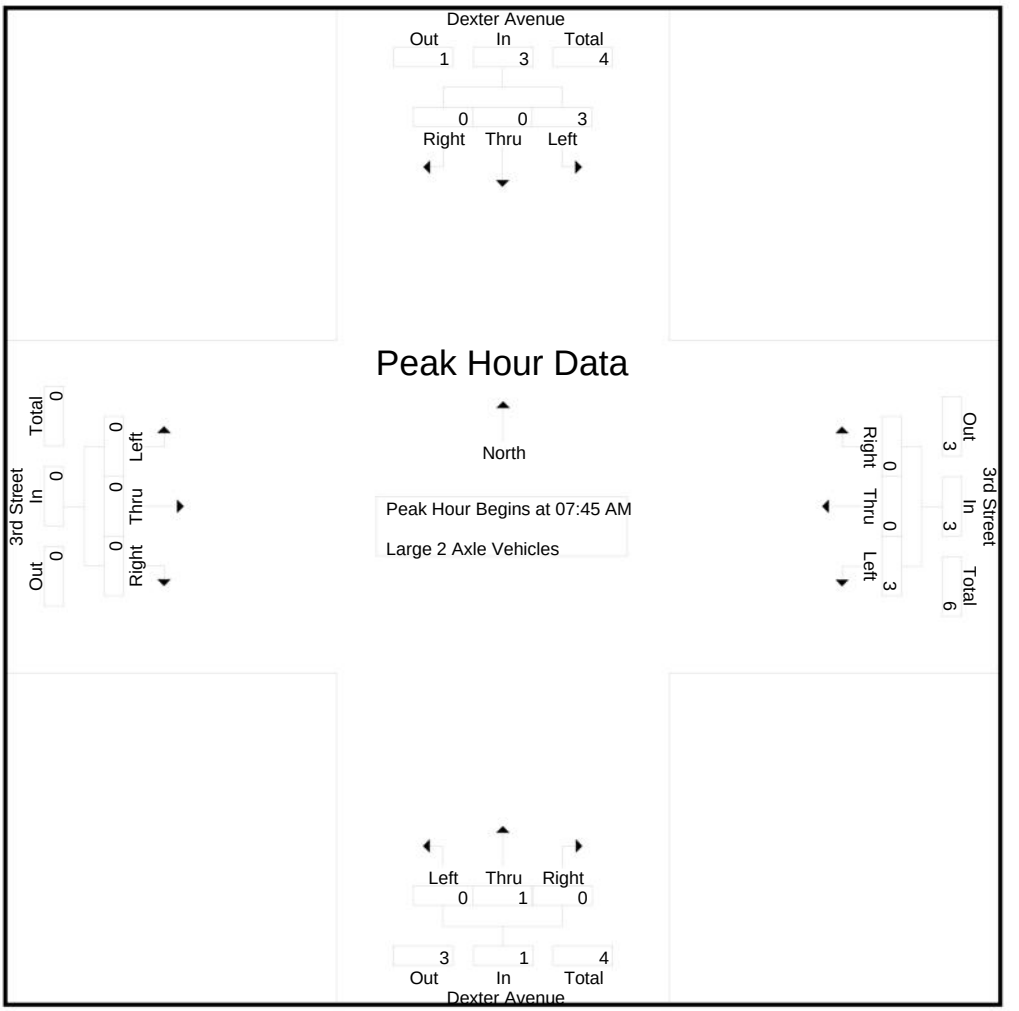
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	1	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	3	3	0	0	3	0	0	0	0	0	0	0	0	6
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	3	1	0	4	3	0	0	3	0	2	0	2	0	0	0	0	9
Grand Total	5	2	0	7	6	0	0	6	0	2	0	2	0	0	0	0	15
Apprch %	71.4	28.6	0		100	0	0		0	100	0		0	0	0		
Total %	33.3	13.3	0	46.7	40	0	0	40	0	13.3	0	13.3	0	0	0	0	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**3**
08:30 AM	1	0	0	1	1	0	0	1	0	**1**	0	**1**	0	0	0	0	3
Total Volume	3	0	0	3	3	0	0	3	0	1	0	1	0	0	0	0	7
% App. Total	100	0	0		100	0	0		0	100	0		0	0	0		
PHF	.750	.000	.000	.750	.375	.000	.000	.375	.000	.250	.000	.250	.000	.000	.000	.000	.583

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd AM
Site Code : 00325093
Start Date : 1/29/2025

Groups Printed- 3 Axle Vehicles

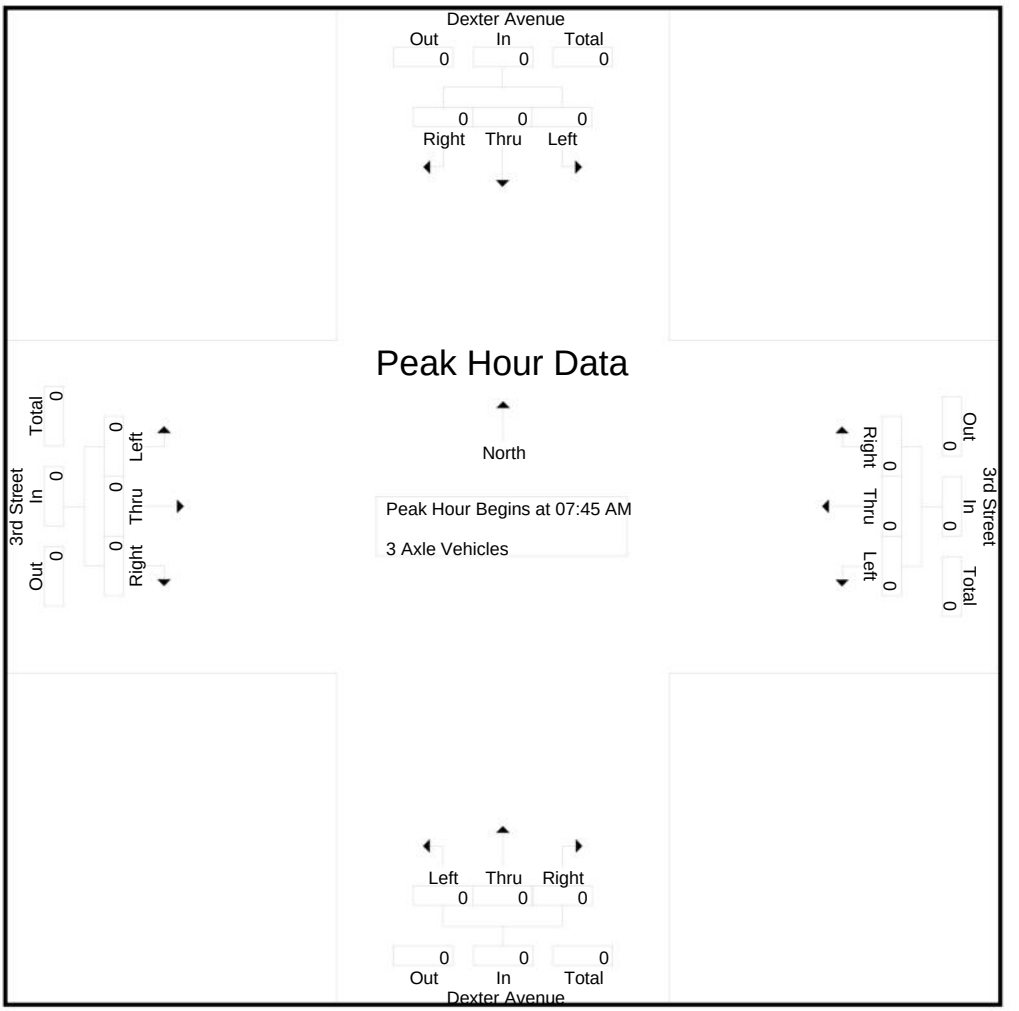
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Apprch %	0	0	0		0	0	100		0	0	100		0	0	0		
Total %	0	0	0	0	0	0	50	50	0	0	50	50	0	0	0	0	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

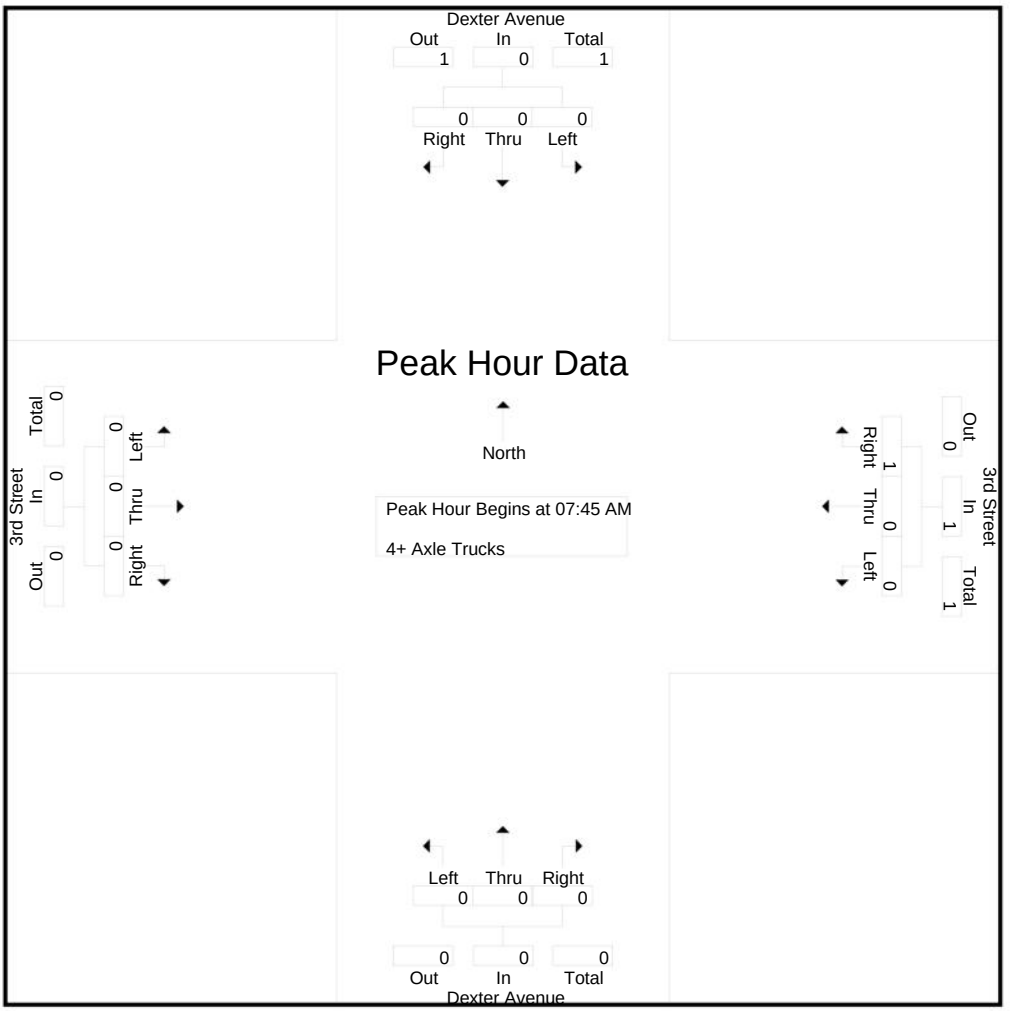
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0		
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

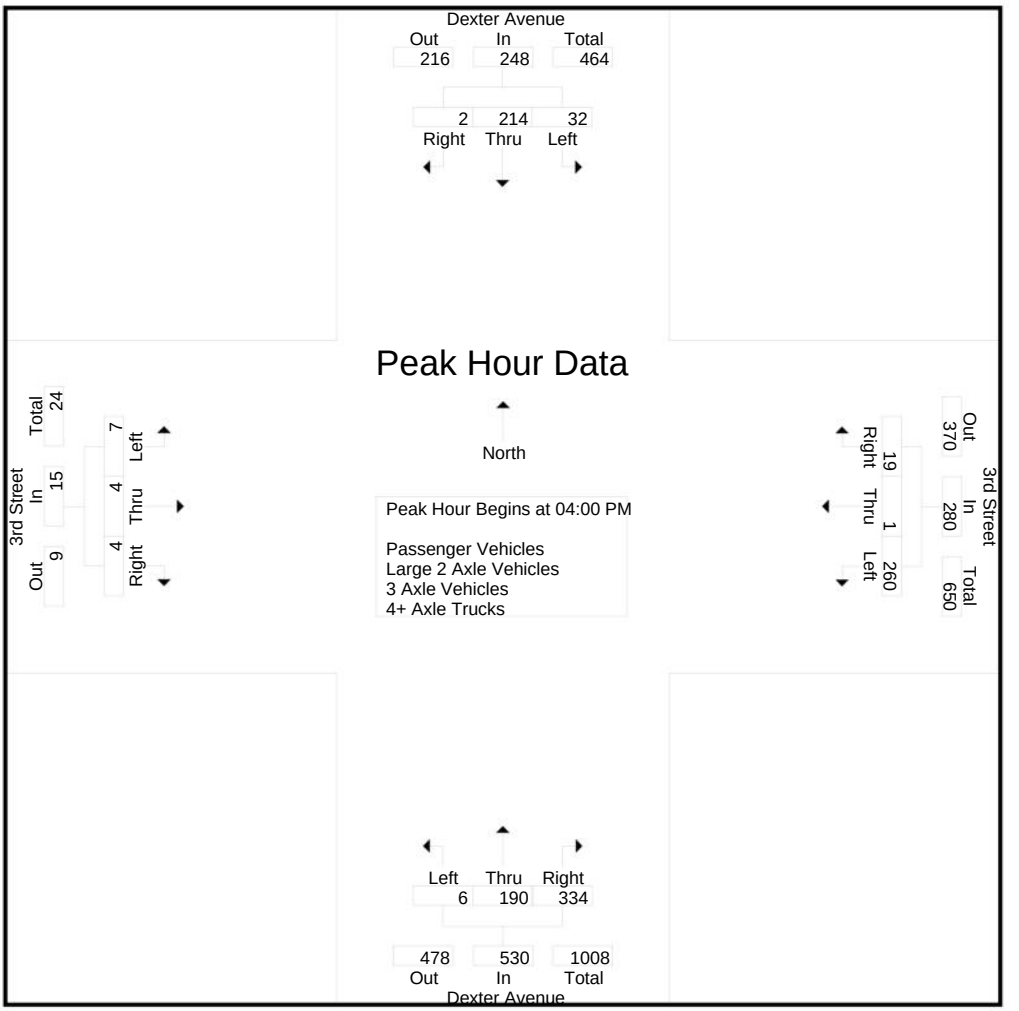
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	70	0	81	83	0	5	88	3	55	77	135	0	0	3	3	307
04:15 PM	12	58	1	71	66	0	5	71	1	43	94	138	2	1	1	4	284
04:30 PM	9	37	0	46	59	1	7	67	1	34	77	112	1	2	0	3	228
04:45 PM	0	49	1	50	52	0	2	54	1	58	86	145	4	1	0	5	254
Total	32	214	2	248	260	1	19	280	6	190	334	530	7	4	4	15	1073
05:00 PM	8	37	0	45	54	1	10	65	0	60	82	142	0	0	4	4	256
05:15 PM	14	48	0	62	64	0	5	69	3	53	90	146	3	1	2	6	283
05:30 PM	8	42	0	50	53	0	4	57	2	45	85	132	1	0	4	5	244
05:45 PM	10	50	1	61	51	0	3	54	0	54	70	124	2	2	1	5	244
Total	40	177	1	218	222	1	22	245	5	212	327	544	6	3	11	20	1027
Grand Total	72	391	3	466	482	2	41	525	11	402	661	1074	13	7	15	35	2100
Apprch %	15.5	83.9	0.6		91.8	0.4	7.8		1	37.4	61.5		37.1	20	42.9		
Total %	3.4	18.6	0.1	22.2	23	0.1	2	25	0.5	19.1	31.5	51.1	0.6	0.3	0.7	1.7	
Passenger Vehicles	68	391	3	462	481	2	40	523	11	400	659	1070	13	7	15	35	2090
% Passenger Vehicles	94.4	100	100	99.1	99.8	100	97.6	99.6	100	99.5	99.7	99.6	100	100	100	100	99.5
Large 2 Axle Vehicles	4	0	0	4	1	0	1	2	0	0	1	1	0	0	0	0	7
% Large 2 Axle Vehicles	5.6	0	0	0.9	0.2	0	2.4	0.4	0	0	0.2	0.1	0	0	0	0	0.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.5	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0.2	0.1	0	0	0	0	0

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	11	**70**	0	**81**	**83**	0	5	**88**	**3**	55	77	135	0	0	**3**	3	**307**
04:15 PM	**12**	58	**1**	71	66	0	5	71	1	43	**94**	138	2	1	1	4	284
04:30 PM	9	37	0	46	59	**1**	**7**	67	1	34	77	112	1	**2**	0	3	228
04:45 PM	0	49	1	50	52	0	2	54	1	**58**	86	**145**	**4**	1	0	**5**	254
Total Volume	32	214	2	248	260	1	19	280	6	190	334	530	7	4	4	15	1073
% App. Total	12.9	86.3	0.8		92.9	0.4	6.8		1.1	35.8	63		46.7	26.7	26.7		
PHF	.667	.764	.500	.765	.783	.250	.679	.795	.500	.819	.888	.914	.438	.500	.333	.750	.874

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	11	**70**	0	**81**	**83**	0	5	**88**	1	58	86	145	**4**	**1**	0	5
+15 mins.	**12**	58	**1**	71	66	0	5	71	0	**60**	82	142	0	0	**4**	4
+30 mins.	9	37	0	46	59	**1**	**7**	67	**3**	53	**90**	**146**	3	1	2	**6**
+45 mins.	0	49	1	50	52	0	2	54	2	45	85	132	1	0	4	5
Total Volume	32	214	2	248	260	1	19	280	6	216	343	565	8	2	10	20
% App. Total	12.9	86.3	0.8		92.9	0.4	6.8		1.1	38.2	60.7		40	10	50	
PHF	.667	.764	.500	.765	.783	.250	.679	.795	.500	.900	.953	.967	.500	.500	.625	.833

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

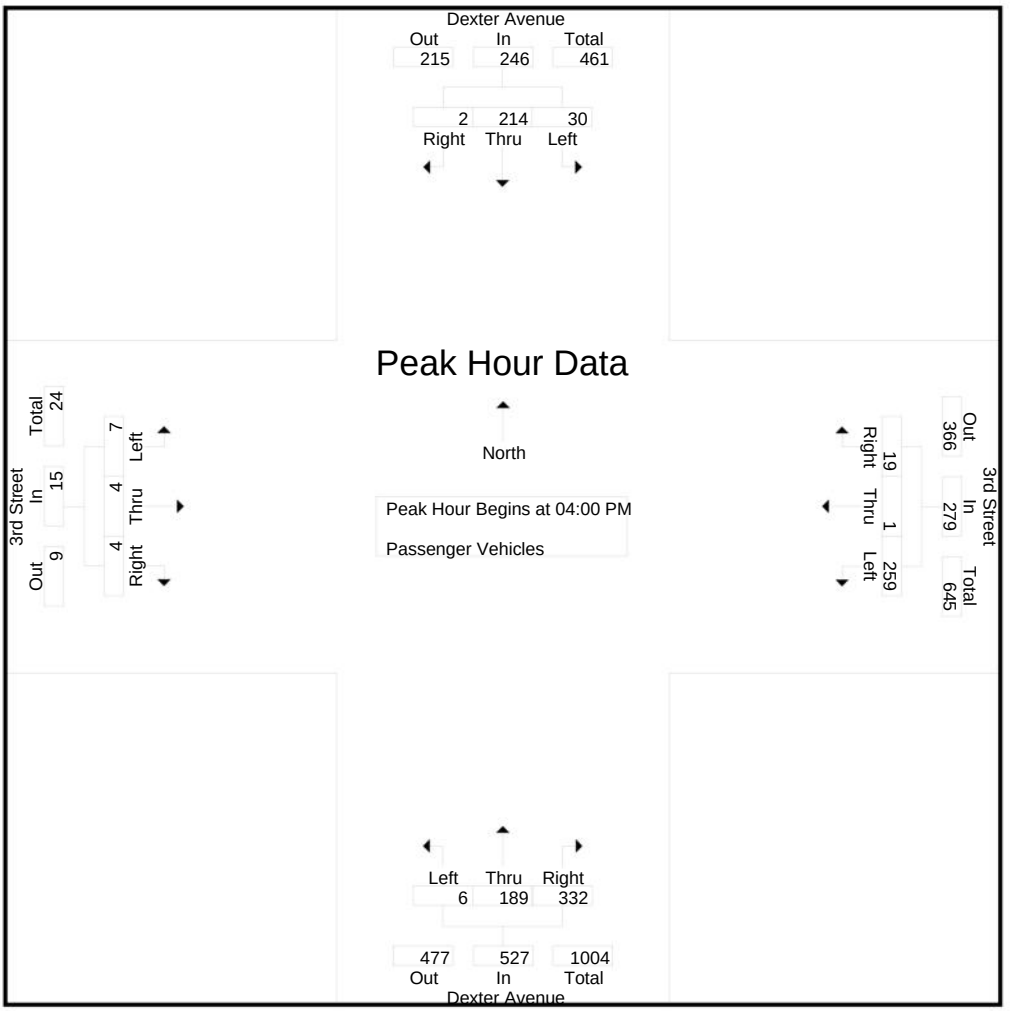
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	70	0	81	83	0	5	88	3	54	77	134	0	0	3	3	306
04:15 PM	10	58	1	69	65	0	5	70	1	43	93	137	2	1	1	4	280
04:30 PM	9	37	0	46	59	1	7	67	1	34	76	111	1	2	0	3	227
04:45 PM	0	49	1	50	52	0	2	54	1	58	86	145	4	1	0	5	254
Total	30	214	2	246	259	1	19	279	6	189	332	527	7	4	4	15	1067
05:00 PM	8	37	0	45	54	1	10	65	0	59	82	141	0	0	4	4	255
05:15 PM	13	48	0	61	64	0	5	69	3	53	90	146	3	1	2	6	282
05:30 PM	8	42	0	50	53	0	4	57	2	45	85	132	1	0	4	5	244
05:45 PM	9	50	1	60	51	0	2	53	0	54	70	124	2	2	1	5	242
Total	38	177	1	216	222	1	21	244	5	211	327	543	6	3	11	20	1023
Grand Total	68	391	3	462	481	2	40	523	11	400	659	1070	13	7	15	35	2090
Apprch %	14.7	84.6	0.6		92	0.4	7.6		1	37.4	61.6		37.1	20	42.9		
Total %	3.3	18.7	0.1	22.1	23	0.1	1.9	25	0.5	19.1	31.5	51.2	0.6	0.3	0.7	1.7	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**11**	**70**	0	**81**	**83**	0	5	**88**	**3**	54	77	134	0	0	**3**	3	**306**
04:15 PM	10	58	**1**	69	65	0	5	70	1	43	**93**	137	2	1	1	4	280
04:30 PM	9	37	0	46	59	**1**	**7**	67	1	34	76	111	1	**2**	0	3	227
04:45 PM	0	49	1	50	52	0	2	54	1	**58**	86	**145**	**4**	1	0	**5**	254
Total Volume	30	214	2	246	259	1	19	279	6	189	332	527	7	4	4	15	1067
% App. Total	12.2	87	0.8		92.8	0.4	6.8		1.1	35.9	63		46.7	26.7	26.7		
PHF	.682	.764	.500	.759	.780	.250	.679	.793	.500	.815	.892	.909	.438	.500	.333	.750	.872

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City of Lake Elsinore
N/S: Dexter Avenue
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File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**11**	**70**	0	**81**	**83**	0	5	**88**	**3**	54	77	134	0	0	**3**	3
+15 mins.	10	58	**1**	69	65	0	5	70	1	43	**93**	137	2	1	1	4
+30 mins.	9	37	0	46	59	**1**	**7**	67	1	34	76	111	1	**2**	0	3
+45 mins.	0	49	1	50	52	0	2	54	1	**58**	86	**145**	**4**	1	0	**5**
Total Volume	30	214	2	246	259	1	19	279	6	189	332	527	7	4	4	15
% App. Total	12.2	87	0.8		92.8	0.4	6.8		1.1	35.9	63		46.7	26.7	26.7	
PHF	.682	.764	.500	.759	.780	.250	.679	.793	.500	.815	.892	.909	.438	.500	.333	.750

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

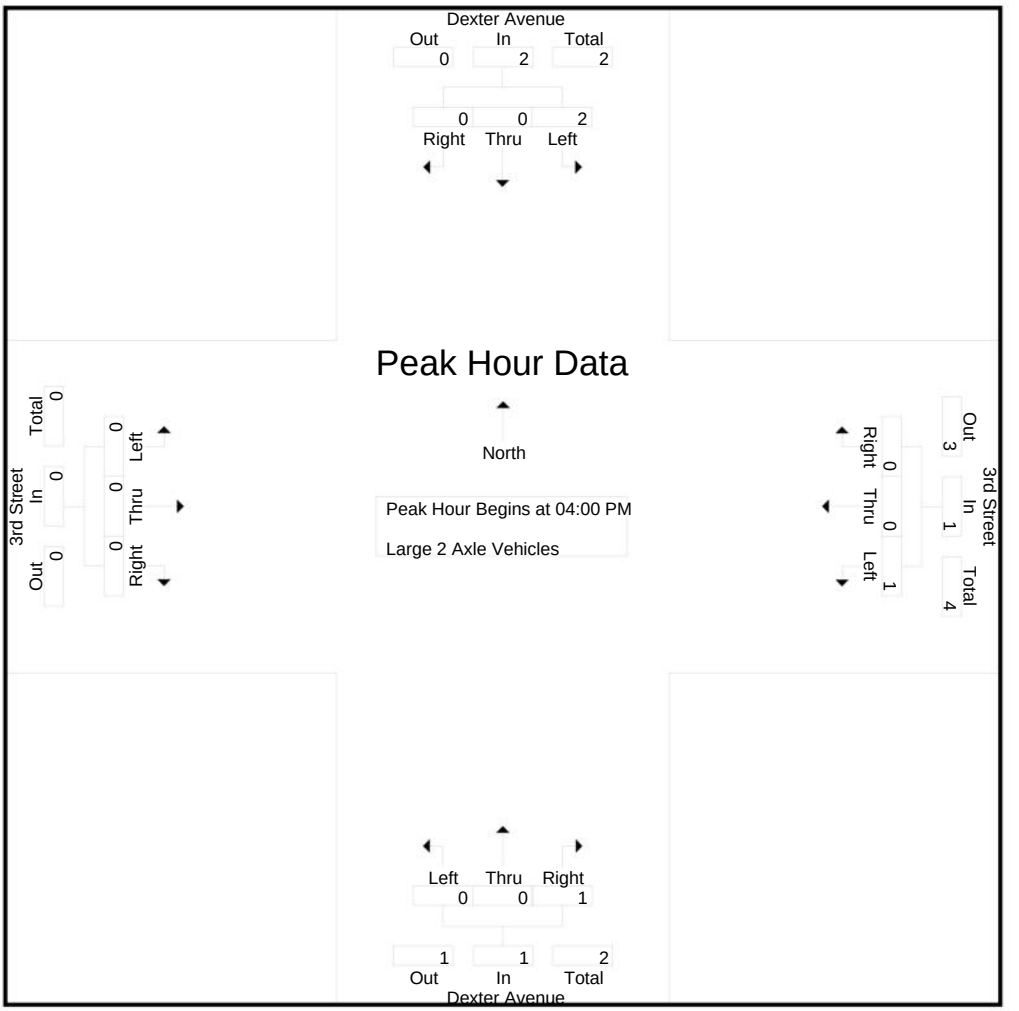
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	0	0	1	0	0	1	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Grand Total	4	0	0	4	1	0	1	2	0	0	1	1	0	0	0	0	7
Apprch %	100	0	0		50	0	50		0	0	100		0	0	0		
Total %	57.1	0	0	57.1	14.3	0	14.3	28.6	0	0	14.3	14.3	0	0	0	0	

	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	**2**	0	0	**2**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	1	0	0	1	0	0	1	1	0	0	0	0	4
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.333

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**2**	0	0	**2**	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	1	0	0	1	0	0	1	1	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	100		0	0	0	
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

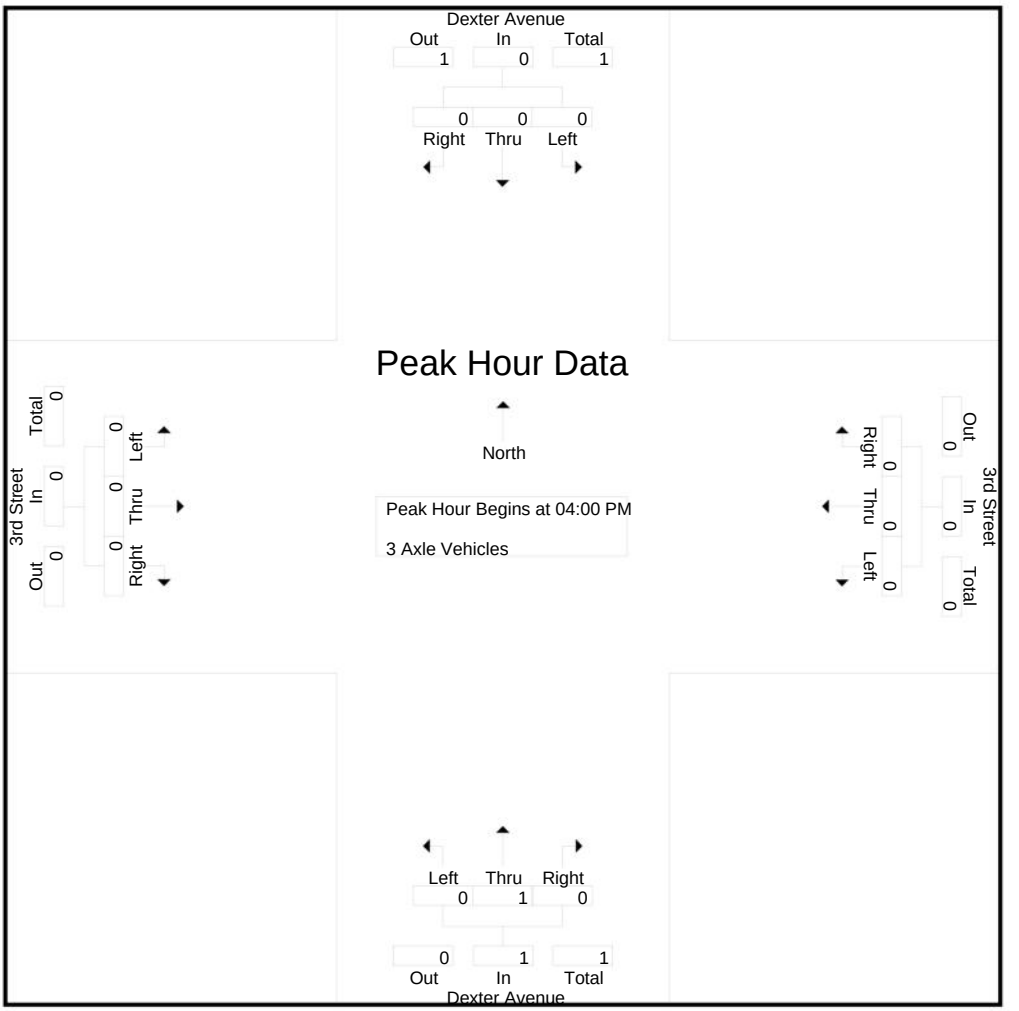
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

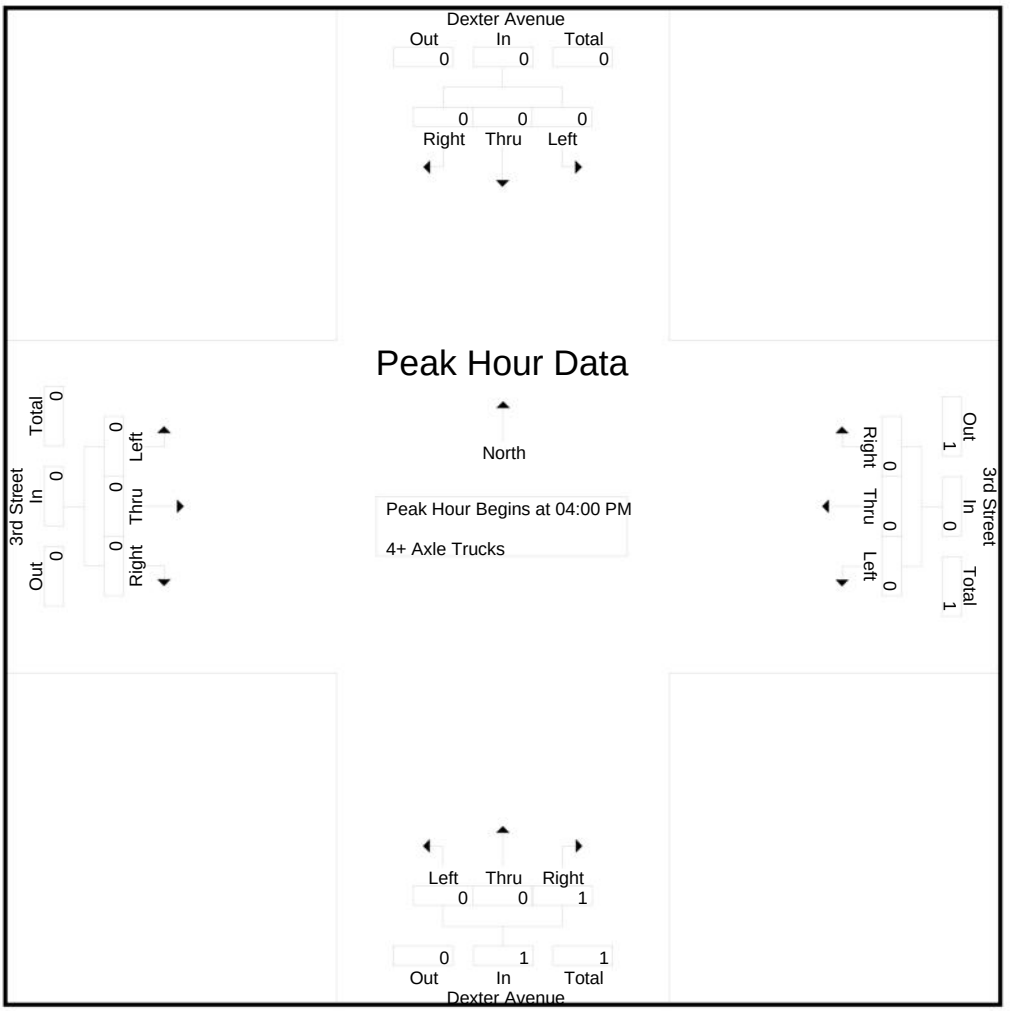
	Dexter Avenue Southbound				3rd Street Westbound				Dexter Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0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

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street
Weather: Clear

File Name : 06_LKE_Dex_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

Location: Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg Dexter Avenue Pedestrians	East Leg 3rd Street Pedestrians	South Leg Dexter Avenue Pedestrians	West Leg 3rd Street Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dexter Avenue Pedestrians	East Leg 3rd Street Pedestrians	South Leg Dexter Avenue Pedestrians	West Leg 3rd Street Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Lake Elsinore
N/S: Dexter Avenue
E/W: 3rd Street

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound Dexter Avenue			Westbound 3rd Street			Northbound Dexter Avenue			Eastbound 3rd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Dexter Avenue			Westbound 3rd Street			Northbound Dexter Avenue			Eastbound 3rd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

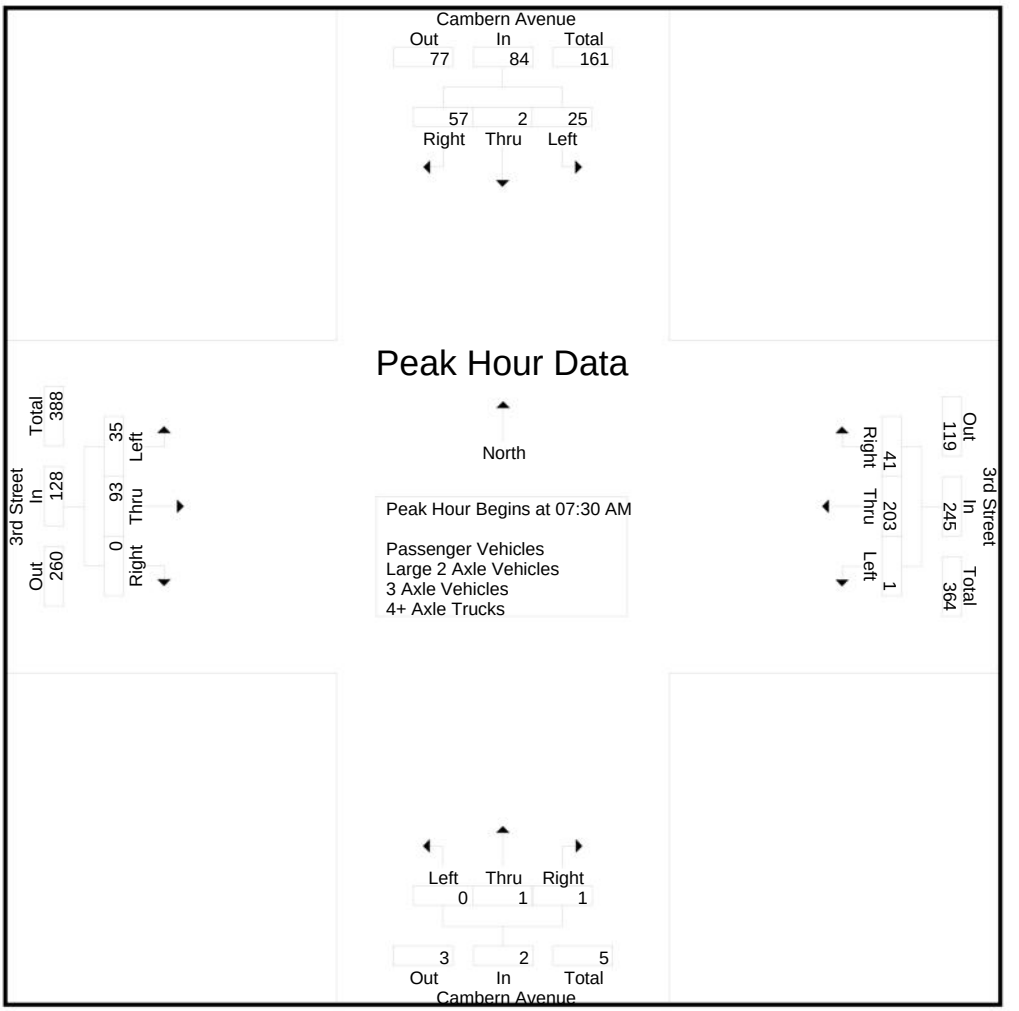
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	12	15	0	18	7	25	0	0	0	0	8	18	0	26	66
07:15 AM	4	0	12	16	0	23	12	35	0	0	0	0	5	13	0	18	69
07:30 AM	7	0	20	27	0	56	9	65	0	0	1	1	5	18	0	23	116
07:45 AM	4	0	13	17	0	68	13	81	0	1	0	1	12	23	0	35	134
Total	18	0	57	75	0	165	41	206	0	1	1	2	30	72	0	102	385
08:00 AM	8	1	15	24	1	53	14	68	0	0	0	0	13	33	0	46	138
08:15 AM	6	1	9	16	0	26	5	31	0	0	0	0	5	19	0	24	71
08:30 AM	5	0	14	19	0	38	9	47	1	0	0	1	11	13	0	24	91
08:45 AM	4	0	13	17	0	32	16	48	0	0	0	0	9	11	0	20	85
Total	23	2	51	76	1	149	44	194	1	0	0	1	38	76	0	114	385
Grand Total	41	2	108	151	1	314	85	400	1	1	1	3	68	148	0	216	770
Apprch %	27.2	1.3	71.5		0.2	78.5	21.2		33.3	33.3	33.3		31.5	68.5	0		
Total %	5.3	0.3	14	19.6	0.1	40.8	11	51.9	0.1	0.1	0.1	0.4	8.8	19.2	0	28.1	
Passenger Vehicles	40	2	104	146	1	309	84	394	1	1	1	3	63	146	0	209	752
% Passenger Vehicles	97.6	100	96.3	96.7	100	98.4	98.8	98.5	100	100	100	100	92.6	98.6	0	96.8	97.7
Large 2 Axle Vehicles	1	0	3	4	0	4	1	5	0	0	0	0	5	1	0	6	15
% Large 2 Axle Vehicles	2.4	0	2.8	2.6	0	1.3	1.2	1.2	0	0	0	0	7.4	0.7	0	2.8	1.9
3 Axle Vehicles	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0	0.9	0.7	0	0.3	0	0.2	0	0	0	0	0	0.7	0	0.5	0.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	0	**20**	**27**	0	56	9	65	0	0	**1**	**1**	5	18	0	23	116
07:45 AM	4	0	13	17	0	**68**	13	**81**	0	**1**	0	1	12	23	0	35	134
08:00 AM	**8**	**1**	15	24	**1**	53	**14**	68	0	0	0	0	**13**	**33**	0	**46**	**138**
08:15 AM	6	1	9	16	0	26	5	31	0	0	0	0	5	19	0	24	71
Total Volume	25	2	57	84	1	203	41	245	0	1	1	2	35	93	0	128	459
% App. Total	29.8	2.4	67.9		0.4	82.9	16.7		0	50	50		27.3	72.7	0		
PHF	.781	.500	.713	.778	.250	.746	.732	.756	.000	.250	.250	.500	.673	.705	.000	.696	.832

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:00 AM				07:45 AM			
+0 mins.	4	0	12	16	0	23	12	35	0	0	0	0	12	23	0	35
+15 mins.	7	0	**20**	**27**	0	56	9	65	0	0	0	0	**13**	**33**	0	**46**
+30 mins.	4	0	13	17	0	**68**	13	**81**	0	0	**1**	**1**	5	19	0	24
+45 mins.	**8**	**1**	15	24	**1**	53	**14**	68	0	**1**	0	1	11	13	0	24
Total Volume	23	1	60	84	1	200	48	249	0	1	1	2	41	88	0	129
% App. Total	27.4	1.2	71.4		0.4	80.3	19.3		0	50	50		31.8	68.2	0	
PHF	.719	.250	.750	.778	.250	.735	.857	.769	.000	.250	.250	.500	.788	.667	.000	.701

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

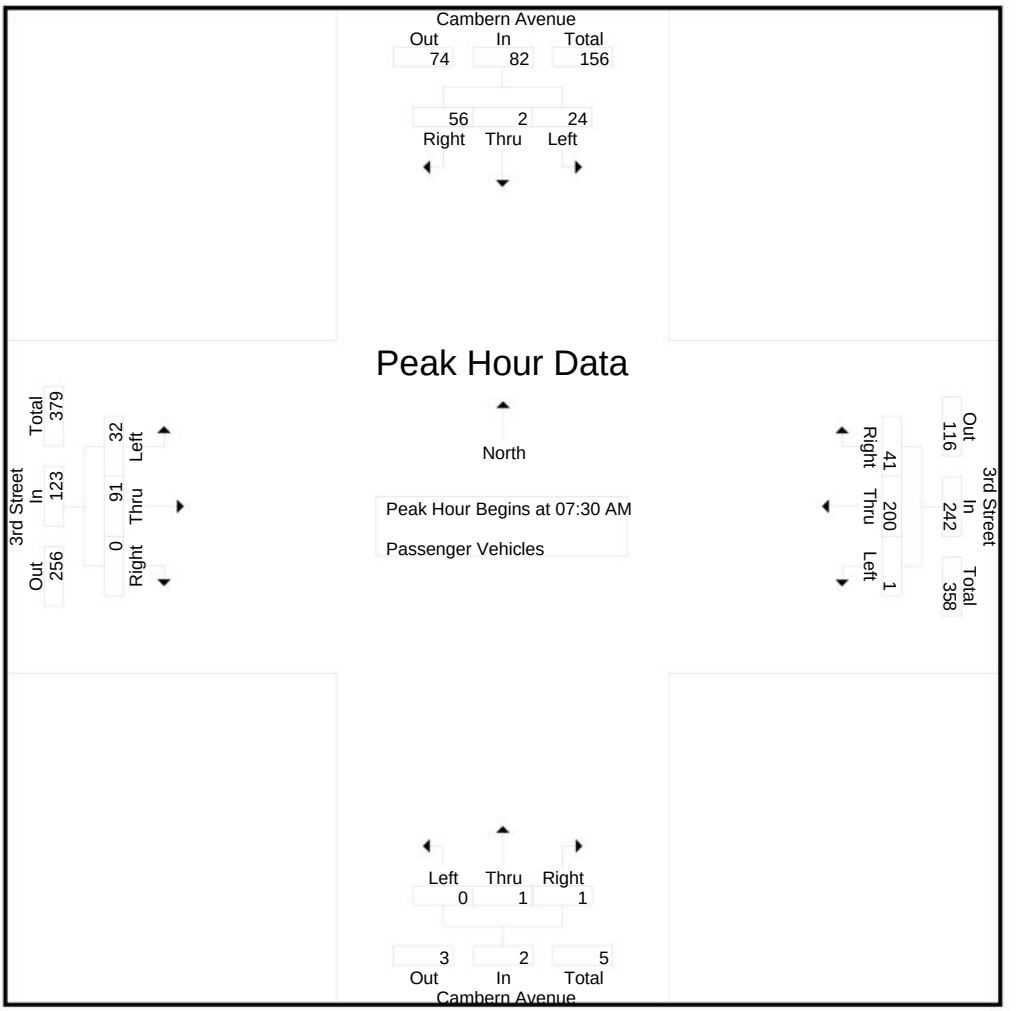
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	10	13	0	17	6	23	0	0	0	0	8	18	0	26	62
07:15 AM	4	0	12	16	0	23	12	35	0	0	0	0	4	13	0	17	68
07:30 AM	6	0	20	26	0	55	9	64	0	0	1	1	4	17	0	21	112
07:45 AM	4	0	13	17	0	67	13	80	0	1	0	1	12	23	0	35	133
Total	17	0	55	72	0	162	40	202	0	1	1	2	28	71	0	99	375
08:00 AM	8	1	15	24	1	53	14	68	0	0	0	0	12	32	0	44	136
08:15 AM	6	1	8	15	0	25	5	30	0	0	0	0	4	19	0	23	68
08:30 AM	5	0	14	19	0	37	9	46	1	0	0	1	10	13	0	23	89
08:45 AM	4	0	12	16	0	32	16	48	0	0	0	0	9	11	0	20	84
Total	23	2	49	74	1	147	44	192	1	0	0	1	35	75	0	110	377
Grand Total	40	2	104	146	1	309	84	394	1	1	1	3	63	146	0	209	752
Apprch %	27.4	1.4	71.2		0.3	78.4	21.3		33.3	33.3	33.3		30.1	69.9	0		
Total %	5.3	0.3	13.8	19.4	0.1	41.1	11.2	52.4	0.1	0.1	0.1	0.4	8.4	19.4	0	27.8	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	0	**20**	**26**	0	55	9	64	0	0	**1**	**1**	4	17	0	21	112
07:45 AM	4	0	13	17	0	**67**	13	**80**	0	**1**	0	1	**12**	23	0	35	133
08:00 AM	**8**	**1**	15	24	**1**	53	**14**	68	0	0	0	0	12	**32**	0	**44**	**136**
08:15 AM	6	1	8	15	0	25	5	30	0	0	0	0	4	19	0	23	68
Total Volume	24	2	56	82	1	200	41	242	0	1	1	2	32	91	0	123	449
% App. Total	29.3	2.4	68.3		0.4	82.6	16.9		0	50	50		26	74	0		
PHF	.750	.500	.700	.788	.250	.746	.732	.756	.000	.250	.250	.500	.667	.711	.000	.699	.825

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	6	0	**20**	**26**	0	55	9	64	0	0	**1**	**1**	4	17	0	21
+15 mins.	4	0	13	17	0	**67**	13	**80**	0	**1**	0	1	**12**	23	0	35
+30 mins.	**8**	**1**	15	24	**1**	53	**14**	68	0	0	0	0	12	**32**	0	**44**
+45 mins.	6	1	8	15	0	25	5	30	0	0	0	0	4	19	0	23
Total Volume	24	2	56	82	1	200	41	242	0	1	1	2	32	91	0	123
% App. Total	29.3	2.4	68.3		0.4	82.6	16.9		0	50	50		26	74	0	
PHF	.750	.500	.700	.788	.250	.746	.732	.756	.000	.250	.250	.500	.667	.711	.000	.699

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

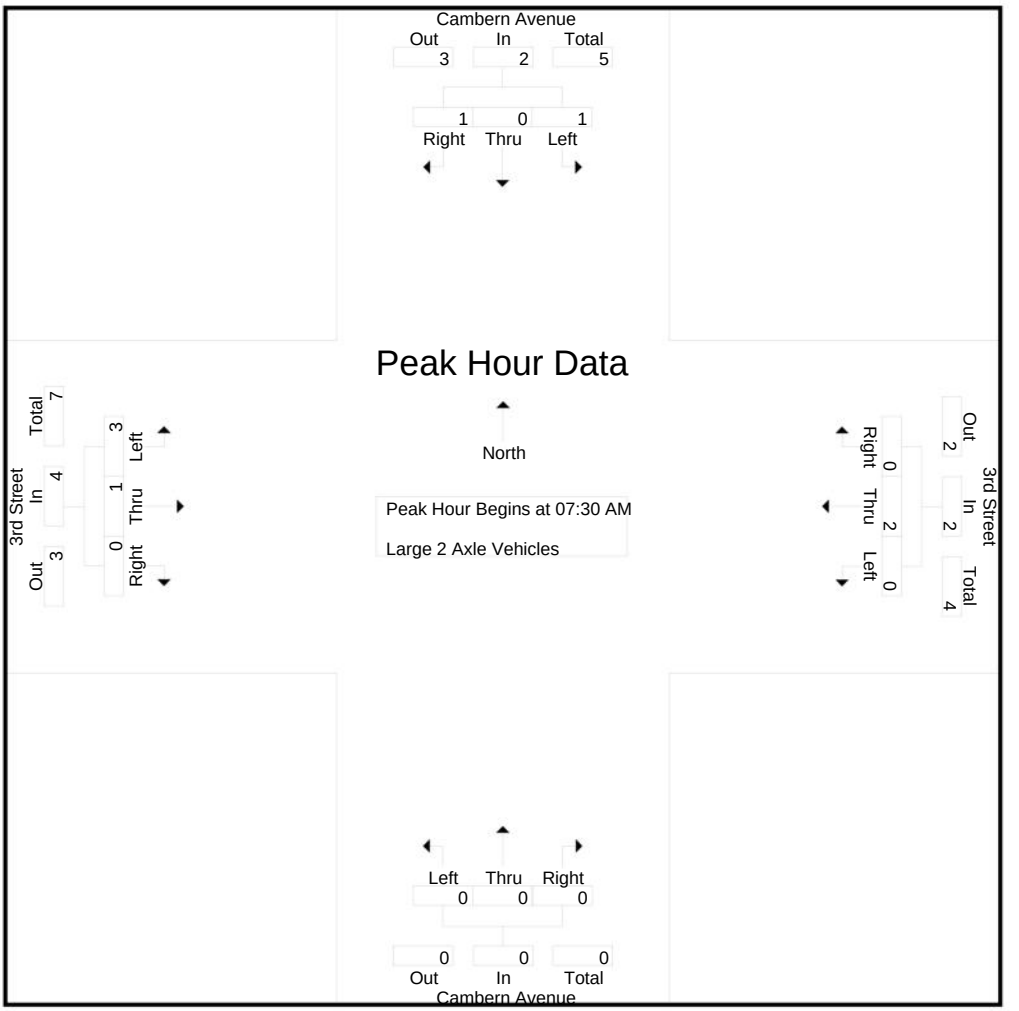
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	2	0	2	1	3	0	0	0	0	2	0	0	2	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	0	2	0	2	0	0	0	0	3	1	0	4	8
Grand Total	1	0	3	4	0	4	1	5	0	0	0	0	5	1	0	6	15
Apprch %	25	0	75		0	80	20		0	0	0		83.3	16.7	0		
Total %	6.7	0	20	26.7	0	26.7	6.7	33.3	0	0	0	0	33.3	6.7	0	40	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**1**	0	0	1	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0	**2**	2
08:15 AM	0	0	**1**	1	0	1	0	1	0	0	0	0	1	0	0	1	3
Total Volume	1	0	1	2	0	2	0	2	0	0	0	0	3	1	0	4	8
% App. Total	50	0	50		0	100	0		0	0	0		75	25	0		
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	.750	.250	.000	.500	.667

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	0	**1**	0	**1**	0	**1**	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0	**2**
+45 mins.	0	0	**1**	1	0	1	0	1	0	0	0	0	1	0	0	1
Total Volume	1	0	1	2	0	2	0	2	0	0	0	0	3	1	0	4
% App. Total	50	0	50		0	100	0		0	0	0		75	25	0	
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.000	.000	.000	.000	.750	.250	.000	.500

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

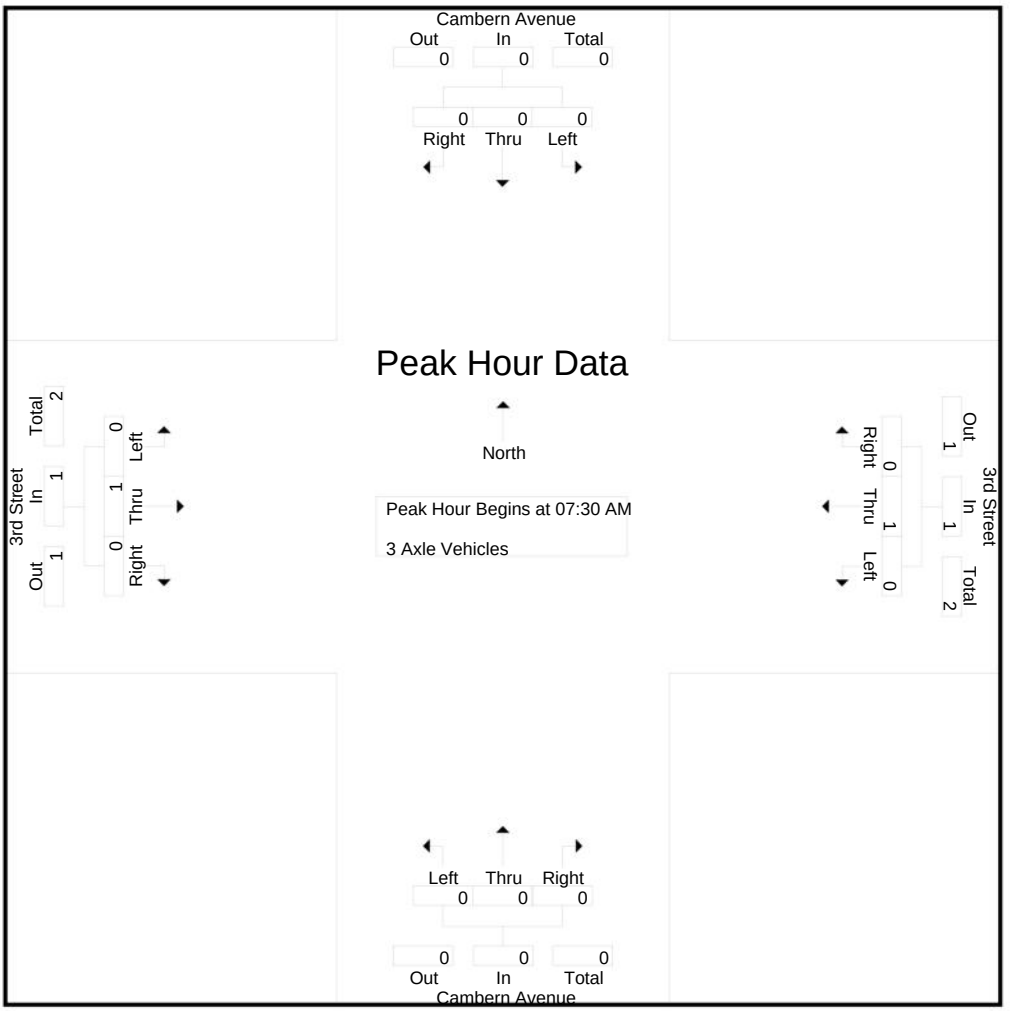
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	33.3	33.3	0	33.3	0	33.3	0	0	0	0	0	33.3	0	33.3	

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

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

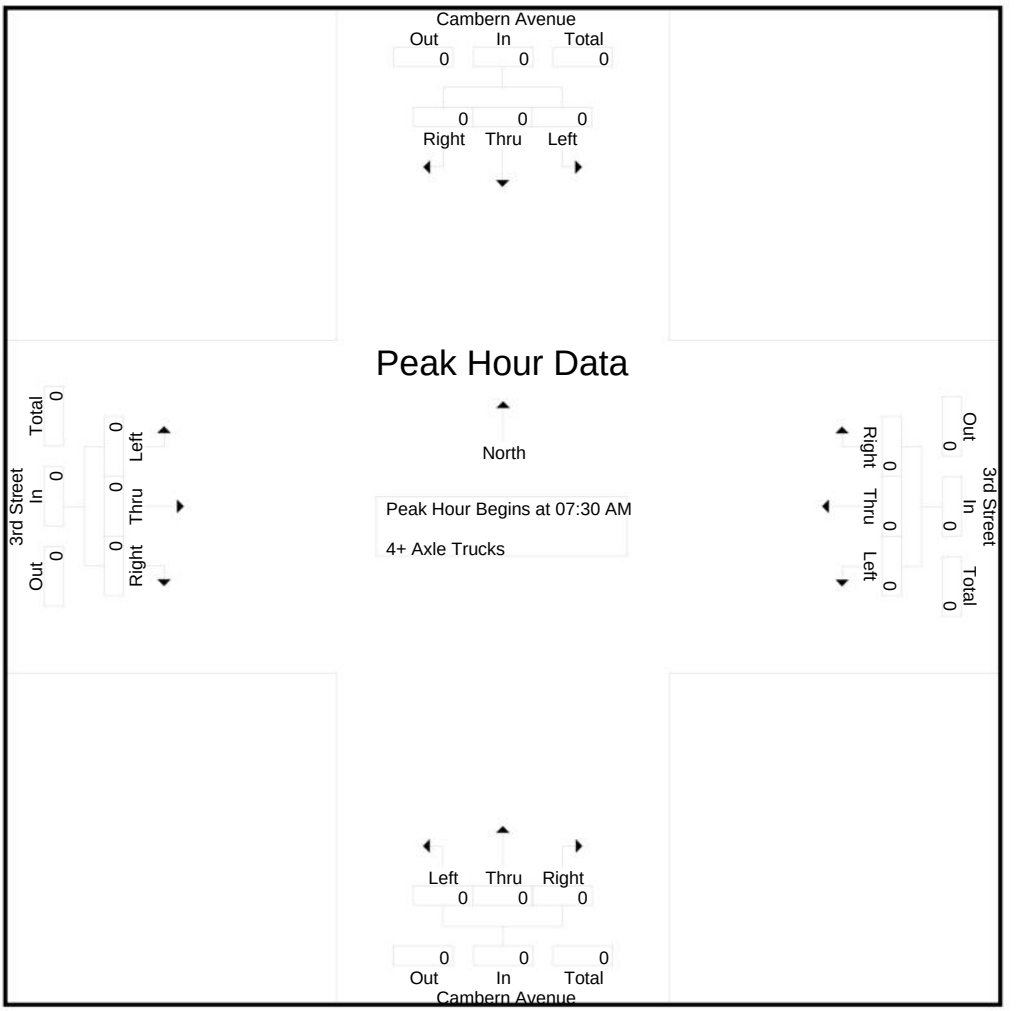
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

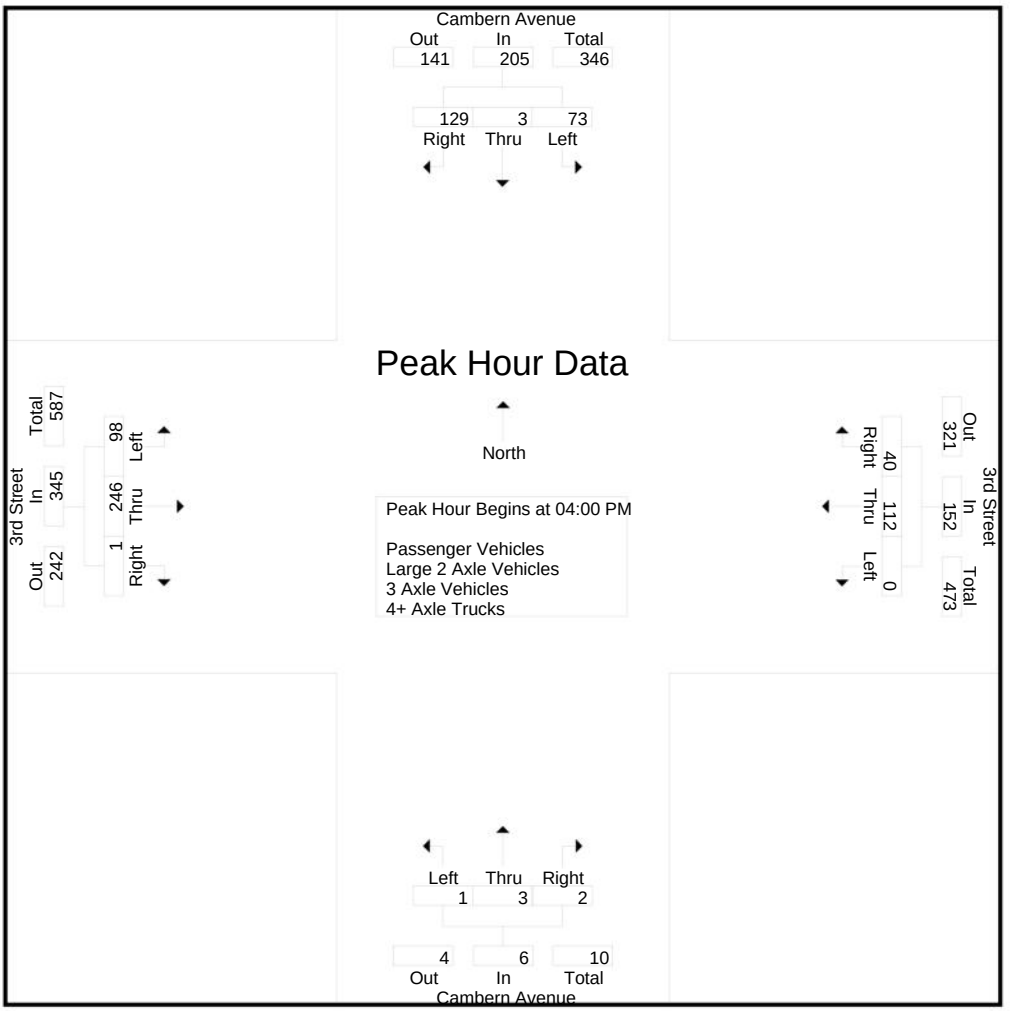
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	1	44	64	0	39	11	50	1	2	0	3	25	64	1	90	207
04:15 PM	20	1	36	57	0	27	15	42	0	0	1	1	35	63	0	98	198
04:30 PM	13	1	26	40	0	26	8	34	0	1	0	1	23	66	0	89	164
04:45 PM	21	0	23	44	0	20	6	26	0	0	1	1	15	53	0	68	139
Total	73	3	129	205	0	112	40	152	1	3	2	6	98	246	1	345	708
05:00 PM	21	1	25	47	0	30	9	39	0	0	0	0	27	63	0	90	176
05:15 PM	21	1	29	51	0	28	6	34	0	0	0	0	31	70	1	102	187
05:30 PM	23	1	22	46	0	26	7	33	0	1	0	1	24	63	0	87	167
05:45 PM	20	0	20	40	0	26	9	35	0	0	0	0	18	62	0	80	155
Total	85	3	96	184	0	110	31	141	0	1	0	1	100	258	1	359	685
Grand Total	158	6	225	389	0	222	71	293	1	4	2	7	198	504	2	704	1393
Apprch %	40.6	1.5	57.8		0	75.8	24.2		14.3	57.1	28.6		28.1	71.6	0.3		
Total %	11.3	0.4	16.2	27.9	0	15.9	5.1	21	0.1	0.3	0.1	0.5	14.2	36.2	0.1	50.5	
Passenger Vehicles	158	6	224	388	0	220	71	291	1	4	2	7	189	501	2	692	1378
% Passenger Vehicles	100	100	99.6	99.7	0	99.1	100	99.3	100	100	100	100	95.5	99.4	100	98.3	98.9
Large 2 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	6	2	0	8	10
% Large 2 Axle Vehicles	0	0	0	0	0	0.9	0	0.7	0	0	0	0	3	0.4	0	1.1	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.1	0.1
4+ Axle Trucks	0	0	1	1	0	0	0	0	0	0	0	0	2	1	0	3	4
% 4+ Axle Trucks	0	0	0.4	0.3	0	0	0	0	0	0	0	0	1	0.2	0	0.4	0.3

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	19	**1**	**44**	**64**	0	**39**	11	**50**	**1**	**2**	0	**3**	25	64	**1**	90	**207**
04:15 PM	20	1	36	57	0	27	**15**	42	0	0	**1**	1	**35**	63	0	**98**	198
04:30 PM	13	1	26	40	0	26	8	34	0	1	0	1	23	**66**	0	89	164
04:45 PM	**21**	0	23	44	0	20	6	26	0	0	1	1	15	53	0	68	139
Total Volume	73	3	129	205	0	112	40	152	1	3	2	6	98	246	1	345	708
% App. Total	35.6	1.5	62.9		0	73.7	26.3		16.7	50	33.3		28.4	71.3	0.3		
PHF	.869	.750	.733	.801	.000	.718	.667	.760	.250	.375	.500	.500	.700	.932	.250	.880	.855

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	19	**1**	**44**	**64**	0	**39**	11	**50**	**1**	**2**	0	**3**	27	63	0	90
+15 mins.	20	1	36	57	0	27	**15**	42	0	0	**1**	1	**31**	**70**	**1**	**102**
+30 mins.	13	1	26	40	0	26	8	34	0	1	0	1	24	63	0	87
+45 mins.	**21**	0	23	44	0	20	6	26	0	0	1	1	18	62	0	80
Total Volume	73	3	129	205	0	112	40	152	1	3	2	6	100	258	1	359
% App. Total	35.6	1.5	62.9		0	73.7	26.3		16.7	50	33.3		27.9	71.9	0.3	
PHF	.869	.750	.733	.801	.000	.718	.667	.760	.250	.375	.500	.500	.806	.921	.250	.880

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

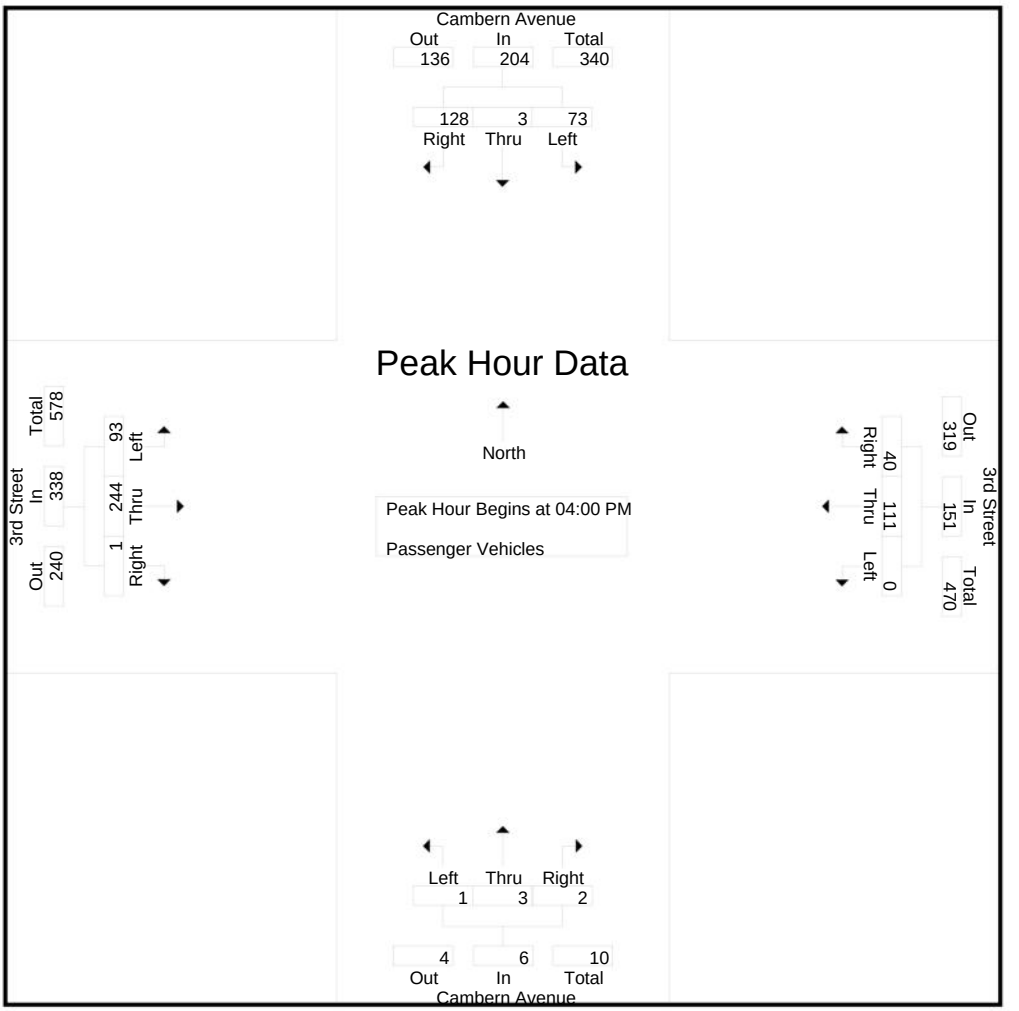
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	1	44	64	0	39	11	50	1	2	0	3	24	64	1	89	206
04:15 PM	20	1	35	56	0	26	15	41	0	0	1	1	32	63	0	95	193
04:30 PM	13	1	26	40	0	26	8	34	0	1	0	1	22	64	0	86	161
04:45 PM	21	0	23	44	0	20	6	26	0	0	1	1	15	53	0	68	139
Total	73	3	128	204	0	111	40	151	1	3	2	6	93	244	1	338	699
05:00 PM	21	1	25	47	0	30	9	39	0	0	0	0	24	63	0	87	173
05:15 PM	21	1	29	51	0	28	6	34	0	0	0	0	30	70	1	101	186
05:30 PM	23	1	22	46	0	25	7	32	0	1	0	1	24	63	0	87	166
05:45 PM	20	0	20	40	0	26	9	35	0	0	0	0	18	61	0	79	154
Total	85	3	96	184	0	109	31	140	0	1	0	1	96	257	1	354	679
Grand Total	158	6	224	388	0	220	71	291	1	4	2	7	189	501	2	692	1378
Apprch %	40.7	1.5	57.7		0	75.6	24.4		14.3	57.1	28.6		27.3	72.4	0.3		
Total %	11.5	0.4	16.3	28.2	0	16	5.2	21.1	0.1	0.3	0.1	0.5	13.7	36.4	0.1	50.2	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	19	**1**	**44**	**64**	0	**39**	11	**50**	**1**	**2**	0	**3**	24	**64**	**1**	89	**206**
04:15 PM	20	1	35	56	0	26	**15**	41	0	0	**1**	1	**32**	63	0	**95**	193
04:30 PM	13	1	26	40	0	26	8	34	0	1	0	1	22	64	0	86	161
04:45 PM	**21**	0	23	44	0	20	6	26	0	0	1	1	15	53	0	68	139
Total Volume	73	3	128	204	0	111	40	151	1	3	2	6	93	244	1	338	699
% App. Total	35.8	1.5	62.7		0	73.5	26.5		16.7	50	33.3		27.5	72.2	0.3		
PHF	.869	.750	.727	.797	.000	.712	.667	.755	.250	.375	.500	.500	.727	.953	.250	.889	.848

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	19	**1**	**44**	**64**	0	**39**	11	**50**	**1**	**2**	0	**3**	24	**64**	**1**	89
+15 mins.	20	1	35	56	0	26	**15**	41	0	0	**1**	1	**32**	63	0	**95**
+30 mins.	13	1	26	40	0	26	8	34	0	1	0	1	22	64	0	86
+45 mins.	**21**	0	23	44	0	20	6	26	0	0	1	1	15	53	0	68
Total Volume	73	3	128	204	0	111	40	151	1	3	2	6	93	244	1	338
% App. Total	35.8	1.5	62.7		0	73.5	26.5		16.7	50	33.3		27.5	72.2	0.3	
PHF	.869	.750	.727	.797	.000	.712	.667	.755	.250	.375	.500	.500	.727	.953	.250	.889

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

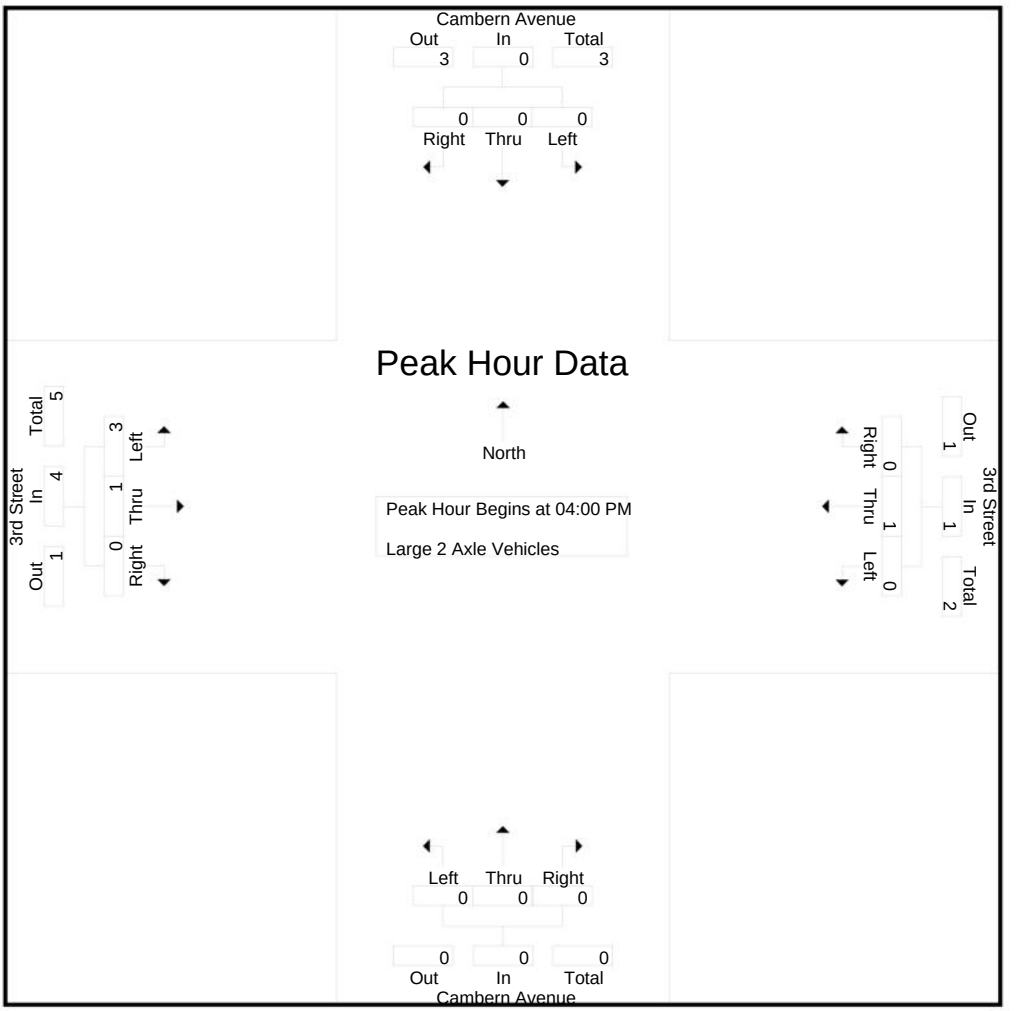
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	3	0	0	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4	5
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	6	2	0	8	10
Apprch %	0	0	0		0	100	0		0	0	0		75	25	0		
Total %	0	0	0	0	0	20	0	20	0	0	0	0	60	20	0	80	

	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**	0	0	**3**	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4	5
% App. Total	0	0	0		0	100	0		0	0	0		75	25	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.333	.313

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**	0	0	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4
% App. Total	0	0	0		0	100	0		0	0	0		75	25	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.250	.000	.333

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

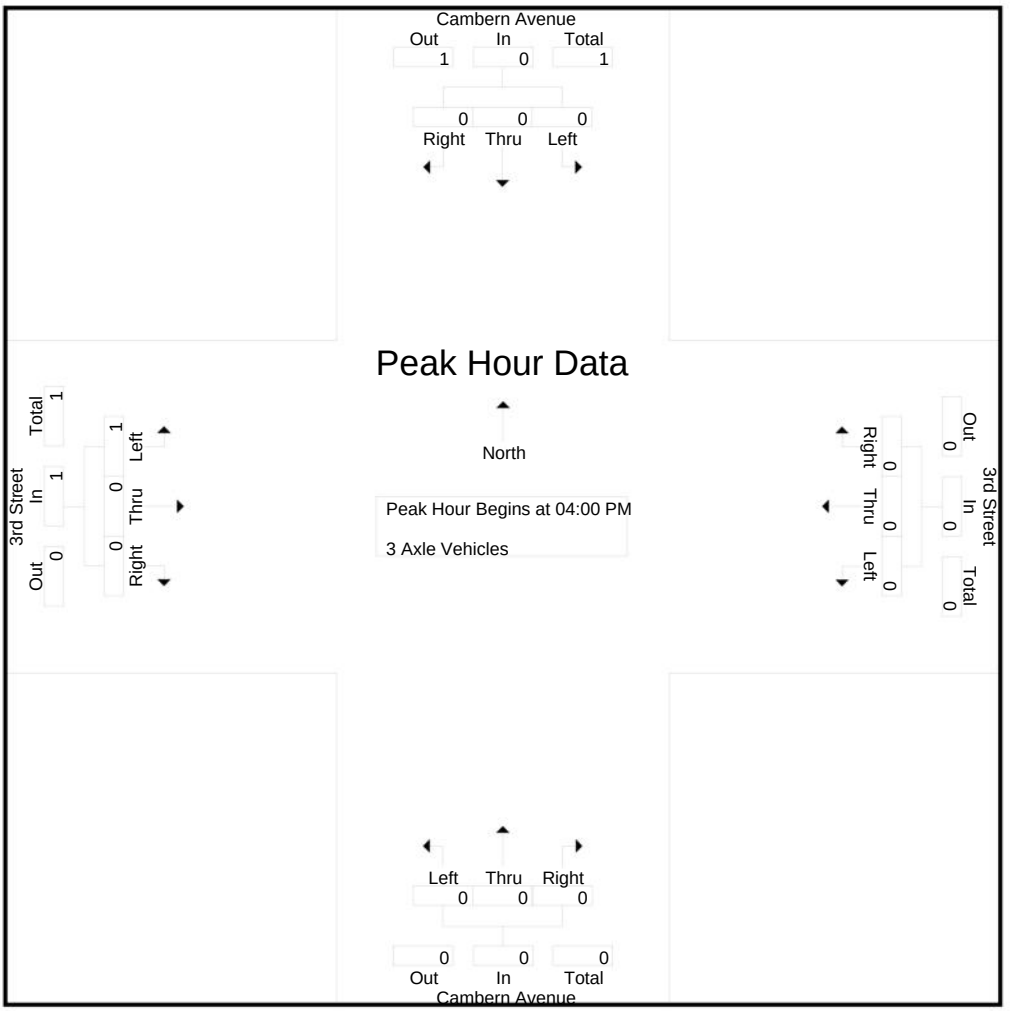
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0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

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

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

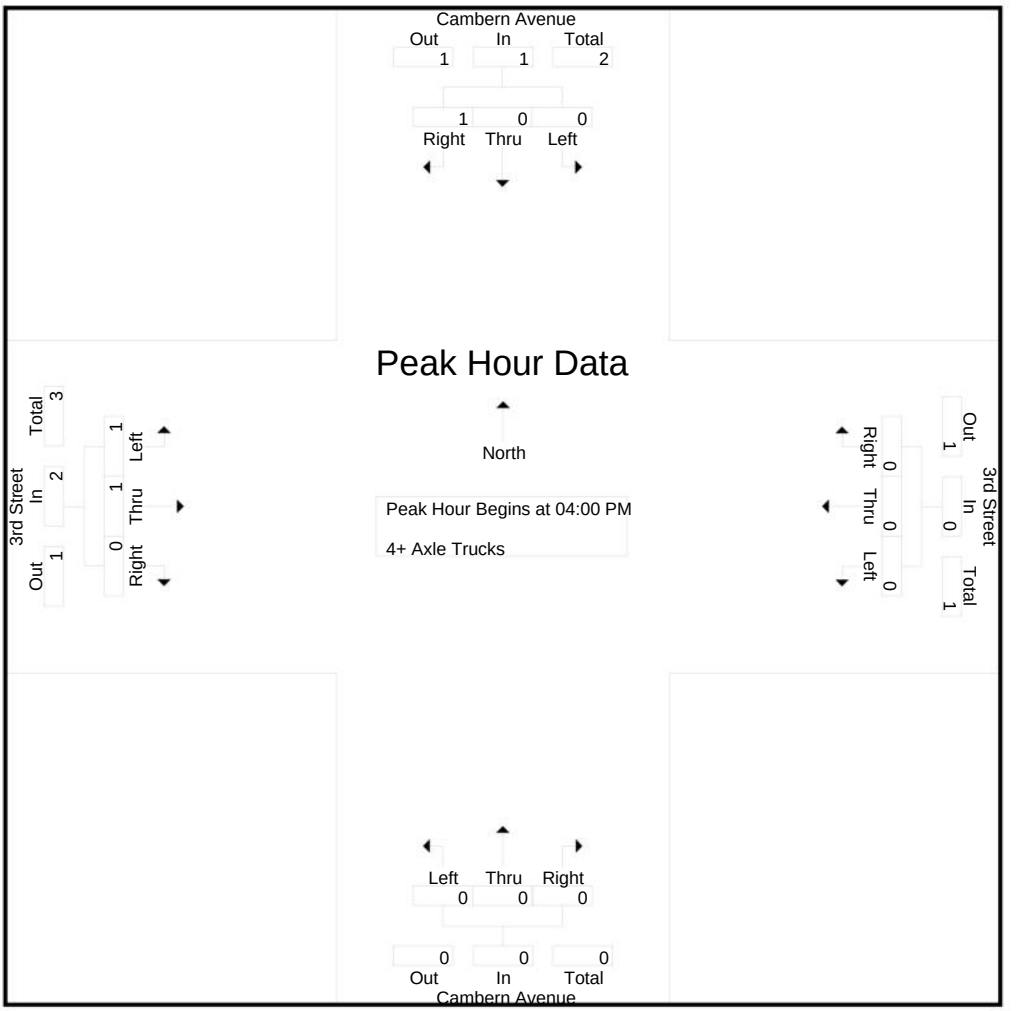
	Cambern Avenue Southbound				3rd Street Westbound				Cambern Avenue Northbound				3rd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	2	1	0	3	4
Apprch %	0	0	100		0	0	0		0	0	0		66.7	33.3	0		
Total %	0	0	25	25	0	0	0	0	0	0	0	0	50	25	0	75	

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

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City of Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street
Weather: Clear

File Name : 07_LKE_Cam_3rd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2
% App. Total	0	0	100		0	0	0		0	0	0		50	50	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250

Location: Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg Cambern Avenue	East Leg 3rd Street	South Leg Cambern Avenue	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Cambern Avenue	East Leg 3rd Street	South Leg Cambern Avenue	West Leg 3rd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	2	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	1	4	0	0	5

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Location: Lake Elsinore
N/S: Cambern Avenue
E/W: 3rd Street

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound Cambern Avenue			Westbound 3rd Street			Northbound Cambern Avenue			Eastbound 3rd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	1	0	0	0	0	0	0	1

	Southbound Cambern Avenue			Westbound 3rd Street			Northbound Cambern Avenue			Eastbound 3rd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	2	0	0	0	4	0	0	0	0	0	0	0	6

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

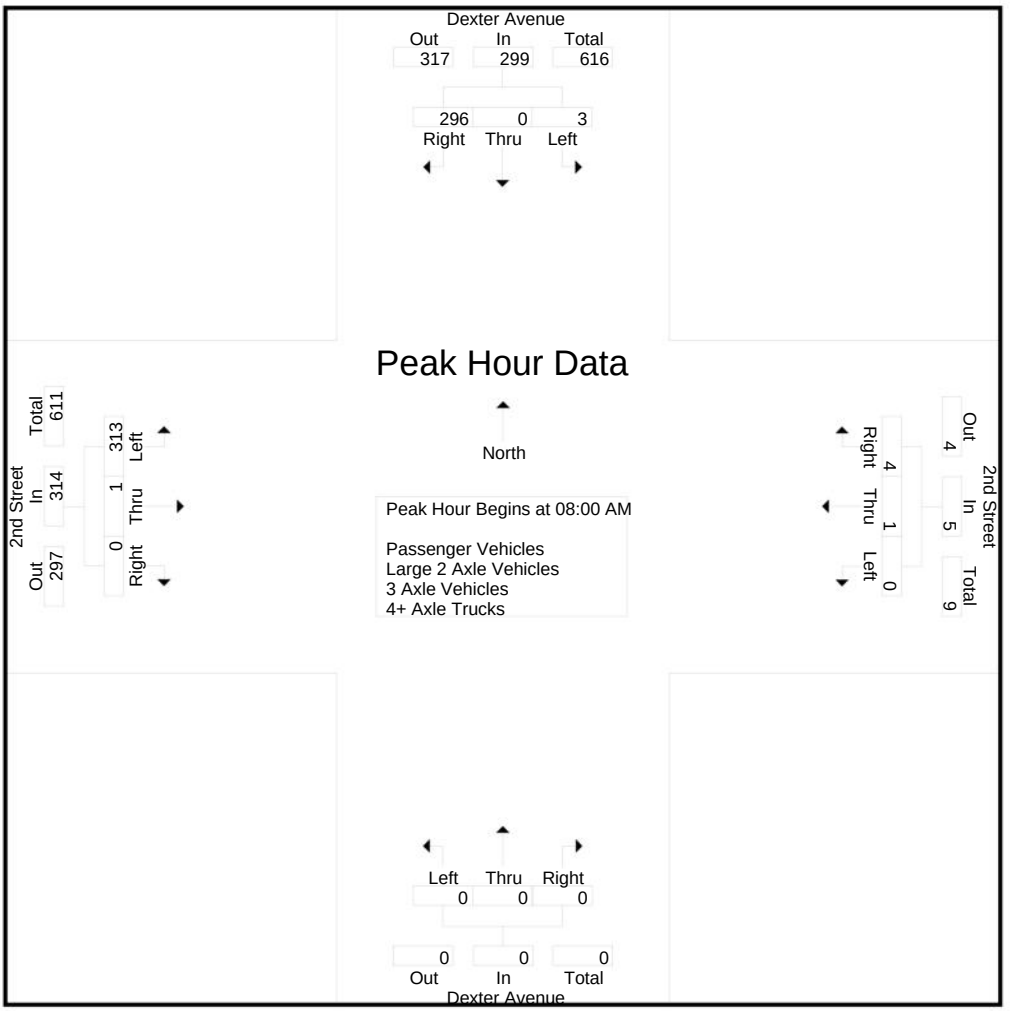
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	43	43	0	0	1	1	0	0	0	0	42	0	0	42	86
07:15 AM	0	1	44	45	0	2	1	3	0	1	0	1	32	0	0	32	81
07:30 AM	1	0	93	94	0	1	1	2	0	0	0	0	41	0	0	41	137
07:45 AM	1	0	95	96	0	1	0	1	0	0	0	0	69	0	0	69	166
Total	2	1	275	278	0	4	3	7	0	1	0	1	184	0	0	184	470
08:00 AM	0	0	96	96	0	1	1	2	0	0	0	0	86	1	0	87	185
08:15 AM	0	0	60	60	0	0	1	1	0	0	0	0	60	0	0	60	121
08:30 AM	3	0	71	74	0	0	1	1	0	0	0	0	70	0	0	70	145
08:45 AM	0	0	69	69	0	0	1	1	0	0	0	0	97	0	0	97	167
Total	3	0	296	299	0	1	4	5	0	0	0	0	313	1	0	314	618
Grand Total	5	1	571	577	0	5	7	12	0	1	0	1	497	1	0	498	1088
Apprch %	0.9	0.2	99		0	41.7	58.3		0	100	0		99.8	0.2	0		
Total %	0.5	0.1	52.5	53	0	0.5	0.6	1.1	0	0.1	0	0.1	45.7	0.1	0	45.8	
Passenger Vehicles	5	1	561	567	0	5	7	12	0	1	0	1	492	1	0	493	1073
% Passenger Vehicles	100	100	98.2	98.3	0	100	100	100	0	100	0	100	99	100	0	99	98.6
Large 2 Axle Vehicles	0	0	9	9	0	0	0	0	0	0	0	0	4	0	0	4	13
% Large 2 Axle Vehicles	0	0	1.6	1.6	0	0	0	0	0	0	0	0	0.8	0	0	0.8	1.2
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% 3 Axle Vehicles	0	0	0.2	0.2	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**96**	**96**	0	**1**	**1**	**2**	0	0	0	0	86	**1**	0	87	**185**
08:15 AM	0	0	60	60	0	0	1	1	0	0	0	0	60	0	0	60	121
08:30 AM	**3**	0	71	74	0	0	1	1	0	0	0	0	70	0	0	70	145
08:45 AM	0	0	69	69	0	0	1	1	0	0	0	0	**97**	0	0	**97**	167
Total Volume	3	0	296	299	0	1	4	5	0	0	0	0	313	1	0	314	618
% App. Total	1	0	99		0	20	80		0	0	0		99.7	0.3	0		
PHF	.250	.000	.771	.779	.000	.250	1.00	.625	.000	.000	.000	.000	.807	.250	.000	.809	.835

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:30 AM				07:15 AM				07:00 AM				08:00 AM			
+0 mins.	**1**	0	93	94	0	**2**	**1**	**3**	0	0	0	0	86	**1**	0	87
+15 mins.	1	0	95	**96**	0	1	1	2	0	**1**	0	**1**	60	0	0	60
+30 mins.	0	0	**96**	96	0	1	0	1	0	0	0	0	70	0	0	70
+45 mins.	0	0	60	60	0	1	1	2	0	0	0	0	**97**	0	0	**97**
Total Volume	2	0	344	346	0	5	3	8	0	1	0	1	313	1	0	314
% App. Total	0.6	0	99.4		0	62.5	37.5		0	100	0		99.7	0.3	0	
PHF	.500	.000	.896	.901	.000	.625	.750	.667	.000	.250	.000	.250	.807	.250	.000	.809

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

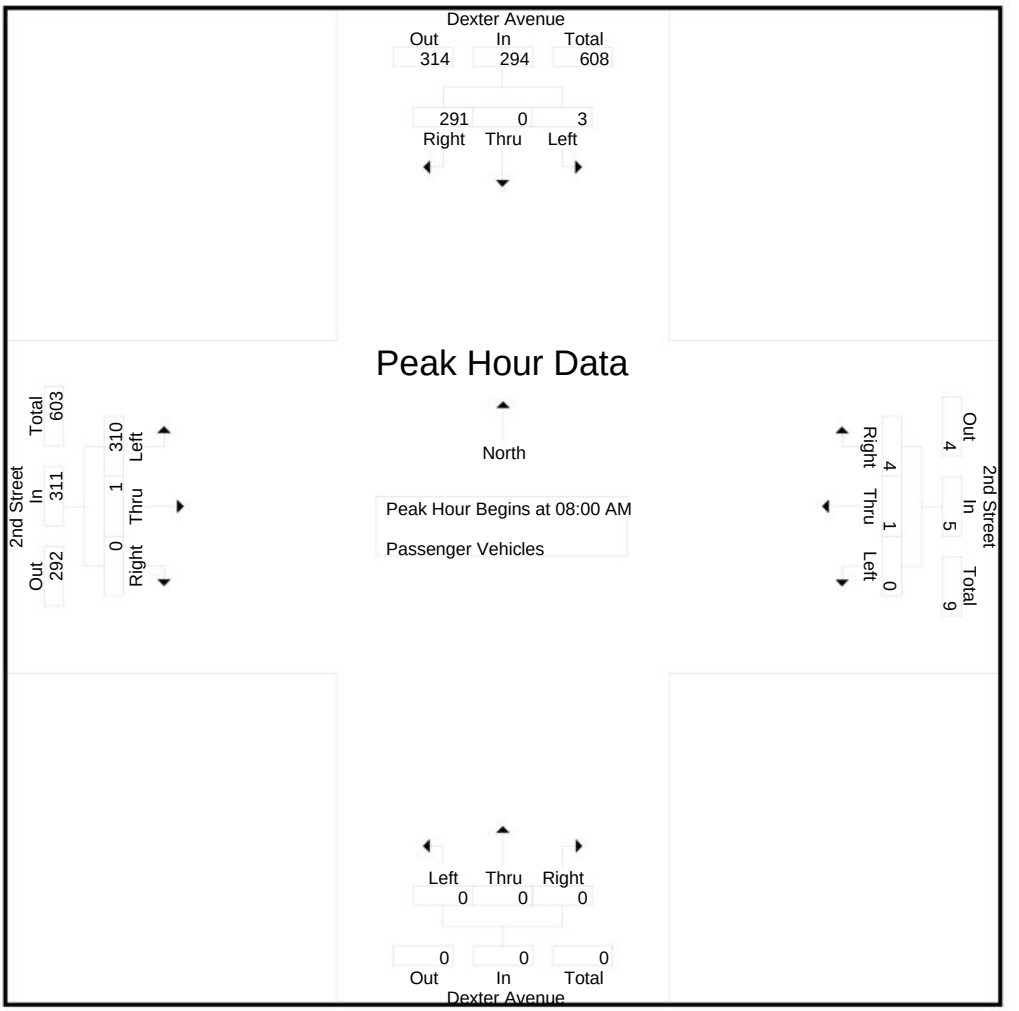
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	42	42	0	0	1	1	0	0	0	0	42	0	0	42	85
07:15 AM	0	1	44	45	0	2	1	3	0	1	0	1	32	0	0	32	81
07:30 AM	1	0	91	92	0	1	1	2	0	0	0	0	39	0	0	39	133
07:45 AM	1	0	93	94	0	1	0	1	0	0	0	0	69	0	0	69	164
Total	2	1	270	273	0	4	3	7	0	1	0	1	182	0	0	182	463
08:00 AM	0	0	96	96	0	1	1	2	0	0	0	0	85	1	0	86	184
08:15 AM	0	0	58	58	0	0	1	1	0	0	0	0	59	0	0	59	118
08:30 AM	3	0	70	73	0	0	1	1	0	0	0	0	70	0	0	70	144
08:45 AM	0	0	67	67	0	0	1	1	0	0	0	0	96	0	0	96	164
Total	3	0	291	294	0	1	4	5	0	0	0	0	310	1	0	311	610
Grand Total	5	1	561	567	0	5	7	12	0	1	0	1	492	1	0	493	1073
Apprch %	0.9	0.2	98.9		0	41.7	58.3		0	100	0		99.8	0.2	0		
Total %	0.5	0.1	52.3	52.8	0	0.5	0.7	1.1	0	0.1	0	0.1	45.9	0.1	0	45.9	

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**96**	**96**	0	**1**	**1**	**2**	0	0	0	0	85	**1**	0	86	**184**
08:15 AM	0	0	58	58	0	0	1	1	0	0	0	0	59	0	0	59	118
08:30 AM	**3**	0	70	73	0	0	1	1	0	0	0	0	70	0	0	70	144
08:45 AM	0	0	67	67	0	0	1	1	0	0	0	0	**96**	0	0	**96**	164
Total Volume	3	0	291	294	0	1	4	5	0	0	0	0	310	1	0	311	610
% App. Total	1	0	99		0	20	80		0	0	0		99.7	0.3	0		
PHF	.250	.000	.758	.766	.000	.250	1.00	.625	.000	.000	.000	.000	.807	.250	.000	.810	.829

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	**96**	**96**	0	**1**	**1**	**2**	0	0	0	0	85	**1**	0	86
+15 mins.	0	0	58	58	0	0	1	1	0	0	0	0	59	0	0	59
+30 mins.	**3**	0	70	73	0	0	1	1	0	0	0	0	70	0	0	70
+45 mins.	0	0	67	67	0	0	1	1	0	0	0	0	**96**	0	0	**96**
Total Volume	3	0	291	294	0	1	4	5	0	0	0	0	310	1	0	311
% App. Total	1	0	99		0	20	80		0	0	0		99.7	0.3	0	
PHF	.250	.000	.758	.766	.000	.250	1.000	.625	.000	.000	.000	.000	.807	.250	.000	.810

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

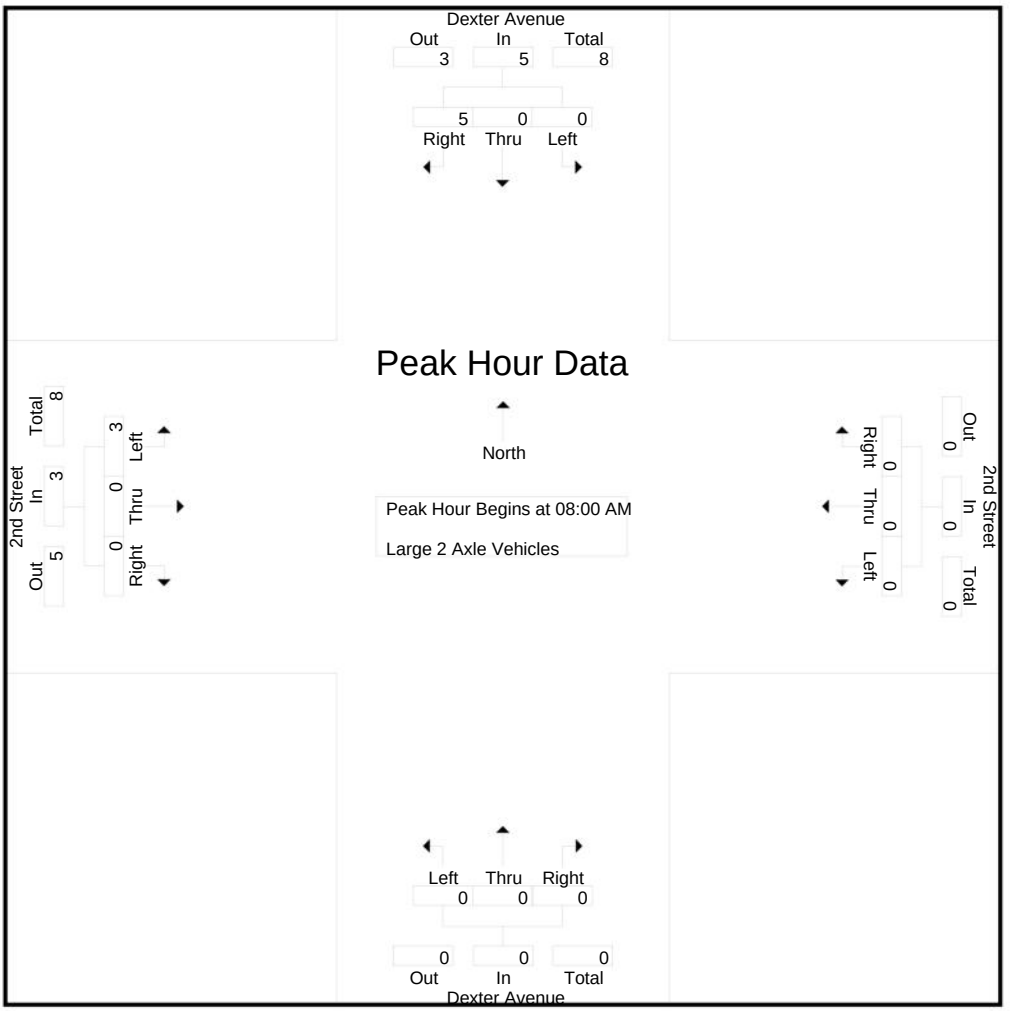
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	1	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	5	5	0	0	0	0	0	0	0	0	3	0	0	3	8
Grand Total	0	0	9	9	0	0	0	0	0	0	0	0	4	0	0	4	13
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	69.2	69.2	0	0	0	0	0	0	0	0	30.8	0	0	30.8	

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
08:15 AM	0	0	**2**	**2**	0	0	0	0	0	0	0	0	1	0	0	1	**3**
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total Volume	0	0	5	5	0	0	0	0	0	0	0	0	3	0	0	3	8
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.625	.625	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.667

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	**2**	**2**	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	5	5	0	0	0	0	0	0	0	0	3	0	0	3
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.625	.625	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

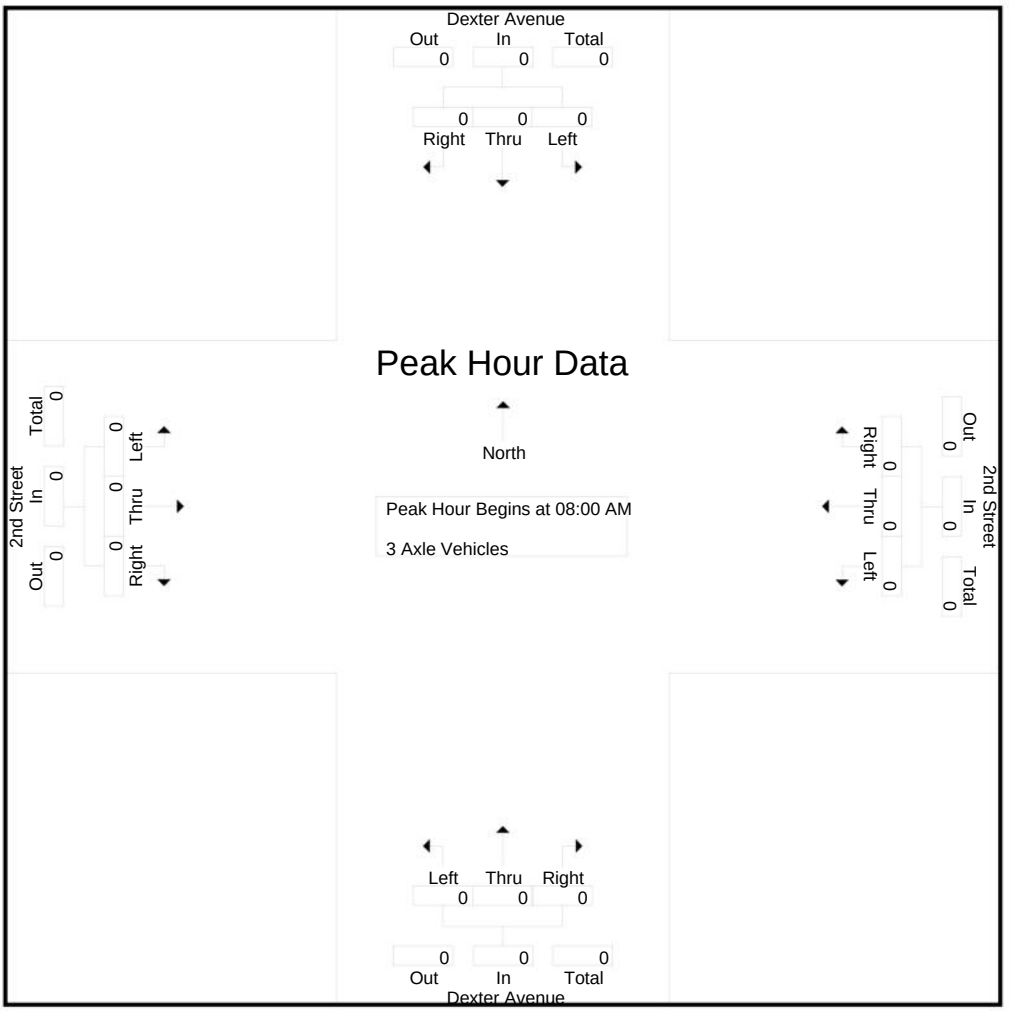
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	50	50	0	0	0	0	0	0	0	0	50	0	0	50	

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

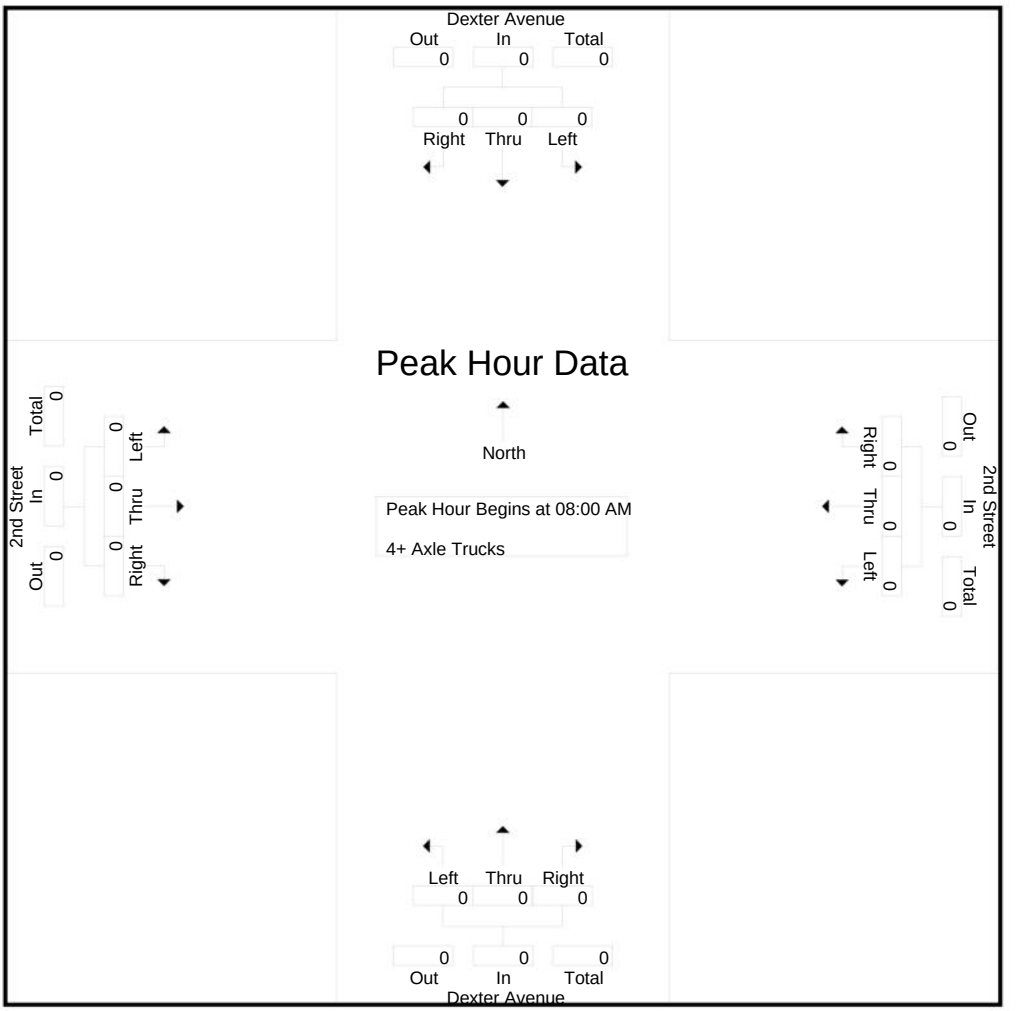
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

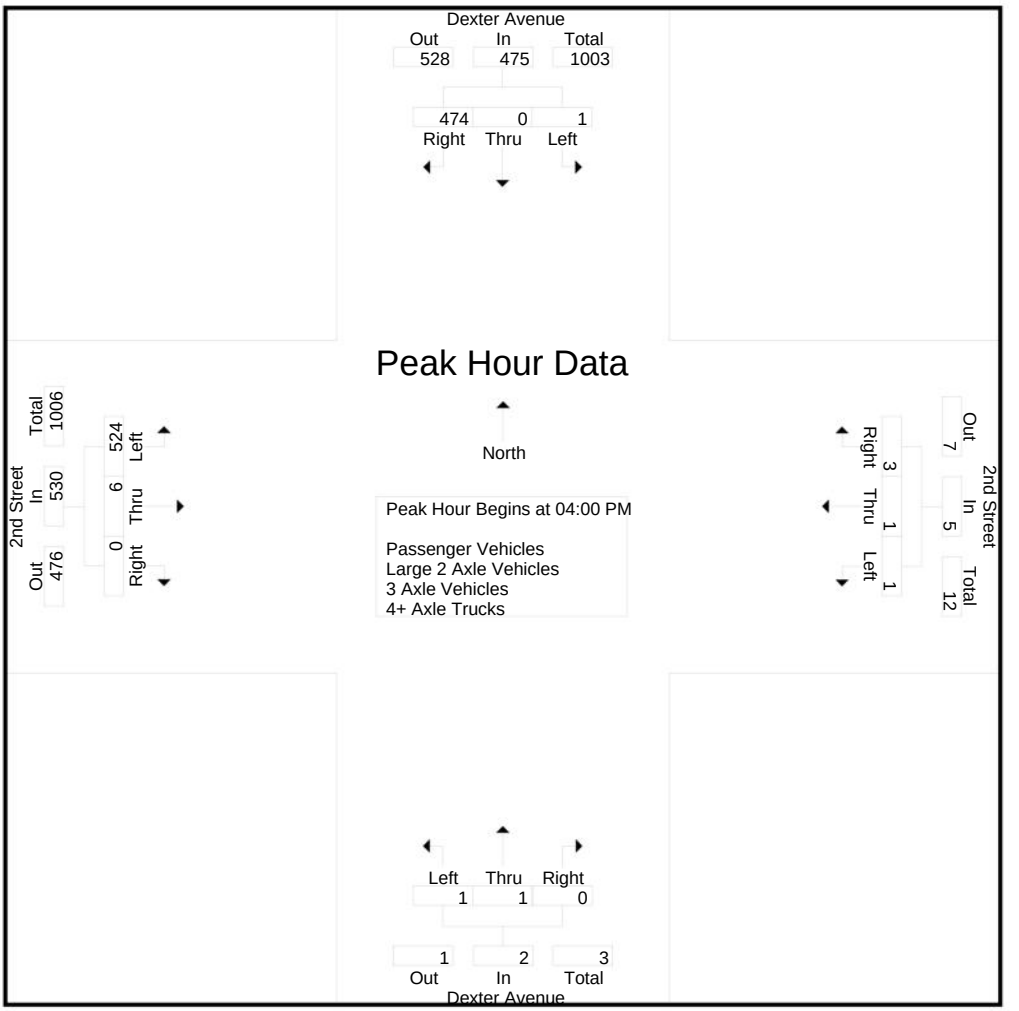
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	150	150	0	0	0	0	0	0	0	0	142	2	0	144	294
04:15 PM	1	0	125	126	1	1	1	3	0	1	0	1	130	2	0	132	262
04:30 PM	0	0	99	99	0	0	1	1	0	0	0	0	111	2	0	113	213
04:45 PM	0	0	100	100	0	0	1	1	1	0	0	1	141	0	0	141	243
Total	1	0	474	475	1	1	3	5	1	1	0	2	524	6	0	530	1012
05:00 PM	1	0	93	94	0	0	1	1	0	0	0	0	144	2	0	146	241
05:15 PM	1	0	110	111	0	1	0	1	0	0	0	0	145	0	0	145	257
05:30 PM	1	0	99	100	0	0	0	0	0	0	0	0	136	0	0	136	236
05:45 PM	1	0	107	108	0	1	0	1	0	0	0	0	121	2	0	123	232
Total	4	0	409	413	0	2	1	3	0	0	0	0	546	4	0	550	966
Grand Total	5	0	883	888	1	3	4	8	1	1	0	2	1070	10	0	1080	1978
Apprch %	0.6	0	99.4		12.5	37.5	50		50	50	0		99.1	0.9	0		
Total %	0.3	0	44.6	44.9	0.1	0.2	0.2	0.4	0.1	0.1	0	0.1	54.1	0.5	0	54.6	
Passenger Vehicles	5	0	881	886	1	3	3	7	1	1	0	2	1064	9	0	1073	1968
% Passenger Vehicles	100	0	99.8	99.8	100	100	75	87.5	100	100	0	100	99.4	90	0	99.4	99.5
Large 2 Axle Vehicles	0	0	2	2	0	0	1	1	0	0	0	0	2	1	0	3	6
% Large 2 Axle Vehicles	0	0	0.2	0.2	0	0	25	12.5	0	0	0	0	0.2	10	0	0.3	0.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**150**	**150**	0	0	0	0	0	0	0	0	**142**	**2**	0	**144**	**294**
04:15 PM	**1**	0	125	126	**1**	**1**	**1**	**3**	0	**1**	0	**1**	130	2	0	132	262
04:30 PM	0	0	99	99	0	0	1	1	0	0	0	0	111	2	0	113	213
04:45 PM	0	0	100	100	0	0	1	1	**1**	0	0	1	141	0	0	141	243
Total Volume	1	0	474	475	1	1	3	5	1	1	0	2	524	6	0	530	1012
% App. Total	0.2	0	99.8		20	20	60		50	50	0		98.9	1.1	0		
PHF	.250	.000	.790	.792	.250	.250	.750	.417	.250	.250	.000	.500	.923	.750	.000	.920	.861

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	**150**	**150**	**1**	**1**	**1**	**3**	0	0	0	0	141	0	0	141
+15 mins.	**1**	0	125	126	0	0	1	1	0	**1**	0	**1**	144	**2**	0	**146**
+30 mins.	0	0	99	99	0	0	1	1	0	0	0	0	**145**	0	0	145
+45 mins.	0	0	100	100	0	0	1	1	**1**	0	0	1	136	0	0	136
Total Volume	1	0	474	475	1	1	4	6	1	1	0	2	566	2	0	568
% App. Total	0.2	0	99.8		16.7	16.7	66.7		50	50	0		99.6	0.4	0	
PHF	.250	.000	.790	.792	.250	.250	1.000	.500	.250	.250	.000	.500	.976	.250	.000	.973

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

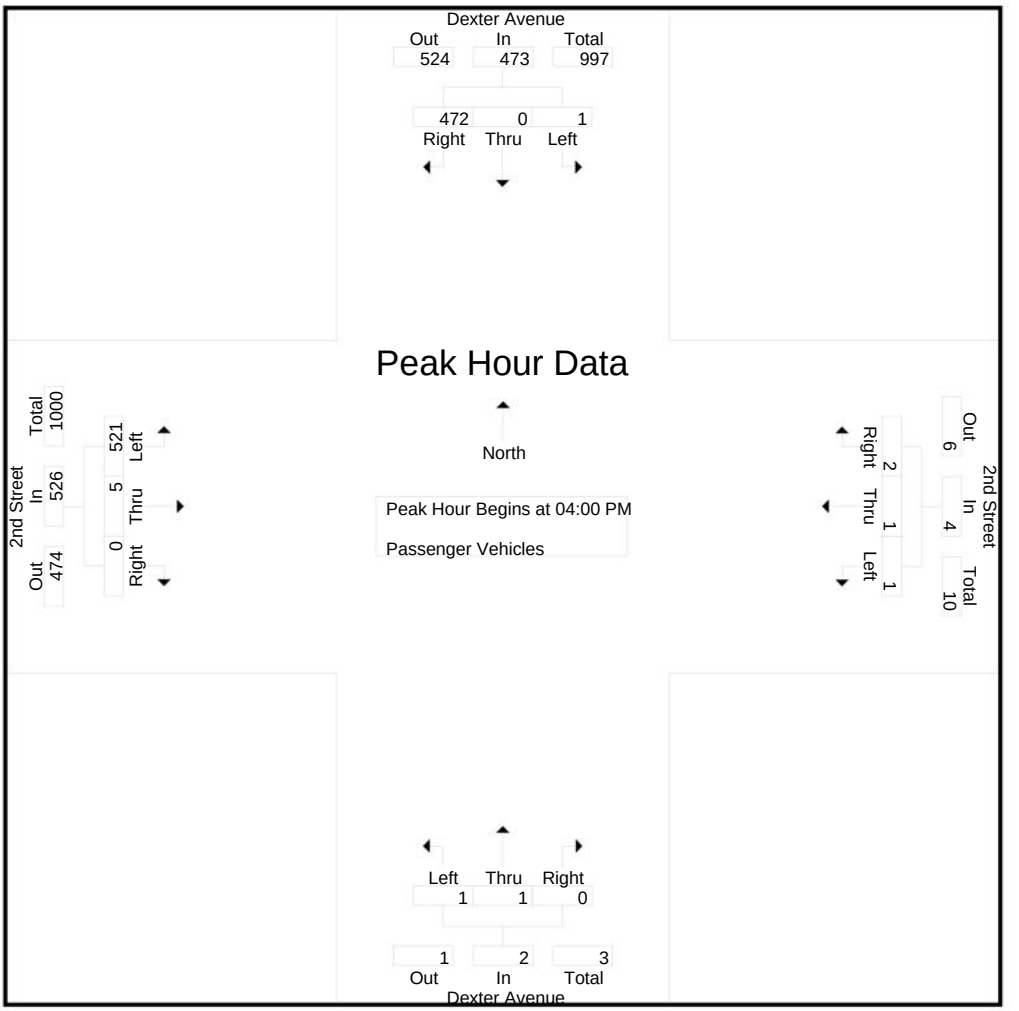
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	150	150	0	0	0	0	0	0	0	0	141	2	0	143	293
04:15 PM	1	0	124	125	1	1	1	3	0	1	0	1	129	1	0	130	259
04:30 PM	0	0	99	99	0	0	1	1	0	0	0	0	110	2	0	112	212
04:45 PM	0	0	99	99	0	0	0	0	1	0	0	1	141	0	0	141	241
Total	1	0	472	473	1	1	2	4	1	1	0	2	521	5	0	526	1005
05:00 PM	1	0	93	94	0	0	1	1	0	0	0	0	141	2	0	143	238
05:15 PM	1	0	110	111	0	1	0	1	0	0	0	0	145	0	0	145	257
05:30 PM	1	0	99	100	0	0	0	0	0	0	0	0	136	0	0	136	236
05:45 PM	1	0	107	108	0	1	0	1	0	0	0	0	121	2	0	123	232
Total	4	0	409	413	0	2	1	3	0	0	0	0	543	4	0	547	963
Grand Total	5	0	881	886	1	3	3	7	1	1	0	2	1064	9	0	1073	1968
Apprch %	0.6	0	99.4		14.3	42.9	42.9		50	50	0		99.2	0.8	0		
Total %	0.3	0	44.8	45	0.1	0.2	0.2	0.4	0.1	0.1	0	0.1	54.1	0.5	0	54.5	

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**150**	**150**	0	0	0	0	0	0	0	0	**141**	**2**	0	**143**	**293**
04:15 PM	**1**	0	124	125	**1**	**1**	**1**	**3**	0	**1**	0	**1**	129	1	0	130	259
04:30 PM	0	0	99	99	0	0	1	1	0	0	0	0	110	2	0	112	212
04:45 PM	0	0	99	99	0	0	0	0	**1**	0	0	1	141	0	0	141	241
Total Volume	1	0	472	473	1	1	2	4	1	1	0	2	521	5	0	526	1005
% App. Total	0.2	0	99.8		25	25	50		50	50	0		99	1	0		
PHF	.250	.000	.787	.788	.250	.250	.500	.333	.250	.250	.000	.500	.924	.625	.000	.920	.858

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City of Lake Elsinore
N/S: Dexter Avenue
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File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**150**	**150**	0	0	0	0	0	0	0	0	**141**	**2**	0	**143**
+15 mins.	**1**	0	124	125	**1**	**1**	**1**	**3**	0	**1**	0	**1**	129	1	0	130
+30 mins.	0	0	99	99	0	0	1	1	0	0	0	0	110	2	0	112
+45 mins.	0	0	99	99	0	0	0	0	**1**	0	0	1	141	0	0	141
Total Volume	1	0	472	473	1	1	2	4	1	1	0	2	521	5	0	526
% App. Total	0.2	0	99.8		25	25	50		50	50	0		99	1	0	
PHF	.250	.000	.787	.788	.250	.250	.500	.333	.250	.250	.000	.500	.924	.625	.000	.920

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City of Lake Elsinore
N/S: Dexter Avenue
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File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

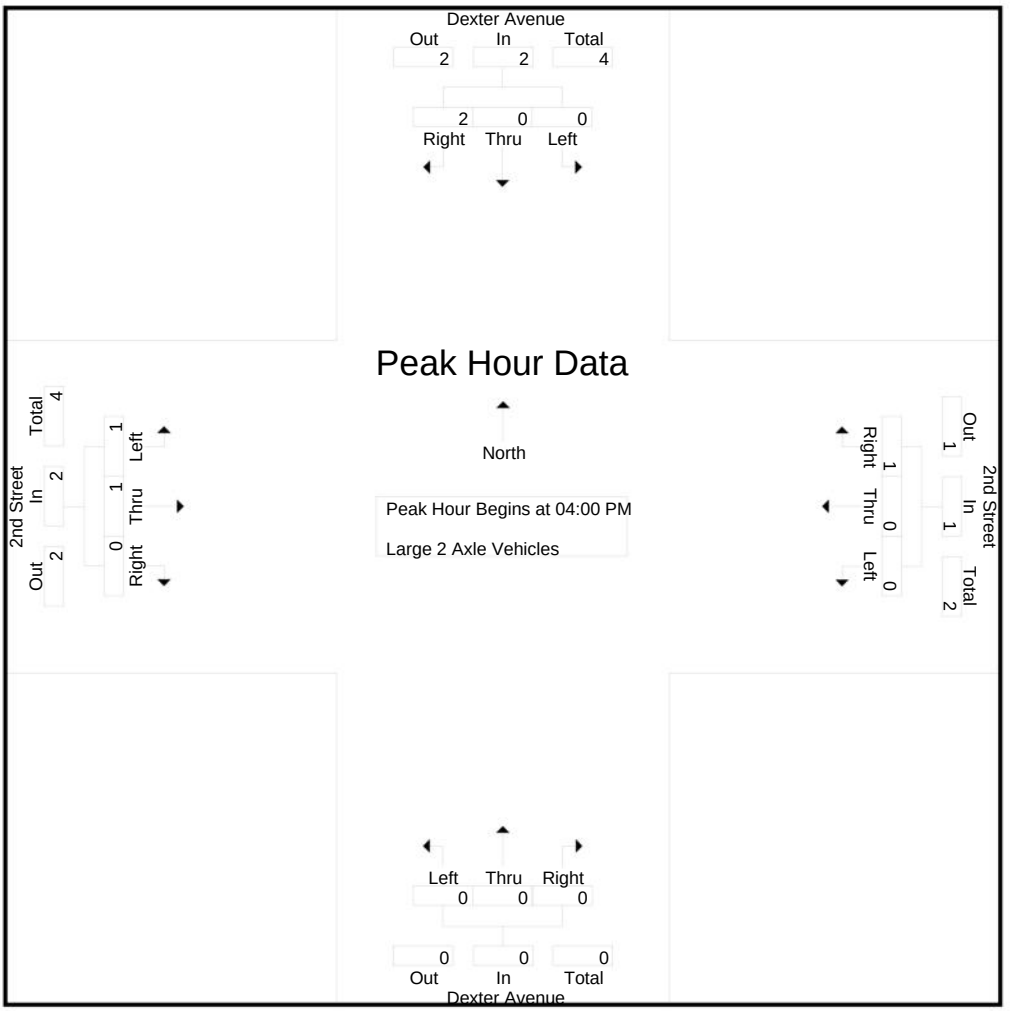
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	0	2	2	0	0	1	1	0	0	0	0	1	1	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	2	2	0	0	1	1	0	0	0	0	2	1	0	3	6
Apprch %	0	0	100		0	0	100		0	0	0		66.7	33.3	0		
Total %	0	0	33.3	33.3	0	0	16.7	16.7	0	0	0	0	33.3	16.7	0	50	

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

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(951) 268-6268

City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

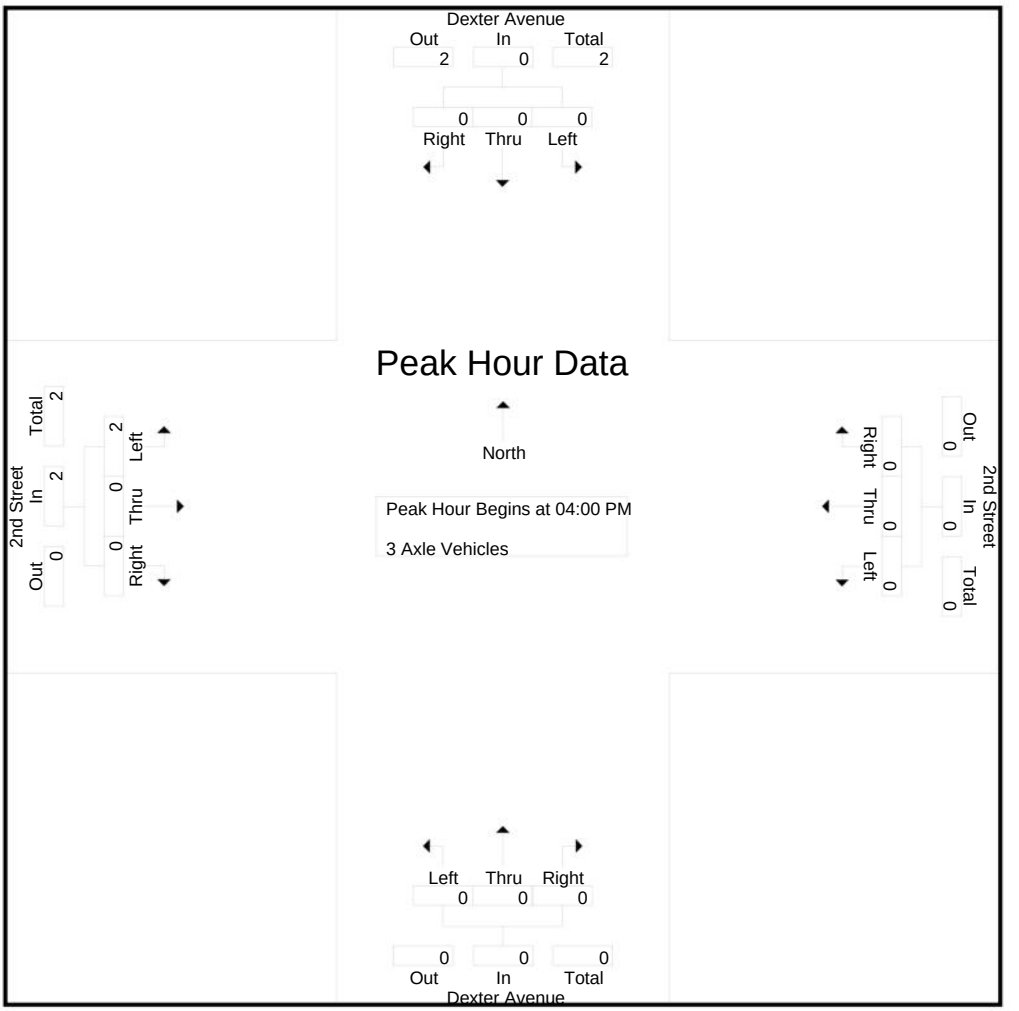
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

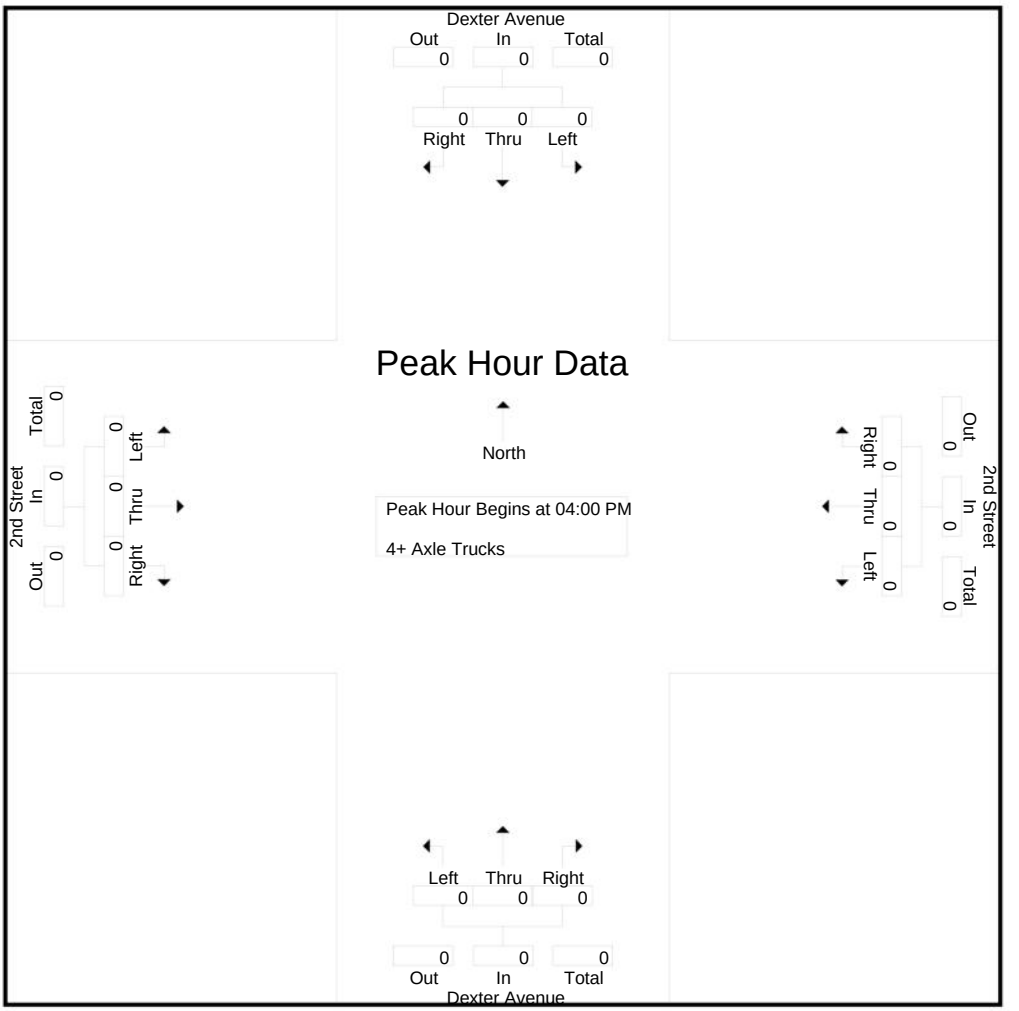
	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0		0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

	Dexter Avenue Southbound				2nd Street Westbound				Dexter Avenue Northbound				2nd Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street
Weather: Clear

File Name : 08_LKE_Dex_2nd PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

Location: Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg Dexter Avenue	East Leg 2nd Street	South Leg Dexter Avenue	West Leg 2nd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dexter Avenue	East Leg 2nd Street	South Leg Dexter Avenue	West Leg 2nd Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: Lake Elsinore
N/S: Dexter Avenue
E/W: 2nd Street

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound Dexter Avenue			Westbound 2nd Street			Northbound Dexter Avenue			Eastbound 2nd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Dexter Avenue			Westbound 2nd Street			Northbound Dexter Avenue			Eastbound 2nd Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1	0	0	0	0	0	0	0	2

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

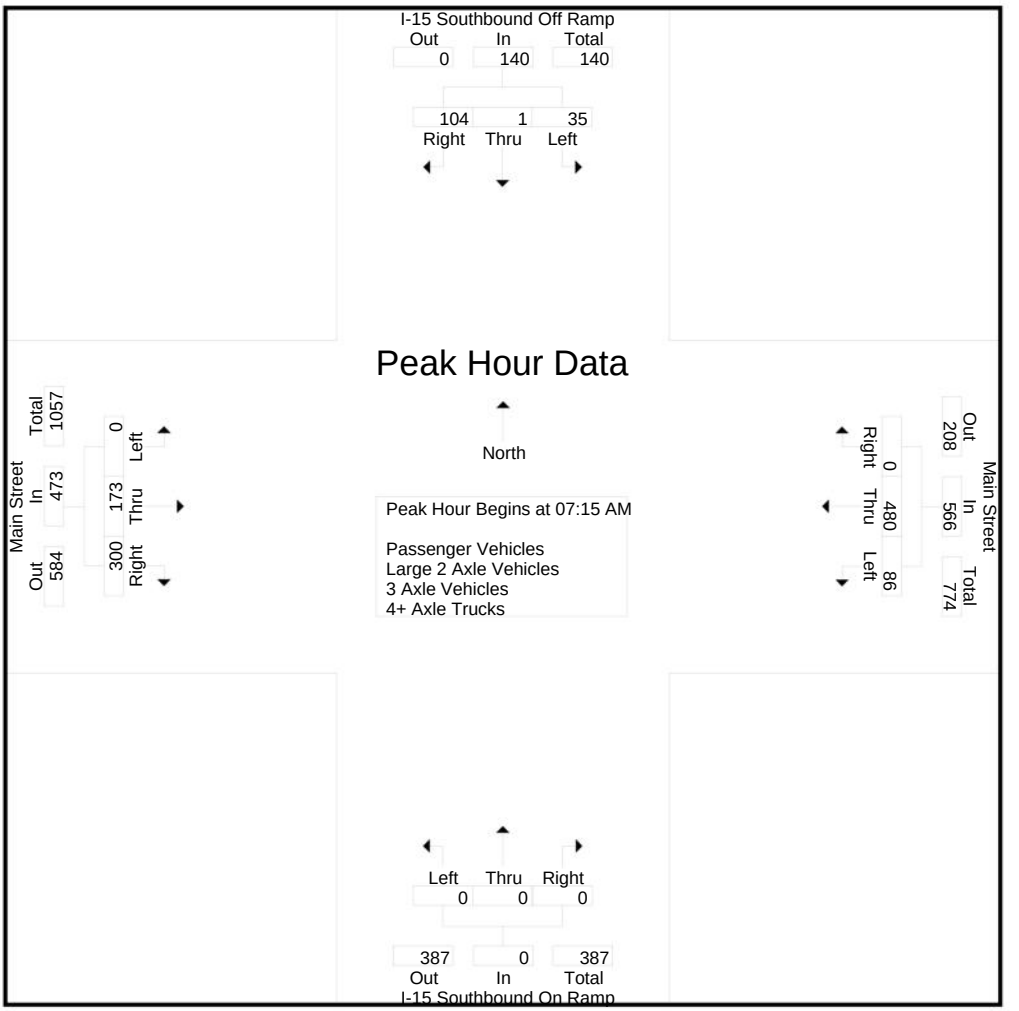
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	0	13	19	11	69	0	80	0	0	0	0	0	42	49	91	190
07:15 AM	4	1	26	31	9	140	0	149	0	0	0	0	0	38	55	93	273
07:30 AM	8	0	17	25	27	118	0	145	0	0	0	0	0	36	94	130	300
07:45 AM	15	0	30	45	27	108	0	135	0	0	0	0	0	52	84	136	316
Total	33	1	86	120	74	435	0	509	0	0	0	0	0	168	282	450	1079
08:00 AM	8	0	31	39	23	114	0	137	0	0	0	0	0	47	67	114	290
08:15 AM	13	0	12	25	20	95	0	115	0	0	0	0	0	44	75	119	259
08:30 AM	10	1	20	31	16	82	0	98	0	0	0	0	0	42	77	119	248
08:45 AM	11	0	22	33	13	84	0	97	0	0	0	0	0	56	62	118	248
Total	42	1	85	128	72	375	0	447	0	0	0	0	0	189	281	470	1045
Grand Total	75	2	171	248	146	810	0	956	0	0	0	0	0	357	563	920	2124
Apprch %	30.2	0.8	69		15.3	84.7	0		0	0	0		0	38.8	61.2		
Total %	3.5	0.1	8.1	11.7	6.9	38.1	0	45	0	0	0	0	0	16.8	26.5	43.3	
Passenger Vehicles	69	1	151	221	139	789	0	928	0	0	0	0	0	346	527	873	2022
% Passenger Vehicles	92	50	88.3	89.1	95.2	97.4	0	97.1	0	0	0	0	0	96.9	93.6	94.9	95.2
Large 2 Axle Vehicles	3	1	13	17	6	15	0	21	0	0	0	0	0	8	22	30	68
% Large 2 Axle Vehicles	4	50	7.6	6.9	4.1	1.9	0	2.2	0	0	0	0	0	2.2	3.9	3.3	3.2
3 Axle Vehicles	1	0	2	3	0	2	0	2	0	0	0	0	0	1	4	5	10
% 3 Axle Vehicles	1.3	0	1.2	1.2	0	0.2	0	0.2	0	0	0	0	0	0.3	0.7	0.5	0.5
4+ Axle Trucks	2	0	5	7	1	4	0	5	0	0	0	0	0	2	10	12	24
% 4+ Axle Trucks	2.7	0	2.9	2.8	0.7	0.5	0	0.5	0	0	0	0	0	0.6	1.8	1.3	1.1

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	**1**	26	31	9	**140**	0	**149**	0	0	0	0	0	38	55	93	273
07:30 AM	8	0	17	25	**27**	118	0	145	0	0	0	0	0	36	**94**	130	300
07:45 AM	**15**	0	30	**45**	27	108	0	135	0	0	0	0	0	**52**	84	**136**	**316**
08:00 AM	8	0	**31**	39	23	114	0	137	0	0	0	0	0	47	67	114	290
Total Volume	35	1	104	140	86	480	0	566	0	0	0	0	0	173	300	473	1179
% App. Total	25	0.7	74.3		15.2	84.8	0		0	0	0		0	36.6	63.4		
PHF	.583	.250	.839	.778	.796	.857	.000	.950	.000	.000	.000	.000	.000	.832	.798	.869	.933

Counts Unlimited, Inc.
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(951) 268-6268

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	4	**1**	26	31	9	**140**	0	**149**	0	0	0	0	0	36	**94**	130
+15 mins.	8	0	17	25	**27**	118	0	145	0	0	0	0	0	**52**	84	**136**
+30 mins.	**15**	0	30	**45**	27	108	0	135	0	0	0	0	0	47	67	114
+45 mins.	8	0	**31**	39	23	114	0	137	0	0	0	0	0	44	75	119
Total Volume	35	1	104	140	86	480	0	566	0	0	0	0	0	179	320	499
% App. Total	25	0.7	74.3		15.2	84.8	0		0	0	0		0	35.9	64.1	
PHF	.583	.250	.839	.778	.796	.857	.000	.950	.000	.000	.000	.000	.000	.861	.851	.917

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

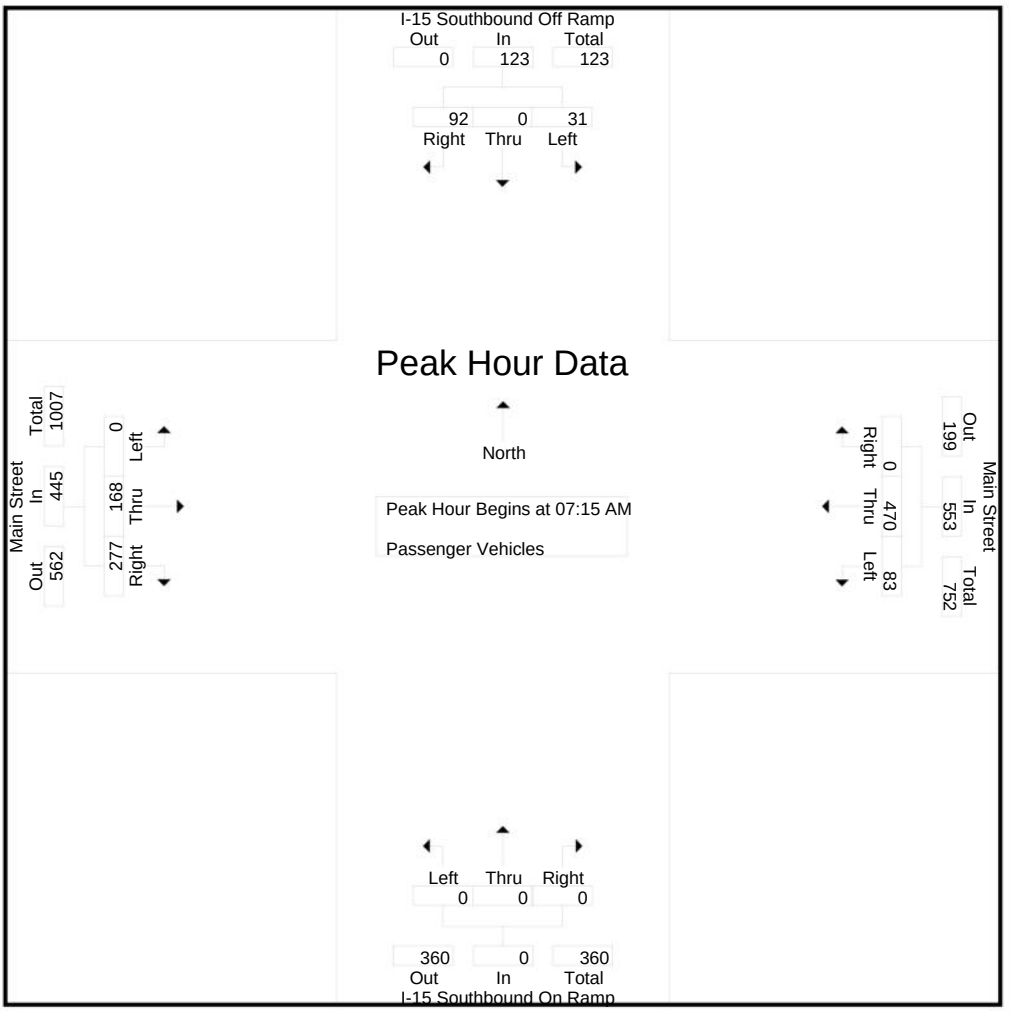
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	11	16	9	69	0	78	0	0	0	0	0	41	46	87	181
07:15 AM	4	0	25	29	9	139	0	148	0	0	0	0	0	37	49	86	263
07:30 AM	8	0	15	23	26	115	0	141	0	0	0	0	0	35	89	124	288
07:45 AM	11	0	26	37	25	106	0	131	0	0	0	0	0	50	76	126	294
Total	28	0	77	105	69	429	0	498	0	0	0	0	0	163	260	423	1026
08:00 AM	8	0	26	34	23	110	0	133	0	0	0	0	0	46	63	109	276
08:15 AM	13	0	10	23	19	92	0	111	0	0	0	0	0	43	69	112	246
08:30 AM	10	1	20	31	16	77	0	93	0	0	0	0	0	40	74	114	238
08:45 AM	10	0	18	28	12	81	0	93	0	0	0	0	0	54	61	115	236
Total	41	1	74	116	70	360	0	430	0	0	0	0	0	183	267	450	996
Grand Total	69	1	151	221	139	789	0	928	0	0	0	0	0	346	527	873	2022
Apprch %	31.2	0.5	68.3		15	85	0		0	0	0		0	39.6	60.4		
Total %	3.4	0	7.5	10.9	6.9	39	0	45.9	0	0	0	0	0	17.1	26.1	43.2	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	0	25	29	9	**139**	0	**148**	0	0	0	0	0	37	49	86	263
07:30 AM	8	0	15	23	**26**	115	0	141	0	0	0	0	0	35	**89**	124	288
07:45 AM	**11**	0	**26**	**37**	25	106	0	131	0	0	0	0	0	**50**	76	**126**	**294**
08:00 AM	8	0	26	34	23	110	0	133	0	0	0	0	0	46	63	109	276
Total Volume	31	0	92	123	83	470	0	553	0	0	0	0	0	168	277	445	1121
% App. Total	25.2	0	74.8		15	85	0		0	0	0		0	37.8	62.2		
PHF	.705	.000	.885	.831	.798	.845	.000	.934	.000	.000	.000	.000	.000	.840	.778	.883	.953

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

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	0	25	29	9	**139**	0	**148**	0	0	0	0	0	37	49	86
+15 mins.	8	0	15	23	**26**	115	0	141	0	0	0	0	0	35	**89**	124
+30 mins.	**11**	0	**26**	**37**	25	106	0	131	0	0	0	0	0	**50**	76	**126**
+45 mins.	8	0	26	34	23	110	0	133	0	0	0	0	0	46	63	109
Total Volume	31	0	92	123	83	470	0	553	0	0	0	0	0	168	277	445
% App. Total	25.2	0	74.8		15	85	0		0	0	0		0	37.8	62.2	
PHF	.705	.000	.885	.831	.798	.845	.000	.934	.000	.000	.000	.000	.000	.840	.778	.883

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(951) 268-6268

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

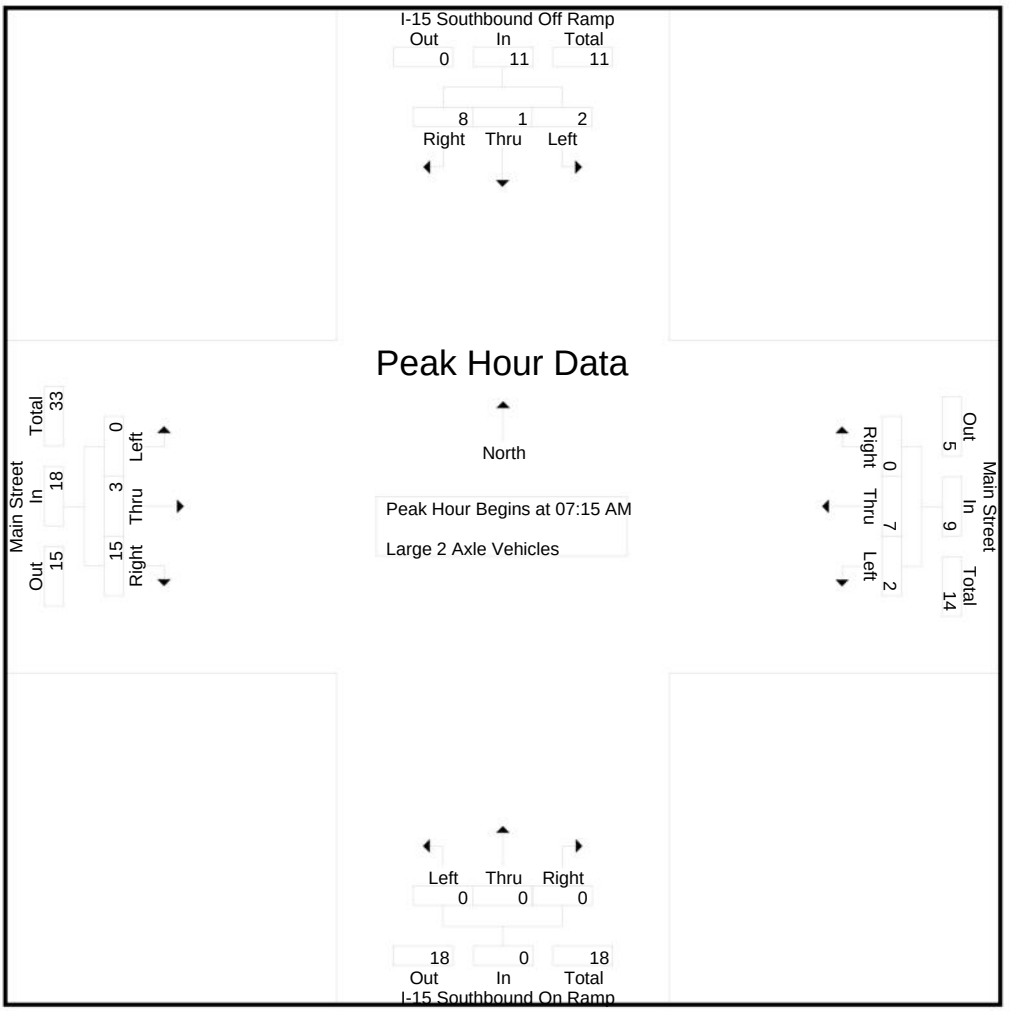
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	2	0	0	2	0	0	0	0	0	0	2	2	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	4	5
07:30 AM	0	0	2	2	1	3	0	4	0	0	0	0	0	1	4	5	11
07:45 AM	2	0	2	4	1	1	0	2	0	0	0	0	0	1	4	5	11
Total	3	1	4	8	4	4	0	8	0	0	0	0	0	2	14	16	32
08:00 AM	0	0	4	4	0	3	0	3	0	0	0	0	0	1	3	4	11
08:15 AM	0	0	1	1	1	2	0	3	0	0	0	0	0	1	3	4	8
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	2	4	9
08:45 AM	0	0	4	4	1	1	0	2	0	0	0	0	0	2	0	2	8
Total	0	0	9	9	2	11	0	13	0	0	0	0	0	6	8	14	36
Grand Total	3	1	13	17	6	15	0	21	0	0	0	0	0	8	22	30	68
Apprch %	17.6	5.9	76.5		28.6	71.4	0		0	0	0		0	26.7	73.3		
Total %	4.4	1.5	19.1	25	8.8	22.1	0	30.9	0	0	0	0	0	11.8	32.4	44.1	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**4**	4	5
07:30 AM	0	0	2	2	**1**	**3**	0	**4**	0	0	0	0	0	**1**	4	**5**	**11**
07:45 AM	**2**	0	2	**4**	1	1	0	2	0	0	0	0	0	1	4	5	11
08:00 AM	0	0	**4**	4	0	3	0	3	0	0	0	0	0	1	3	4	11
Total Volume	2	1	8	11	2	7	0	9	0	0	0	0	0	3	15	18	38
% App. Total	18.2	9.1	72.7		22.2	77.8	0		0	0	0		0	16.7	83.3		
PHF	.250	.250	.500	.688	.500	.583	.000	.563	.000	.000	.000	.000	.000	.750	.938	.900	.864

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**4**	4
+15 mins.	0	0	2	2	**1**	**3**	0	**4**	0	0	0	0	0	**1**	4	**5**
+30 mins.	**2**	0	2	**4**	1	1	0	2	0	0	0	0	0	1	4	5
+45 mins.	0	0	**4**	4	0	3	0	3	0	0	0	0	0	1	3	4
Total Volume	2	1	8	11	2	7	0	9	0	0	0	0	0	3	15	18
% App. Total	18.2	9.1	72.7		22.2	77.8	0		0	0	0		0	16.7	83.3	
PHF	.250	.250	.500	.688	.500	.583	.000	.563	.000	.000	.000	.000	.000	.750	.938	.900

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

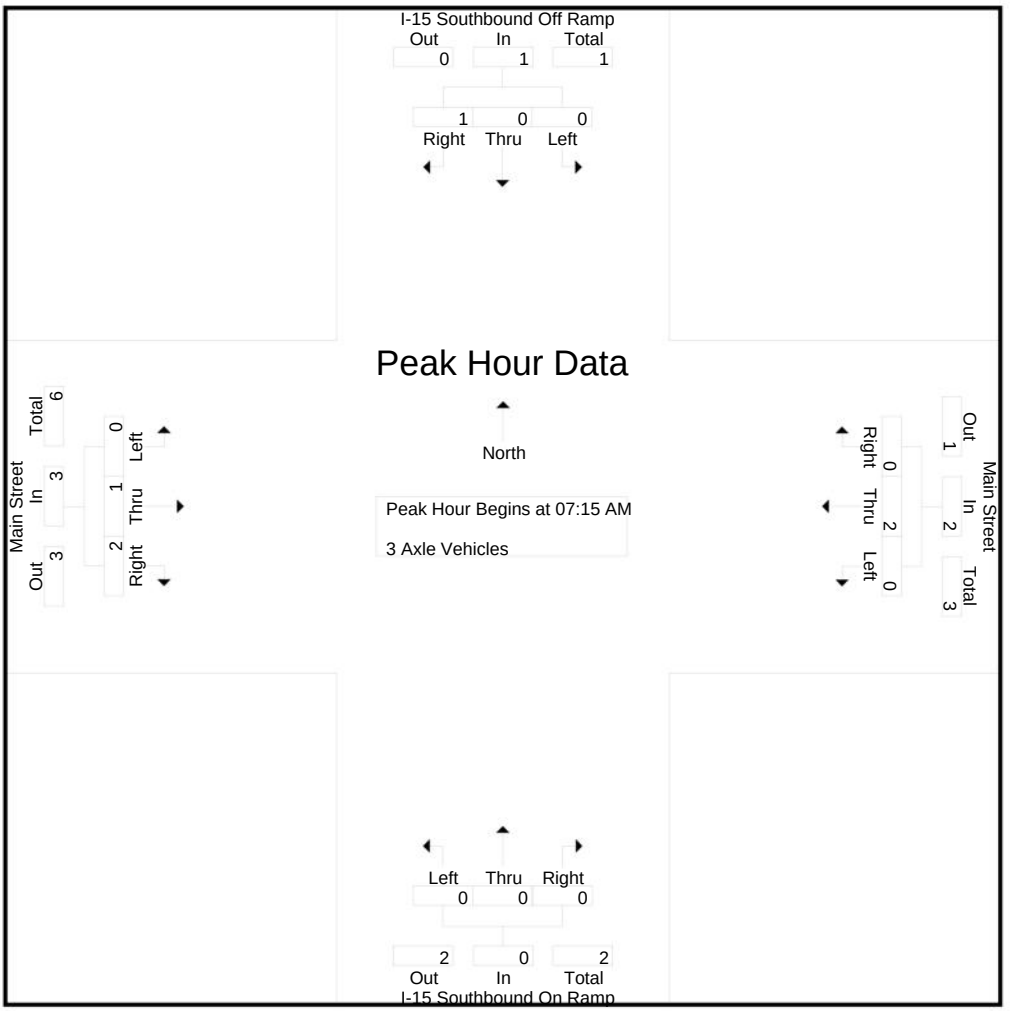
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
08:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	2	0	1	0	1	0	0	0	0	0	0	3	3	6
Grand Total	1	0	2	3	0	2	0	2	0	0	0	0	0	1	4	5	10
Apprch %	33.3	0	66.7		0	100	0		0	0	0		0	20	80		
Total %	10	0	20	30	0	20	0	20	0	0	0	0	0	10	40	50	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**	**1**	**2**	**3**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	1	1	3
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	1	2	3	6
% App. Total	0	0	100		0	100	0		0	0	0		0	33.3	66.7		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.500	.375	.500

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PO Box 1178
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(951) 268-6268

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

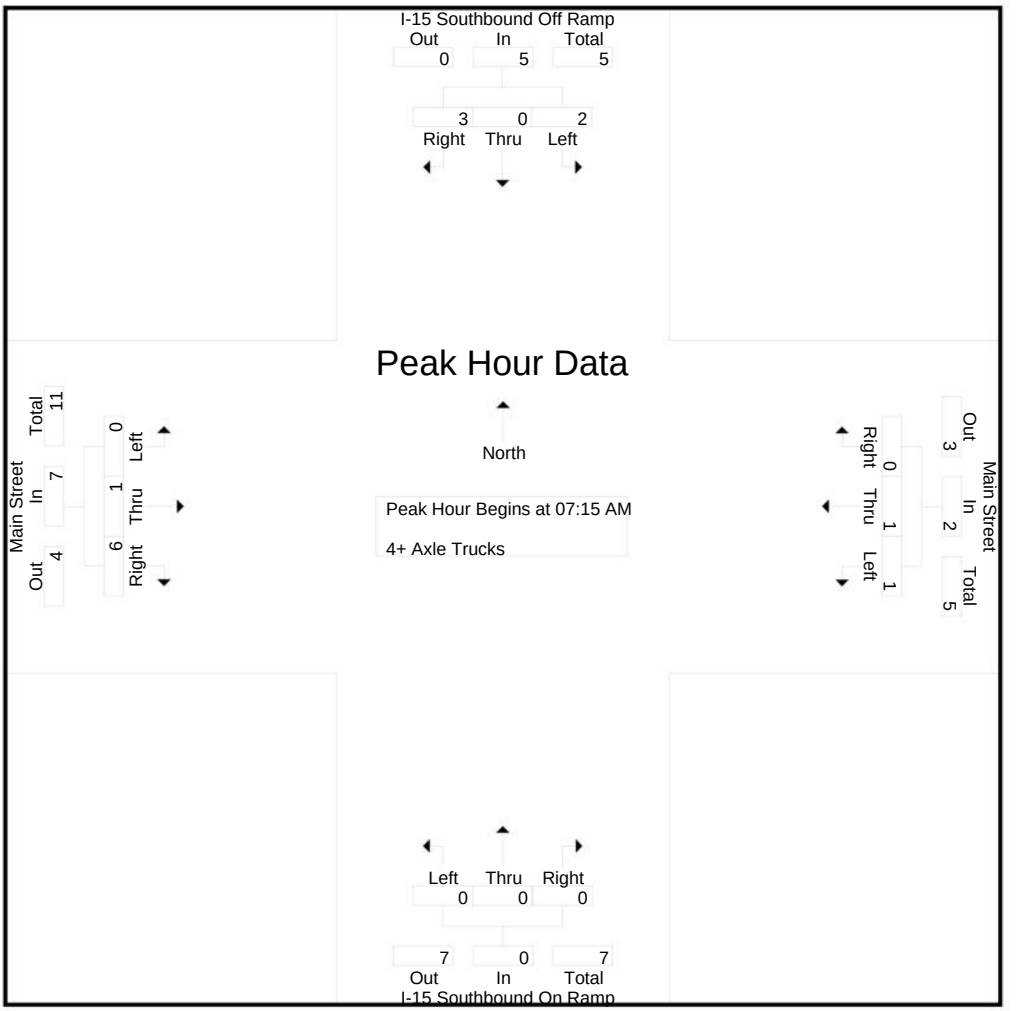
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	2	3
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	2	0	2	4	1	1	0	2	0	0	0	0	0	1	4	5	11
Total	2	0	4	6	1	1	0	2	0	0	0	0	0	2	7	9	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
Total	0	0	1	1	0	3	0	3	0	0	0	0	0	0	3	3	7
Grand Total	2	0	5	7	1	4	0	5	0	0	0	0	0	2	10	12	24
Apprch %	28.6	0	71.4		20	80	0		0	0	0		0	16.7	83.3		
Total %	8.3	0	20.8	29.2	4.2	16.7	0	20.8	0	0	0	0	0	8.3	41.7	50	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	**2**	0	**2**	**4**	**1**	**1**	0	**2**	0	0	0	0	0	**1**	**4**	**5**	**11**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	3	5	1	1	0	2	0	0	0	0	0	1	6	7	14
% App. Total	40	0	60		50	50	0		0	0	0		0	14.3	85.7		
PHF	.250	.000	.375	.313	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.375	.350	.318

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+30 mins.	**2**	0	**2**	**4**	**1**	**1**	0	**2**	0	0	0	0	0	**1**	**4**	**5**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	3	5	1	1	0	2	0	0	0	0	0	1	6	7
% App. Total	40	0	60		50	50	0		0	0	0		0	14.3	85.7	
PHF	.250	.000	.375	.313	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.375	.350

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

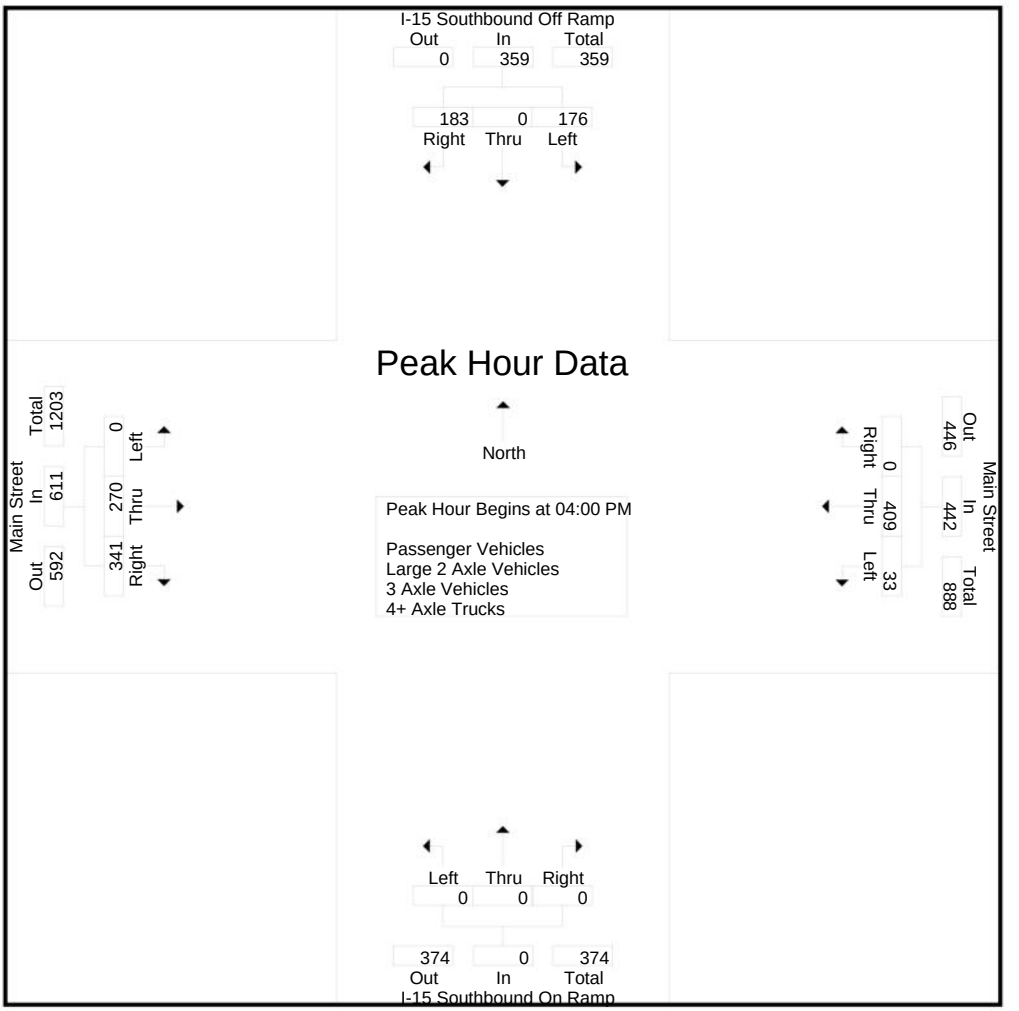
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	52	0	51	103	10	135	0	145	0	0	0	0	0	73	87	160	408
04:15 PM	50	0	50	100	10	92	0	102	0	0	0	0	0	61	78	139	341
04:30 PM	36	0	42	78	5	97	0	102	0	0	0	0	0	73	101	174	354
04:45 PM	38	0	40	78	8	85	0	93	0	0	0	0	0	63	75	138	309
Total	176	0	183	359	33	409	0	442	0	0	0	0	0	270	341	611	1412
05:00 PM	53	0	37	90	9	93	0	102	0	0	0	0	0	74	93	167	359
05:15 PM	37	0	43	80	13	110	0	123	0	0	0	0	0	51	65	116	319
05:30 PM	38	0	38	76	12	107	0	119	0	0	0	0	0	79	90	169	364
05:45 PM	32	0	43	75	1	102	0	103	0	0	0	0	0	68	72	140	318
Total	160	0	161	321	35	412	0	447	0	0	0	0	0	272	320	592	1360
Grand Total	336	0	344	680	68	821	0	889	0	0	0	0	0	542	661	1203	2772
Apprch %	49.4	0	50.6		7.6	92.4	0		0	0	0		0	45.1	54.9		
Total %	12.1	0	12.4	24.5	2.5	29.6	0	32.1	0	0	0	0	0	19.6	23.8	43.4	
Passenger Vehicles	329	0	334	663	67	809	0	876	0	0	0	0	0	534	649	1183	2722
% Passenger Vehicles	97.9	0	97.1	97.5	98.5	98.5	0	98.5	0	0	0	0	0	98.5	98.2	98.3	98.2
Large 2 Axle Vehicles	7	0	8	15	1	10	0	11	0	0	0	0	0	7	11	18	44
% Large 2 Axle Vehicles	2.1	0	2.3	2.2	1.5	1.2	0	1.2	0	0	0	0	0	1.3	1.7	1.5	1.6
3 Axle Vehicles	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
% 3 Axle Vehicles	0	0	0.3	0.1	0	0.2	0	0.2	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
% 4+ Axle Trucks	0	0	0.3	0.1	0	0	0	0	0	0	0	0	0	0	0.2	0.1	0.1

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**52**	0	**51**	**103**	**10**	**135**	0	**145**	0	0	0	0	0	**73**	87	160	**408**
04:15 PM	50	0	50	100	10	92	0	102	0	0	0	0	0	61	78	139	341
04:30 PM	36	0	42	78	5	97	0	102	0	0	0	0	0	73	**101**	**174**	354
04:45 PM	38	0	40	78	8	85	0	93	0	0	0	0	0	63	75	138	309
Total Volume	176	0	183	359	33	409	0	442	0	0	0	0	0	270	341	611	1412
% App. Total	49	0	51		7.5	92.5	0		0	0	0		0	44.2	55.8		
PHF	.846	.000	.897	.871	.825	.757	.000	.762	.000	.000	.000	.000	.000	.925	.844	.878	.865

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(951) 268-6268

City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	**52**	0	**51**	**103**	9	93	0	102	0	0	0	0	0	61	78	139
+15 mins.	50	0	50	100	**13**	**110**	0	**123**	0	0	0	0	0	73	**101**	**174**
+30 mins.	36	0	42	78	12	107	0	119	0	0	0	0	0	63	75	138
+45 mins.	38	0	40	78	1	102	0	103	0	0	0	0	0	**74**	93	167
Total Volume	176	0	183	359	35	412	0	447	0	0	0	0	0	271	347	618
% App. Total	49	0	51		7.8	92.2	0		0	0	0		0	43.9	56.1	
PHF	.846	.000	.897	.871	.673	.936	.000	.909	.000	.000	.000	.000	.000	.916	.859	.888

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

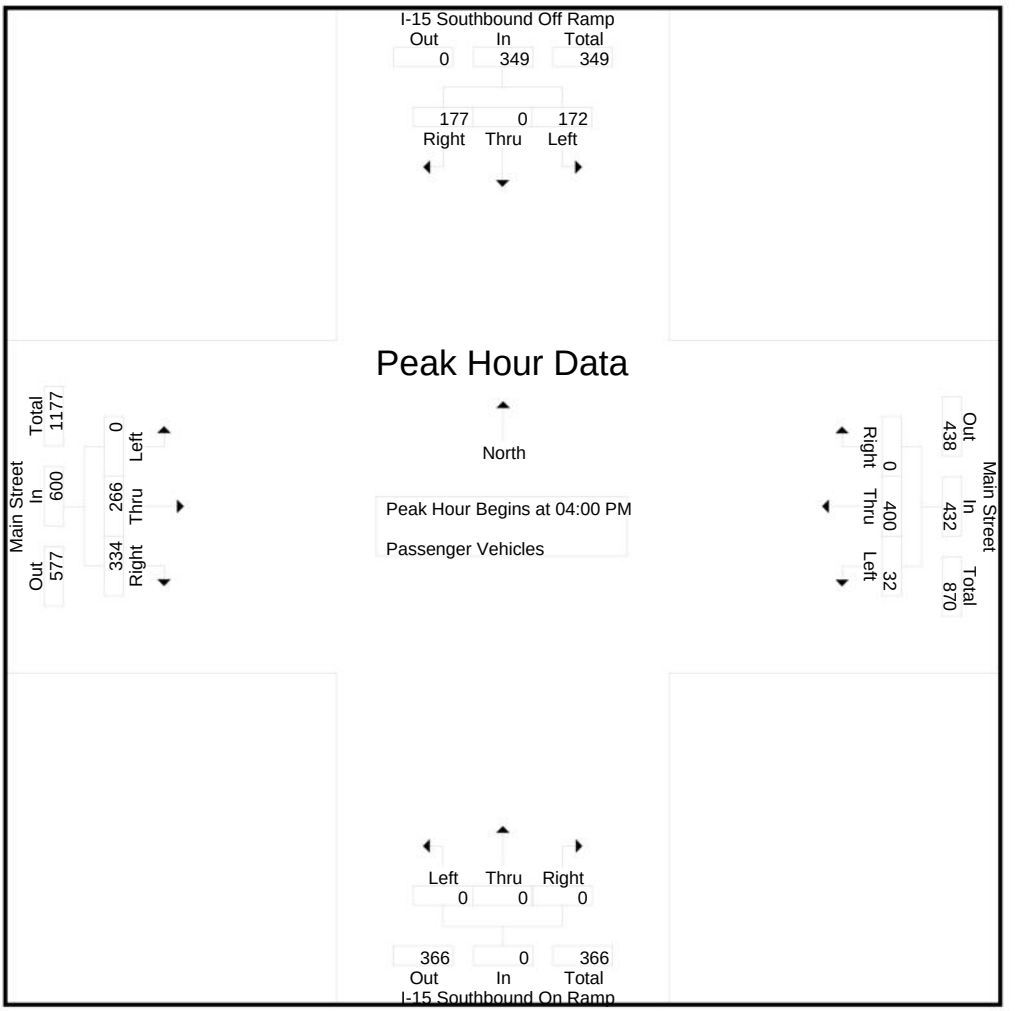
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	50	0	49	99	10	130	0	140	0	0	0	0	0	70	82	152	391
04:15 PM	50	0	49	99	9	89	0	98	0	0	0	0	0	60	78	138	335
04:30 PM	34	0	42	76	5	96	0	101	0	0	0	0	0	73	101	174	351
04:45 PM	38	0	37	75	8	85	0	93	0	0	0	0	0	63	73	136	304
Total	172	0	177	349	32	400	0	432	0	0	0	0	0	266	334	600	1381
05:00 PM	52	0	36	88	9	91	0	100	0	0	0	0	0	72	90	162	350
05:15 PM	35	0	42	77	13	110	0	123	0	0	0	0	0	51	64	115	315
05:30 PM	38	0	37	75	12	106	0	118	0	0	0	0	0	79	89	168	361
05:45 PM	32	0	42	74	1	102	0	103	0	0	0	0	0	66	72	138	315
Total	157	0	157	314	35	409	0	444	0	0	0	0	0	268	315	583	1341
Grand Total	329	0	334	663	67	809	0	876	0	0	0	0	0	534	649	1183	2722
Apprch %	49.6	0	50.4		7.6	92.4	0		0	0	0		0	45.1	54.9		
Total %	12.1	0	12.3	24.4	2.5	29.7	0	32.2	0	0	0	0	0	19.6	23.8	43.5	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**50**	0	**49**	**99**	**10**	**130**	0	**140**	0	0	0	0	0	70	82	152	**391**
04:15 PM	50	0	49	99	9	89	0	98	0	0	0	0	0	60	78	138	335
04:30 PM	34	0	42	76	5	96	0	101	0	0	0	0	0	**73**	**101**	**174**	351
04:45 PM	38	0	37	75	8	85	0	93	0	0	0	0	0	63	73	136	304
Total Volume	172	0	177	349	32	400	0	432	0	0	0	0	0	266	334	600	1381
% App. Total	49.3	0	50.7		7.4	92.6	0		0	0	0		0	44.3	55.7		
PHF	.860	.000	.903	.881	.800	.769	.000	.771	.000	.000	.000	.000	.000	.911	.827	.862	.883

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**50**	0	**49**	**99**	**10**	**130**	0	**140**	0	0	0	0	0	70	82	152
+15 mins.	50	0	49	99	9	89	0	98	0	0	0	0	0	60	78	138
+30 mins.	34	0	42	76	5	96	0	101	0	0	0	0	0	**73**	**101**	**174**
+45 mins.	38	0	37	75	8	85	0	93	0	0	0	0	0	63	73	136
Total Volume	172	0	177	349	32	400	0	432	0	0	0	0	0	266	334	600
% App. Total	49.3	0	50.7		7.4	92.6	0		0	0	0		0	44.3	55.7	
PHF	.860	.000	.903	.881	.800	.769	.000	.771	.000	.000	.000	.000	.000	.911	.827	.862

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

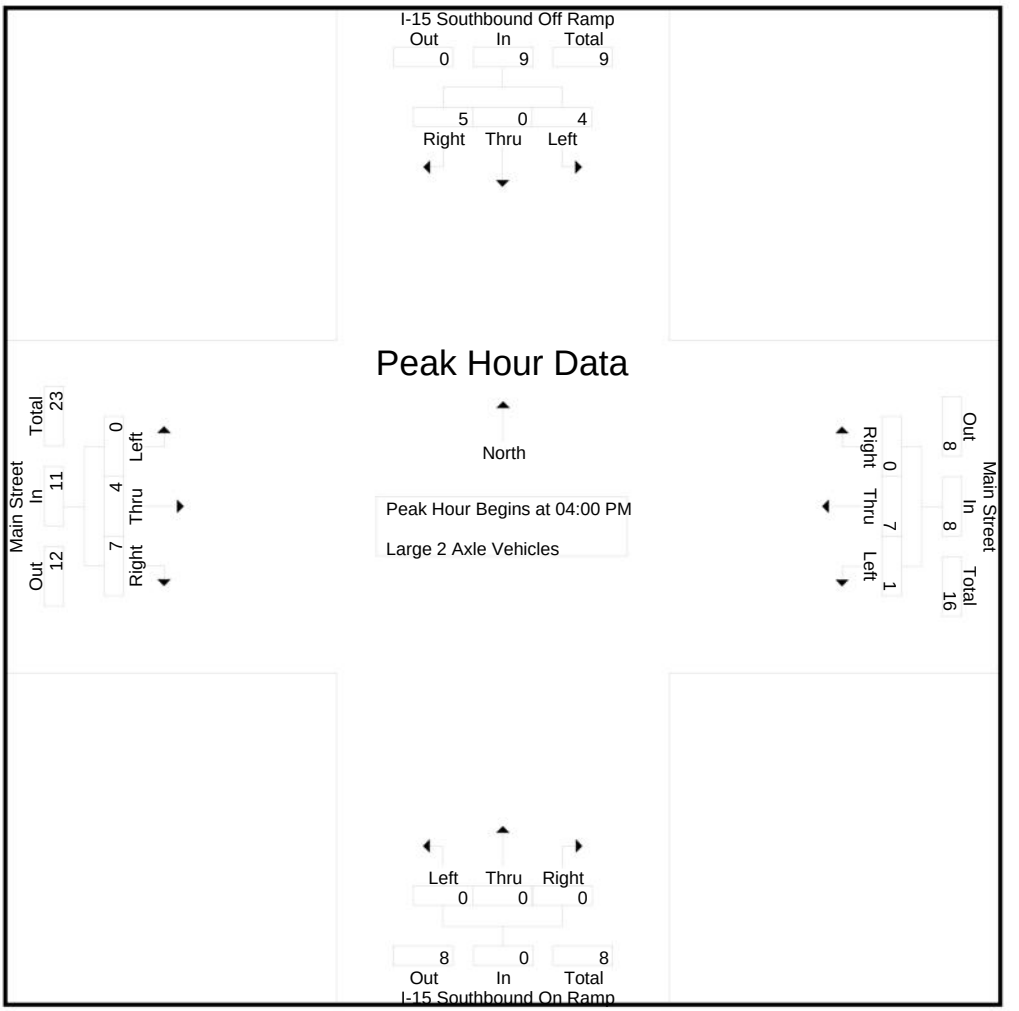
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	1	3	0	4	0	4	0	0	0	0	0	3	5	8	15
04:15 PM	0	0	1	1	1	3	0	4	0	0	0	0	0	1	0	1	6
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2	5
Total	4	0	5	9	1	7	0	8	0	0	0	0	0	4	7	11	28
05:00 PM	1	0	1	2	0	2	0	2	0	0	0	0	0	1	2	3	7
05:15 PM	2	0	1	3	0	0	0	0	0	0	0	0	0	0	1	1	4
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	1	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	3	0	3	6	0	3	0	3	0	0	0	0	0	3	4	7	16
Grand Total	7	0	8	15	1	10	0	11	0	0	0	0	0	7	11	18	44
Apprch %	46.7	0	53.3		9.1	90.9	0		0	0	0		0	38.9	61.1		
Total %	15.9	0	18.2	34.1	2.3	22.7	0	25	0	0	0	0	0	15.9	25	40.9	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	1	**3**	0	**4**	0	**4**	0	0	0	0	0	**3**	**5**	**8**	**15**
04:15 PM	0	0	1	1	**1**	3	0	4	0	0	0	0	0	1	0	1	6
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	**3**	3	0	0	0	0	0	0	0	0	0	0	2	2	5
Total Volume	4	0	5	9	1	7	0	8	0	0	0	0	0	4	7	11	28
% App. Total	44.4	0	55.6		12.5	87.5	0		0	0	0		0	36.4	63.6		
PHF	.500	.000	.417	.750	.250	.438	.000	.500	.000	.000	.000	.000	.000	.333	.350	.344	.467

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**2**	0	1	**3**	0	**4**	0	**4**	0	0	0	0	0	**3**	**5**	**8**
+15 mins.	0	0	1	1	**1**	3	0	4	0	0	0	0	0	1	0	1
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**3**	3	0	0	0	0	0	0	0	0	0	0	2	2
Total Volume	4	0	5	9	1	7	0	8	0	0	0	0	0	4	7	11
% App. Total	44.4	0	55.6		12.5	87.5	0		0	0	0		0	36.4	63.6	
PHF	.500	.000	.417	.750	.250	.438	.000	.500	.000	.000	.000	.000	.000	.333	.350	.344

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

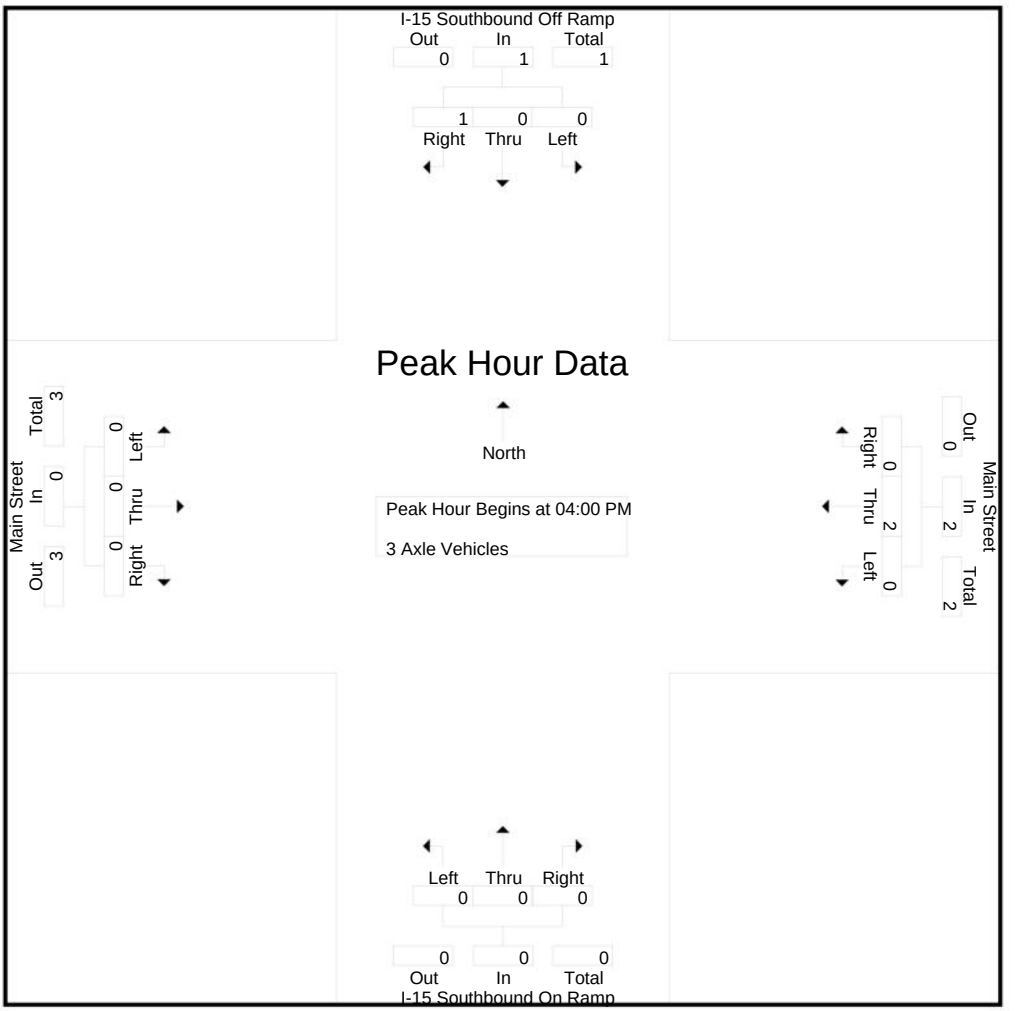
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	25	25	0	50	0	50	0	0	0	0	0	25	0	25	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.375

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

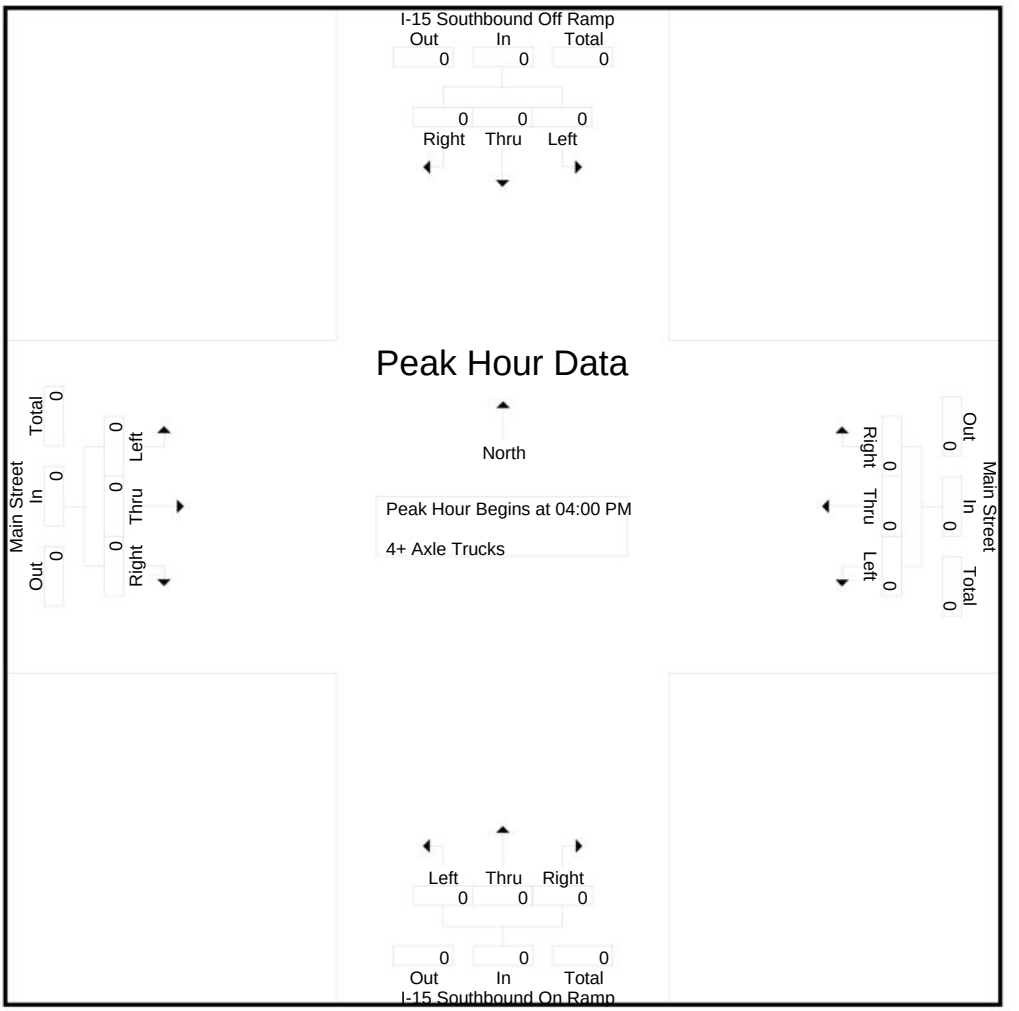
	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Apprch %	0	0	100		0	0	0		0	0	0		0	0	100		
Total %	0	0	50	50	0	0	0	0	0	0	0	0	0	0	50	50	

	I-15 Southbound Off Ramp Southbound				Main Street Westbound				I-15 Southbound On Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Lake Elsinore
N/S: I-15 Southbound Ramps
E/W: Main Street
Weather: Clear

File Name : 09_LKE_15S_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

Location: Lake Elsinore
N/S: I-15 SB Ramps
E/W: Main Street

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg I-15 SB Ramps Pedestrians	East Leg Main Street Pedestrians	South Leg I-15 SB Ramps Pedestrians	West Leg Main Street Pedestrians	
7:00 AM	0	1	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg I-15 SB Ramps Pedestrians	East Leg Main Street Pedestrians	South Leg I-15 SB Ramps Pedestrians	West Leg Main Street Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	1	0	3	4

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Location: Lake Elsinore
N/S: I-15 SB Ramps
E/W: Main Street

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound I-15 SB Ramps			Westbound Main Street			Northbound I-15 SB Ramps			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	1	0	2

	Southbound I-15 SB Ramps			Westbound Main Street			Northbound I-15 SB Ramps			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	0	0	3

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

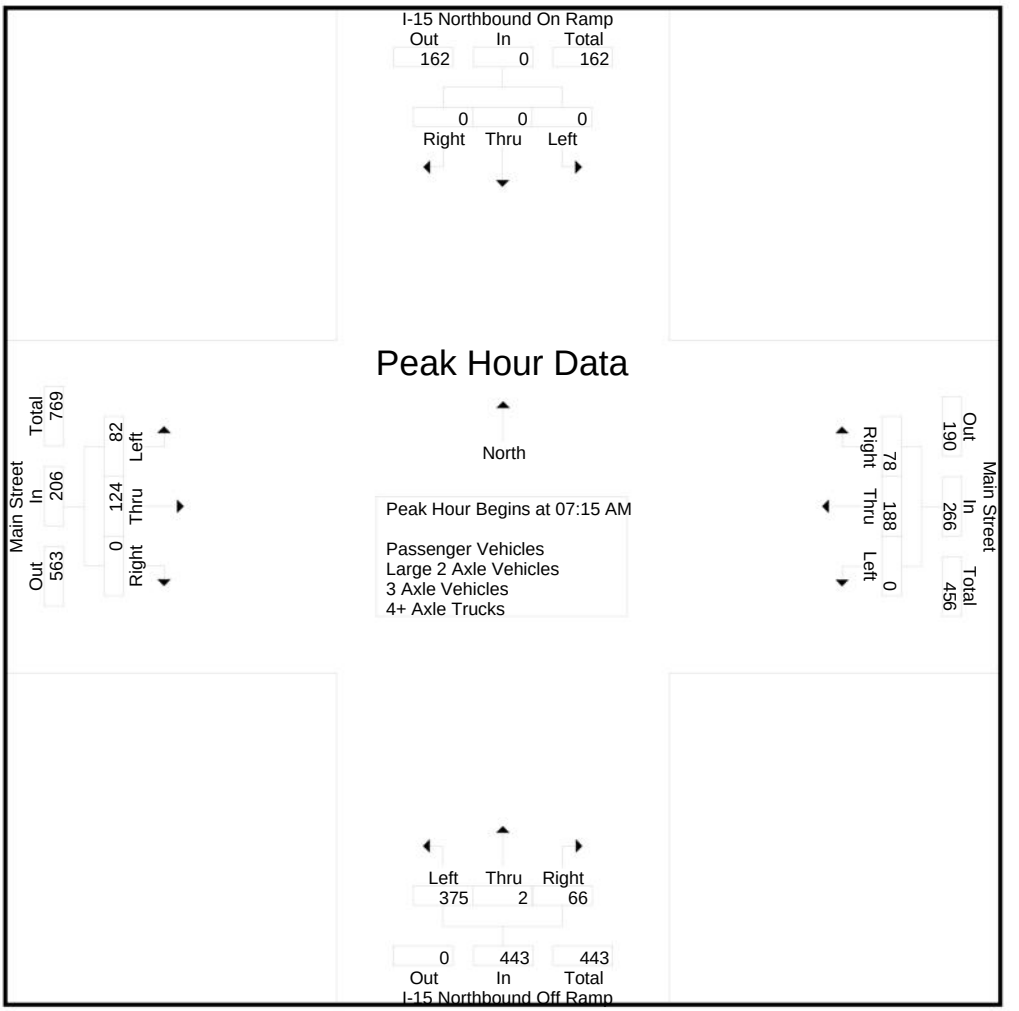
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	23	21	44	60	2	4	66	25	21	0	46	156
07:15 AM	0	0	0	0	0	30	15	45	120	1	13	134	21	17	0	38	217
07:30 AM	0	0	0	0	0	48	20	68	95	0	11	106	18	24	0	42	216
07:45 AM	0	0	0	0	0	50	13	63	82	0	20	102	26	45	0	71	236
Total	0	0	0	0	0	151	69	220	357	3	48	408	90	107	0	197	825
08:00 AM	0	0	0	0	0	60	30	90	78	1	22	101	17	38	0	55	246
08:15 AM	0	0	0	0	0	41	4	45	74	0	19	93	17	34	0	51	189
08:30 AM	0	0	0	0	0	43	12	55	53	1	16	70	24	26	0	50	175
08:45 AM	0	0	0	0	0	39	22	61	58	1	23	82	25	47	0	72	215
Total	0	0	0	0	0	183	68	251	263	3	80	346	83	145	0	228	825
Grand Total	0	0	0	0	0	334	137	471	620	6	128	754	173	252	0	425	1650
Apprch %	0	0	0		0	70.9	29.1		82.2	0.8	17		40.7	59.3	0		
Total %	0	0	0	0	0	20.2	8.3	28.5	37.6	0.4	7.8	45.7	10.5	15.3	0	25.8	
Passenger Vehicles	0	0	0	0	0	325	134	459	602	5	124	731	165	245	0	410	1600
% Passenger Vehicles	0	0	0	0	0	97.3	97.8	97.5	97.1	83.3	96.9	96.9	95.4	97.2	0	96.5	97
Large 2 Axle Vehicles	0	0	0	0	0	9	2	11	13	1	4	18	6	6	0	12	41
% Large 2 Axle Vehicles	0	0	0	0	0	2.7	1.5	2.3	2.1	16.7	3.1	2.4	3.5	2.4	0	2.8	2.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	2	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.6	0.4	0	0.5	0.2
4+ Axle Trucks	0	0	0	0	0	0	1	1	3	0	0	3	1	0	0	1	5
% 4+ Axle Trucks	0	0	0	0	0	0	0.7	0.2	0.5	0	0	0.4	0.6	0	0	0.2	0.3

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	30	15	45	**120**	**1**	13	**134**	21	17	0	38	217
07:30 AM	0	0	0	0	0	48	20	68	95	0	11	106	18	24	0	42	216
07:45 AM	0	0	0	0	0	50	13	63	82	0	20	102	**26**	**45**	0	**71**	236
08:00 AM	0	0	0	0	0	**60**	**30**	**90**	78	1	**22**	101	17	38	0	55	**246**
Total Volume	0	0	0	0	0	188	78	266	375	2	66	443	82	124	0	206	915
% App. Total	0	0	0		0	70.7	29.3		84.7	0.5	14.9		39.8	60.2	0		
PHF	.000	.000	.000	.000	.000	.783	.650	.739	.781	.500	.750	.826	.788	.689	.000	.725	.930

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PO Box 1178
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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:00 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	0	0	0	0	0	30	15	45	**120**	**1**	13	**134**	17	38	0	55
+15 mins.	0	0	0	0	0	48	20	68	95	0	11	106	17	34	0	51
+30 mins.	0	0	0	0	0	50	13	63	82	0	20	102	24	26	0	50
+45 mins.	0	0	0	0	0	**60**	**30**	**90**	78	1	**22**	101	**25**	**47**	0	**72**
Total Volume	0	0	0	0	0	188	78	266	375	2	66	443	83	145	0	228
% App. Total	0	0	0		0	70.7	29.3		84.7	0.5	14.9		36.4	63.6	0	
PHF	.000	.000	.000	.000	.000	.783	.650	.739	.781	.500	.750	.826	.830	.771	.000	.792

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

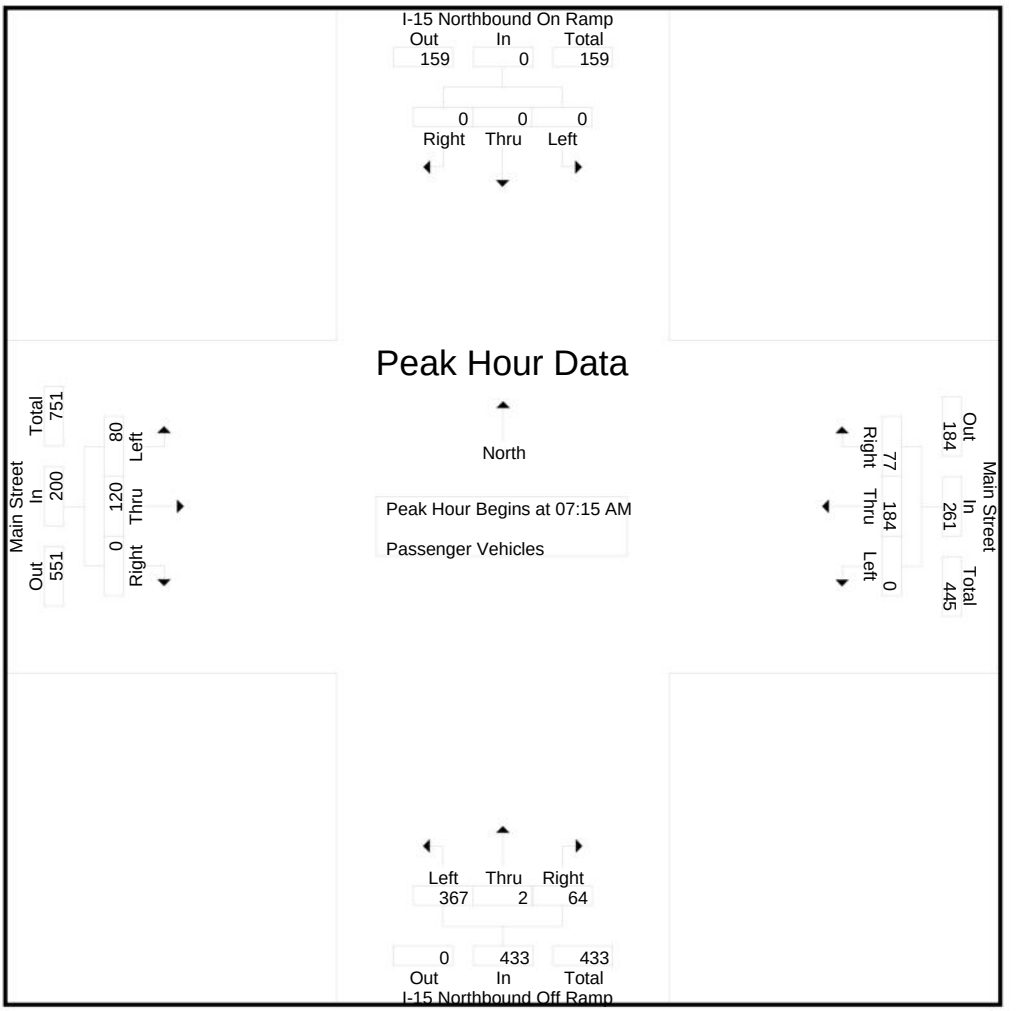
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	21	20	41	60	2	4	66	24	20	0	44	151
07:15 AM	0	0	0	0	0	30	15	45	118	1	13	132	20	17	0	37	214
07:30 AM	0	0	0	0	0	46	20	66	93	0	10	103	18	23	0	41	210
07:45 AM	0	0	0	0	0	48	13	61	82	0	20	102	25	43	0	68	231
Total	0	0	0	0	0	145	68	213	353	3	47	403	87	103	0	190	806
08:00 AM	0	0	0	0	0	60	29	89	74	1	21	96	17	37	0	54	239
08:15 AM	0	0	0	0	0	40	4	44	71	0	19	90	16	33	0	49	183
08:30 AM	0	0	0	0	0	42	11	53	49	0	15	64	22	26	0	48	165
08:45 AM	0	0	0	0	0	38	22	60	55	1	22	78	23	46	0	69	207
Total	0	0	0	0	0	180	66	246	249	2	77	328	78	142	0	220	794
Grand Total	0	0	0	0	0	325	134	459	602	5	124	731	165	245	0	410	1600
Apprch %	0	0	0		0	70.8	29.2		82.4	0.7	17		40.2	59.8	0		
Total %	0	0	0	0	0	20.3	8.4	28.7	37.6	0.3	7.8	45.7	10.3	15.3	0	25.6	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	30	15	45	**118**	**1**	13	**132**	20	17	0	37	214
07:30 AM	0	0	0	0	0	46	20	66	93	0	10	103	18	23	0	41	210
07:45 AM	0	0	0	0	0	48	13	61	82	0	20	102	**25**	**43**	0	**68**	231
08:00 AM	0	0	0	0	0	**60**	**29**	**89**	74	1	**21**	96	17	37	0	54	**239**
Total Volume	0	0	0	0	0	184	77	261	367	2	64	433	80	120	0	200	894
% App. Total	0	0	0		0	70.5	29.5		84.8	0.5	14.8		40	60	0		
PHF	.000	.000	.000	.000	.000	.767	.664	.733	.778	.500	.762	.820	.800	.698	.000	.735	.935

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	30	15	45	**118**	**1**	13	**132**	20	17	0	37
+15 mins.	0	0	0	0	0	46	20	66	93	0	10	103	18	23	0	41
+30 mins.	0	0	0	0	0	48	13	61	82	0	20	102	**25**	**43**	0	**68**
+45 mins.	0	0	0	0	0	**60**	**29**	**89**	74	1	**21**	96	17	37	0	54
Total Volume	0	0	0	0	0	184	77	261	367	2	64	433	80	120	0	200
% App. Total	0	0	0		0	70.5	29.5		84.8	0.5	14.8		40	60	0	
PHF	.000	.000	.000	.000	.000	.767	.664	.733	.778	.500	.762	.820	.800	.698	.000	.735

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

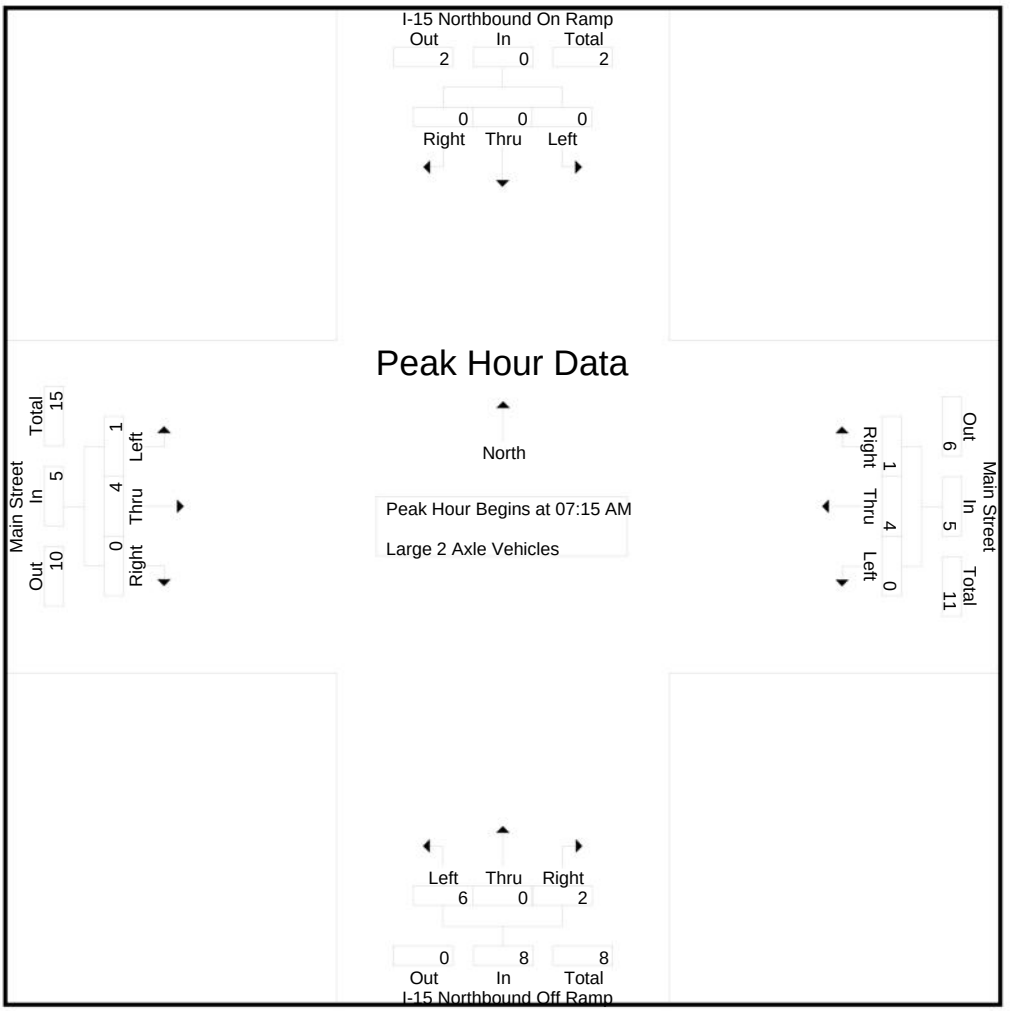
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	2	0	2	2	0	1	3	0	1	0	1	6
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
Total	0	0	0	0	0	6	1	7	3	0	1	4	1	4	0	5	16
08:00 AM	0	0	0	0	0	0	1	1	3	0	1	4	0	1	0	1	6
08:15 AM	0	0	0	0	0	1	0	1	2	0	0	2	1	1	0	2	5
08:30 AM	0	0	0	0	0	1	0	1	4	1	1	6	2	0	0	2	9
08:45 AM	0	0	0	0	0	1	0	1	1	0	1	2	2	0	0	2	5
Total	0	0	0	0	0	3	1	4	10	1	3	14	5	2	0	7	25
Grand Total	0	0	0	0	0	9	2	11	13	1	4	18	6	6	0	12	41
Apprch %	0	0	0		0	81.8	18.2		72.2	5.6	22.2		50	50	0		
Total %	0	0	0	0	0	22	4.9	26.8	31.7	2.4	9.8	43.9	14.6	14.6	0	29.3	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	**2**	0	**2**	2	0	**1**	3	0	1	0	1	**6**
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	**2**	0	**3**	5
08:00 AM	0	0	0	0	0	0	**1**	1	**3**	0	1	**4**	0	1	0	1	6
Total Volume	0	0	0	0	0	4	1	5	6	0	2	8	1	4	0	5	18
% App. Total	0	0	0		0	80	20		75	0	25		20	80	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.625	.500	.000	.500	.500	.250	.500	.000	.417	.750

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	**2**	0	**2**	2	0	**1**	3	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	**2**	0	**3**
+45 mins.	0	0	0	0	0	0	**1**	1	**3**	0	1	**4**	0	1	0	1
Total Volume	0	0	0	0	0	4	1	5	6	0	2	8	1	4	0	5
% App. Total	0	0	0		0	80	20		75	0	25		20	80	0	
PHF	.000	.000	.000	.000	.000	.500	.250	.625	.500	.000	.500	.500	.250	.500	.000	.417

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

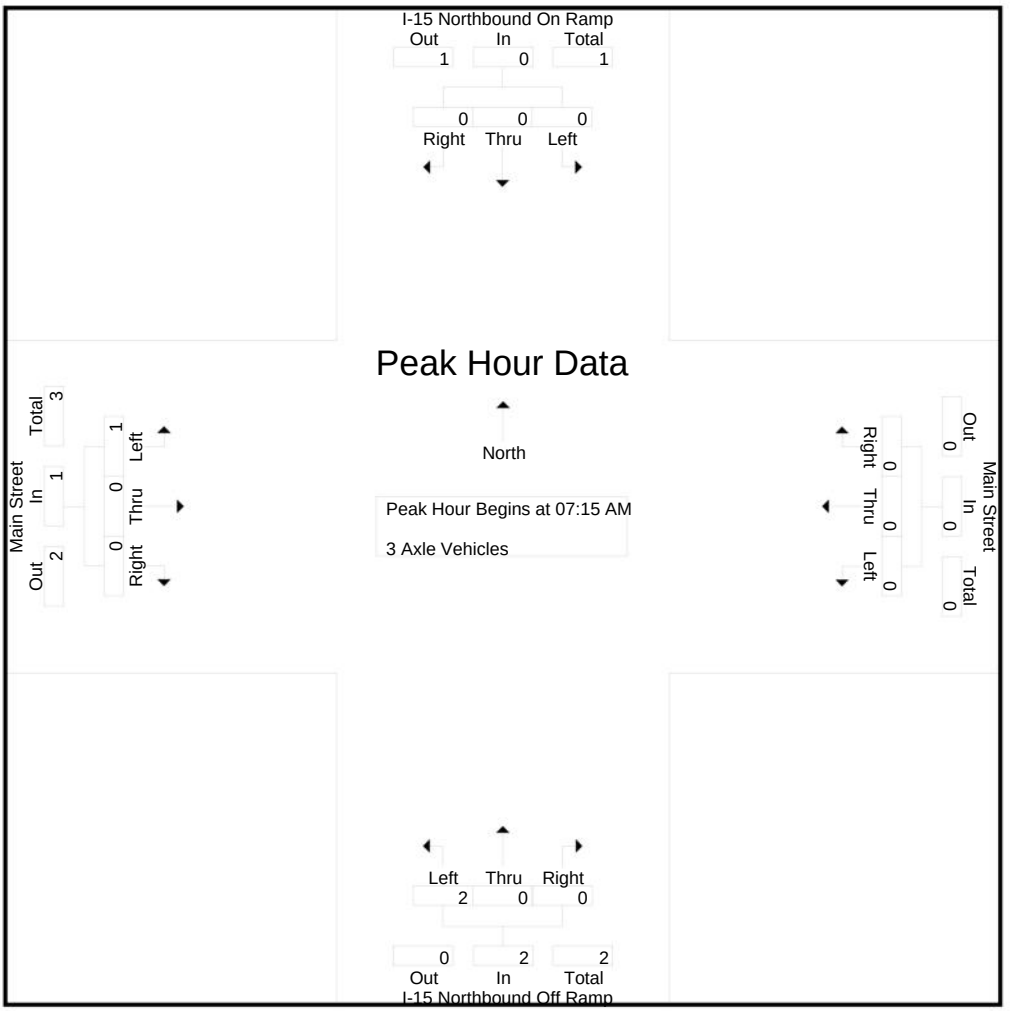
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Grand Total	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	2	4
Apprch %	0	0	0		0	0	0		100	0	0		50	50	0		
Total %	0	0	0	0	0	0	0	0	50	0	0	50	25	25	0	50	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**	0	0	**1**	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3
% App. Total	0	0	0		0	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.000	.250	.375

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(951) 268-6268

City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

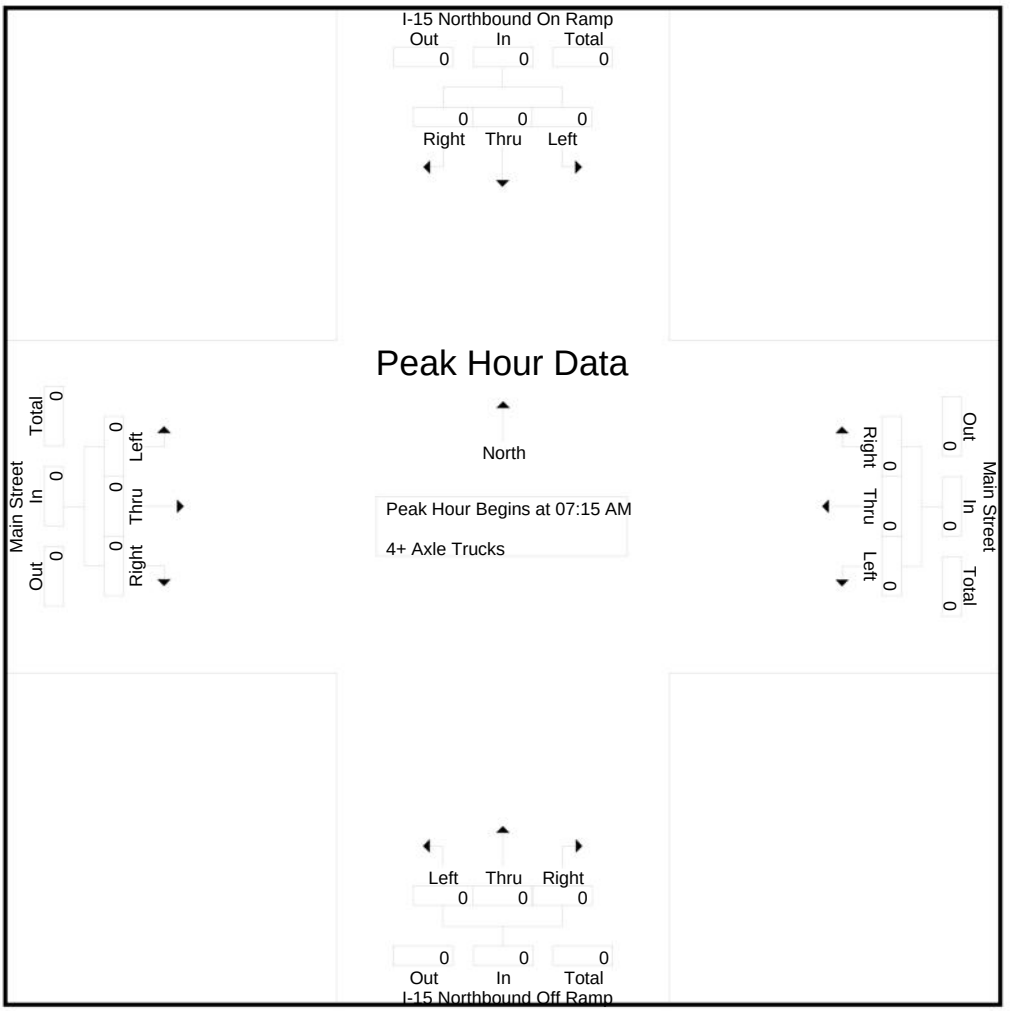
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	3	0	0	3	0	0	0	0	4
Grand Total	0	0	0	0	0	0	1	1	3	0	0	3	1	0	0	1	5
Apprch %	0	0	0		0	0	100		100	0	0		100	0	0		
Total %	0	0	0	0	0	0	20	20	60	0	0	60	20	0	0	20	

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

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

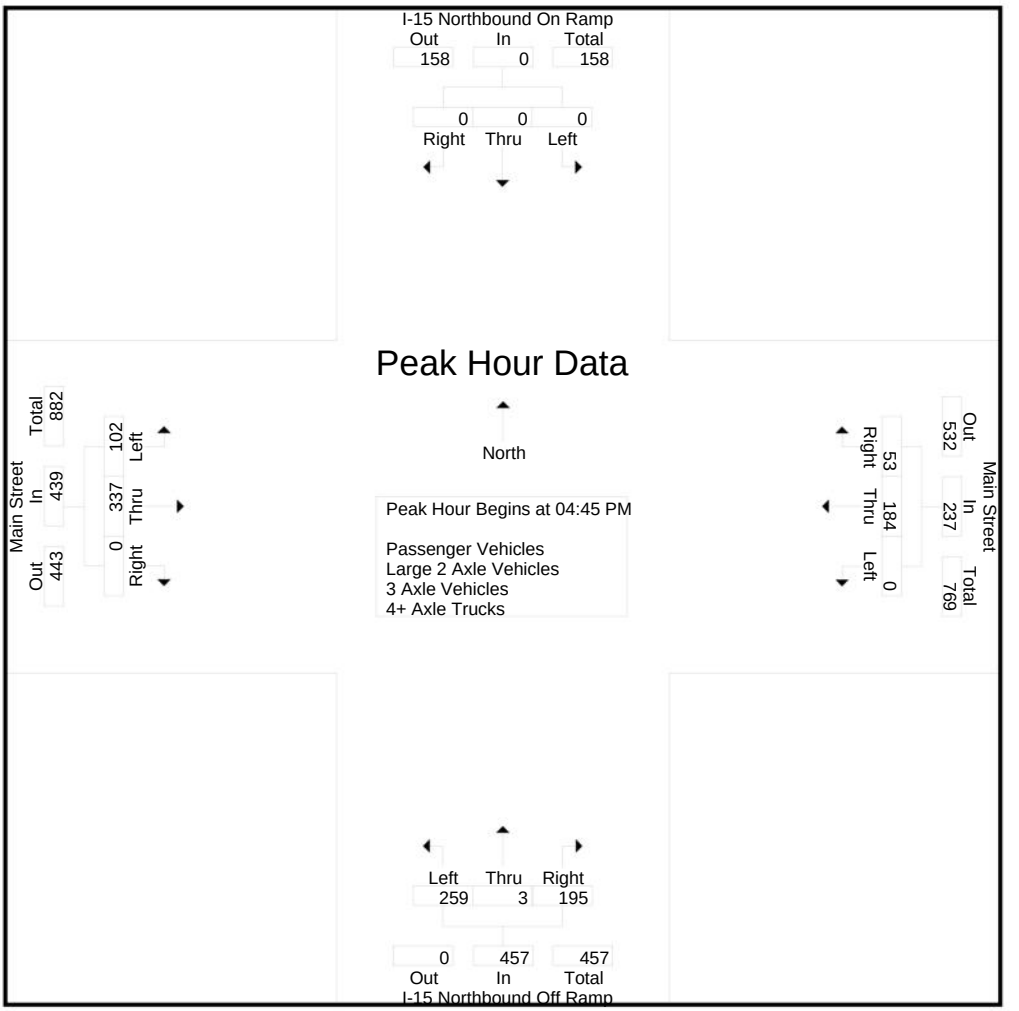
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	52	6	58	93	0	48	141	38	93	0	131	330
04:15 PM	0	0	0	0	0	43	8	51	62	2	51	115	20	88	0	108	274
04:30 PM	0	0	0	0	0	34	11	45	67	0	42	109	31	77	0	108	262
04:45 PM	0	0	0	0	0	40	13	53	53	0	52	105	22	86	0	108	266
Total	0	0	0	0	0	169	38	207	275	2	193	470	111	344	0	455	1132
05:00 PM	0	0	0	0	0	44	22	66	61	1	46	108	26	89	0	115	289
05:15 PM	0	0	0	0	0	50	11	61	78	0	55	133	23	80	0	103	297
05:30 PM	0	0	0	0	0	50	7	57	67	2	42	111	31	82	0	113	281
05:45 PM	0	0	0	0	0	36	11	47	65	0	41	106	19	80	0	99	252
Total	0	0	0	0	0	180	51	231	271	3	184	458	99	331	0	430	1119
Grand Total	0	0	0	0	0	349	89	438	546	5	377	928	210	675	0	885	2251
Apprch %	0	0	0		0	79.7	20.3		58.8	0.5	40.6		23.7	76.3	0		
Total %	0	0	0	0	0	15.5	4	19.5	24.3	0.2	16.7	41.2	9.3	30	0	39.3	
Passenger Vehicles	0	0	0	0	0	343	88	431	538	5	370	913	206	663	0	869	2213
% Passenger Vehicles	0	0	0	0	0	98.3	98.9	98.4	98.5	100	98.1	98.4	98.1	98.2	0	98.2	98.3
Large 2 Axle Vehicles	0	0	0	0	0	6	1	7	6	0	6	12	4	11	0	15	34
% Large 2 Axle Vehicles	0	0	0	0	0	1.7	1.1	1.6	1.1	0	1.6	1.3	1.9	1.6	0	1.7	1.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	2	0	1	3	0	1	0	1	4
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0.4	0	0.3	0.3	0	0.1	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	40	13	53	53	0	52	105	22	86	0	108	266
05:00 PM	0	0	0	0	0	44	**22**	**66**	61	1	46	108	26	**89**	0	**115**	289
05:15 PM	0	0	0	0	0	**50**	11	61	**78**	0	**55**	**133**	23	80	0	103	**297**
05:30 PM	0	0	0	0	0	50	7	57	67	**2**	42	111	**31**	82	0	113	281
Total Volume	0	0	0	0	0	184	53	237	259	3	195	457	102	337	0	439	1133
% App. Total	0	0	0		0	77.6	22.4		56.7	0.7	42.7		23.2	76.8	0		
PHF	.000	.000	.000	.000	.000	.920	.602	.898	.830	.375	.886	.859	.823	.947	.000	.954	.954

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	04:00 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	40	13	53	**93**	0	48	**141**	**38**	**93**	0	**131**
+15 mins.	0	0	0	0	0	44	**22**	**66**	62	**2**	51	115	20	88	0	108
+30 mins.	0	0	0	0	0	**50**	11	61	67	0	42	109	31	77	0	108
+45 mins.	0	0	0	0	0	50	7	57	53	0	**52**	105	22	86	0	108
Total Volume	0	0	0	0	0	184	53	237	275	2	193	470	111	344	0	455
% App. Total	0	0	0		0	77.6	22.4		58.5	0.4	41.1		24.4	75.6	0	
PHF	.000	.000	.000	.000	.000	.920	.602	.898	.739	.250	.928	.833	.730	.925	.000	.868

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Passenger Vehicles

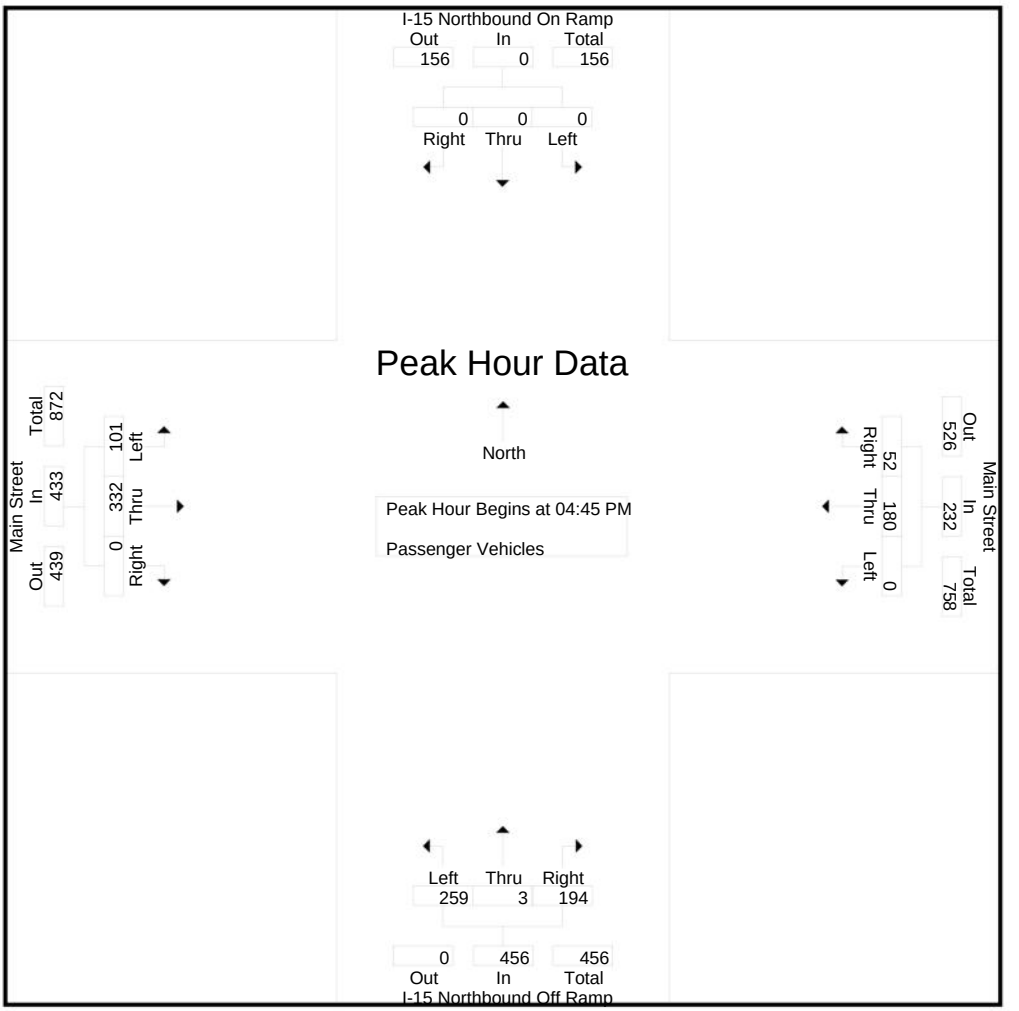
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	51	6	57	89	0	45	134	37	89	0	126	317
04:15 PM	0	0	0	0	0	42	8	50	59	2	50	111	20	87	0	107	268
04:30 PM	0	0	0	0	0	34	11	45	66	0	40	106	31	75	0	106	257
04:45 PM	0	0	0	0	0	40	13	53	53	0	51	104	22	86	0	108	265
Total	0	0	0	0	0	167	38	205	267	2	186	455	110	337	0	447	1107
05:00 PM	0	0	0	0	0	42	21	63	61	1	46	108	26	87	0	113	284
05:15 PM	0	0	0	0	0	50	11	61	78	0	55	133	23	77	0	100	294
05:30 PM	0	0	0	0	0	48	7	55	67	2	42	111	30	82	0	112	278
05:45 PM	0	0	0	0	0	36	11	47	65	0	41	106	17	80	0	97	250
Total	0	0	0	0	0	176	50	226	271	3	184	458	96	326	0	422	1106
Grand Total	0	0	0	0	0	343	88	431	538	5	370	913	206	663	0	869	2213
Apprch %	0	0	0		0	79.6	20.4		58.9	0.5	40.5		23.7	76.3	0		
Total %	0	0	0	0	0	15.5	4	19.5	24.3	0.2	16.7	41.3	9.3	30	0	39.3	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	40	13	53	53	0	51	104	22	86	0	108	265
05:00 PM	0	0	0	0	0	42	**21**	**63**	61	1	46	108	26	**87**	0	**113**	284
05:15 PM	0	0	0	0	0	**50**	11	61	**78**	0	**55**	**133**	23	77	0	100	**294**
05:30 PM	0	0	0	0	0	48	7	55	67	**2**	42	111	**30**	82	0	112	278
Total Volume	0	0	0	0	0	180	52	232	259	3	194	456	101	332	0	433	1121
% App. Total	0	0	0		0	77.6	22.4		56.8	0.7	42.5		23.3	76.7	0		
PHF	.000	.000	.000	.000	.000	.900	.619	.921	.830	.375	.882	.857	.842	.954	.000	.958	.953

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	40	13	53	53	0	51	104	22	86	0	108
+15 mins.	0	0	0	0	0	42	**21**	**63**	61	1	46	108	26	**87**	0	**113**
+30 mins.	0	0	0	0	0	**50**	11	61	**78**	0	**55**	**133**	23	77	0	100
+45 mins.	0	0	0	0	0	48	7	55	67	**2**	42	111	**30**	82	0	112
Total Volume	0	0	0	0	0	180	52	232	259	3	194	456	101	332	0	433
% App. Total	0	0	0		0	77.6	22.4		56.8	0.7	42.5		23.3	76.7	0	
PHF	.000	.000	.000	.000	.000	.900	.619	.921	.830	.375	.882	.857	.842	.954	.000	.958

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
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File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

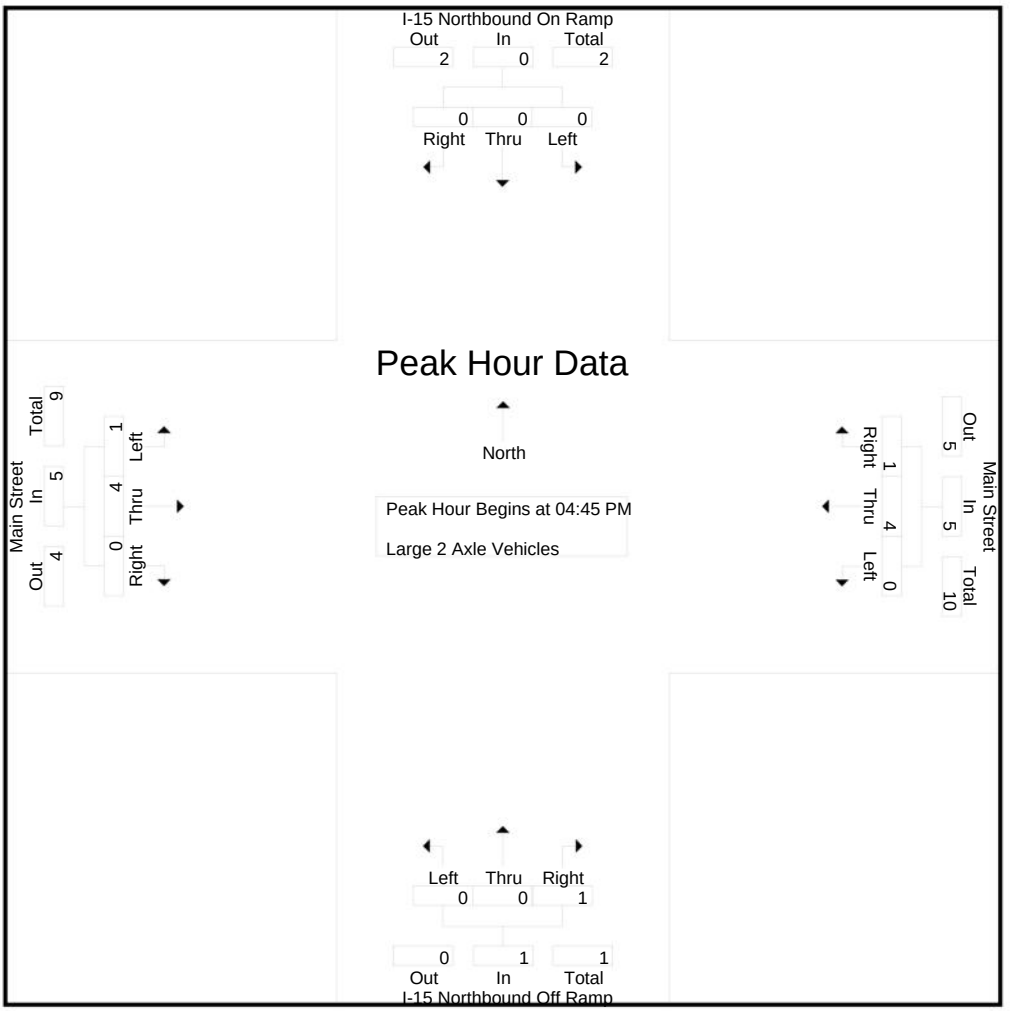
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	3	0	2	5	1	4	0	5	11
04:15 PM	0	0	0	0	0	1	0	1	3	0	1	4	0	1	0	1	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	6	0	6	12	1	7	0	8	22
05:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	4	1	5	0	0	0	0	3	4	0	7	12
Grand Total	0	0	0	0	0	6	1	7	6	0	6	12	4	11	0	15	34
Apprch %	0	0	0		0	85.7	14.3		50	0	50		26.7	73.3	0		
Total %	0	0	0	0	0	17.6	2.9	20.6	17.6	0	17.6	35.3	11.8	32.4	0	44.1	

	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
05:00 PM	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	0	1	0	1	**4**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	**1**	0	0	1	3
Total Volume	0	0	0	0	0	4	1	5	0	0	1	1	1	4	0	5	11
% App. Total	0	0	0		0	80	20		0	0	100		20	80	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.417	.000	.000	.250	.250	.250	.333	.000	.417	.688

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City of Lake Elsinore
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File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	**1**	0	0	1
Total Volume	0	0	0	0	0	4	1	5	0	0	1	1	1	4	0	5
% App. Total	0	0	0		0	80	20		0	0	100		20	80	0	
PHF	.000	.000	.000	.000	.000	.500	.250	.417	.000	.000	.250	.250	.250	.333	.000	.417

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

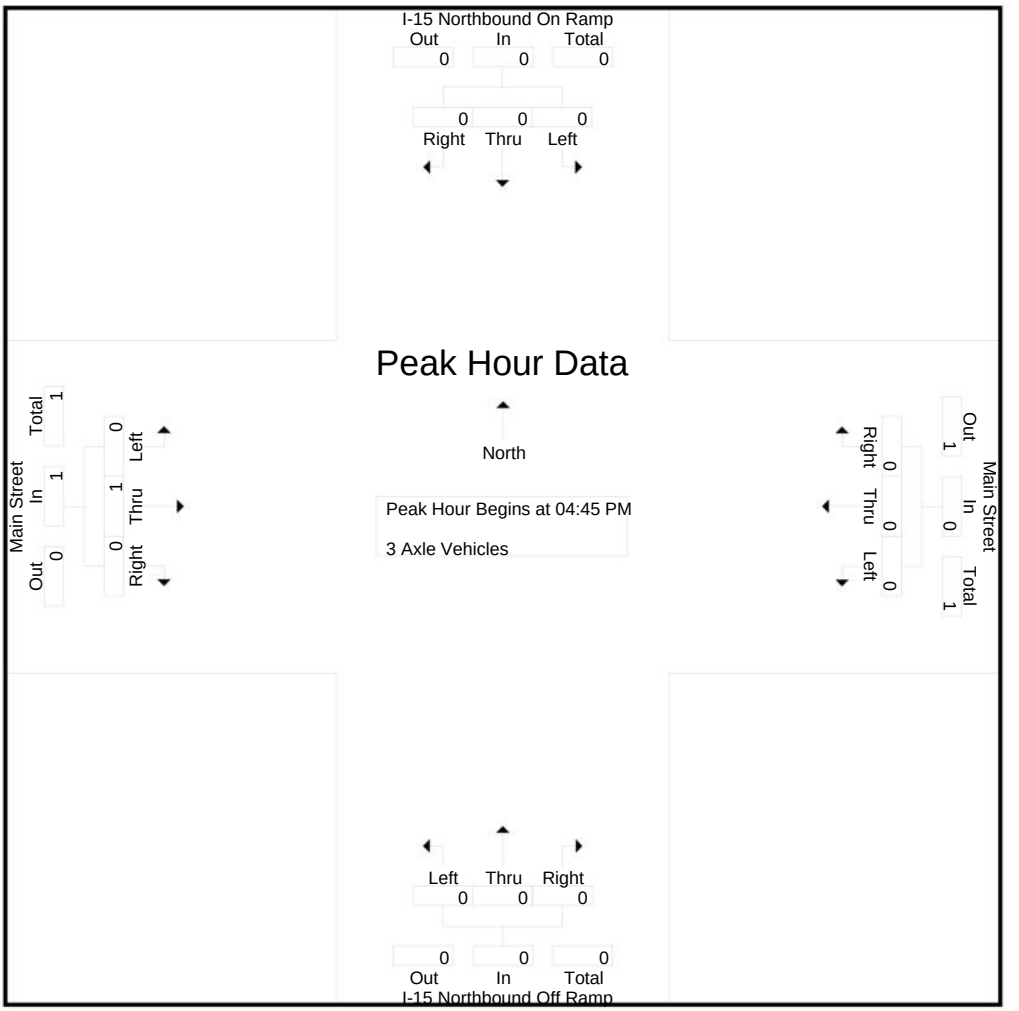
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	2	0	1	3	0	1	0	1	4
Apprch %	0	0	0		0	0	0		66.7	0	33.3		0	100	0		
Total %	0	0	0	0	0	0	0	0	50	0	25	75	0	25	0	25	

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

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

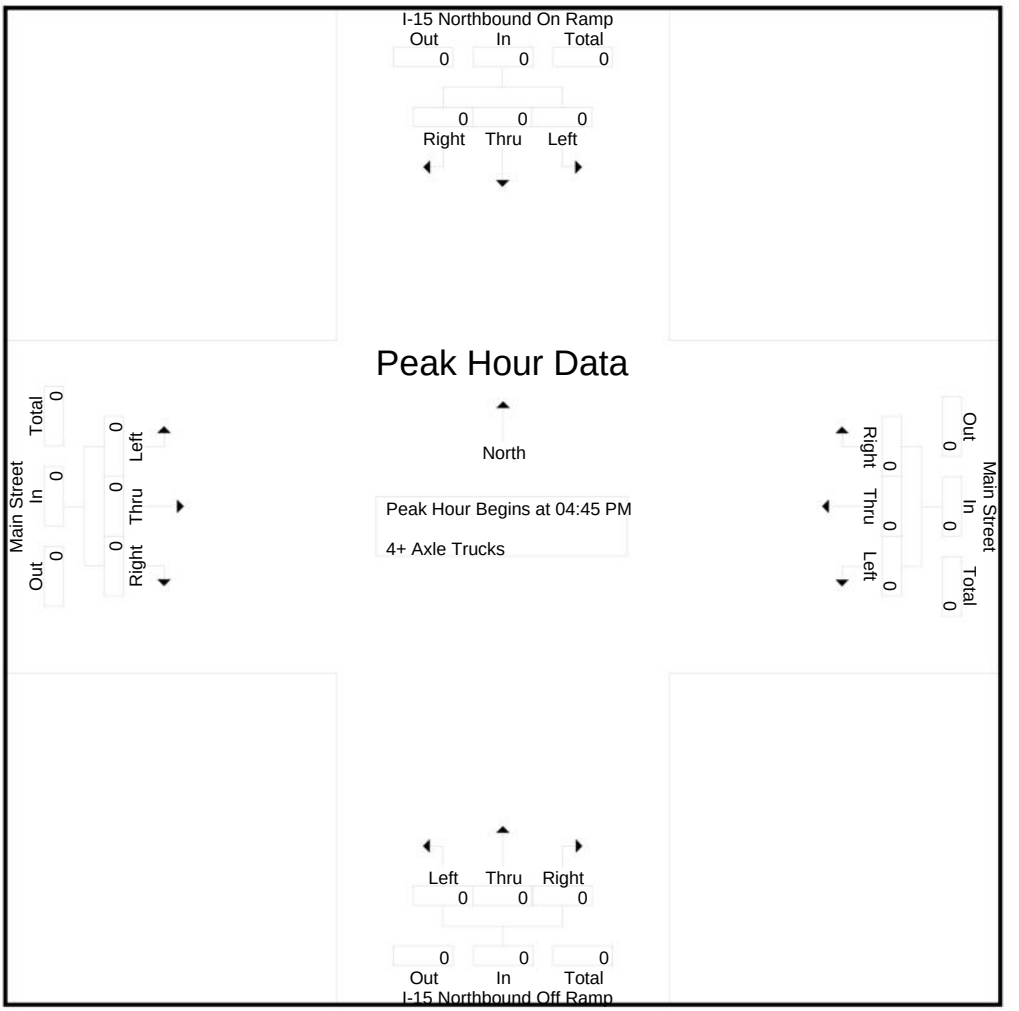
	I-15 Northbound On Ramp Southbound				Main Street Westbound				I-15 Northbound Off Ramp Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

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

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City of Lake Elsinore
N/S: I-15 Northbound Ramps
E/W: Main Street
Weather: Clear

File Name : 10_LKE_15N_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Lake Elsinore
N/S: I-15 NB Ramps
E/W: Main Street

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

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

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

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Location: Lake Elsinore
N/S: I-15 NB Ramps
E/W: Main Street

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound I-15 NB Ramps			Westbound Main Street			Northbound I-15 NB Ramps			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound I-15 NB Ramps			Westbound Main Street			Northbound I-15 NB Ramps			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

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

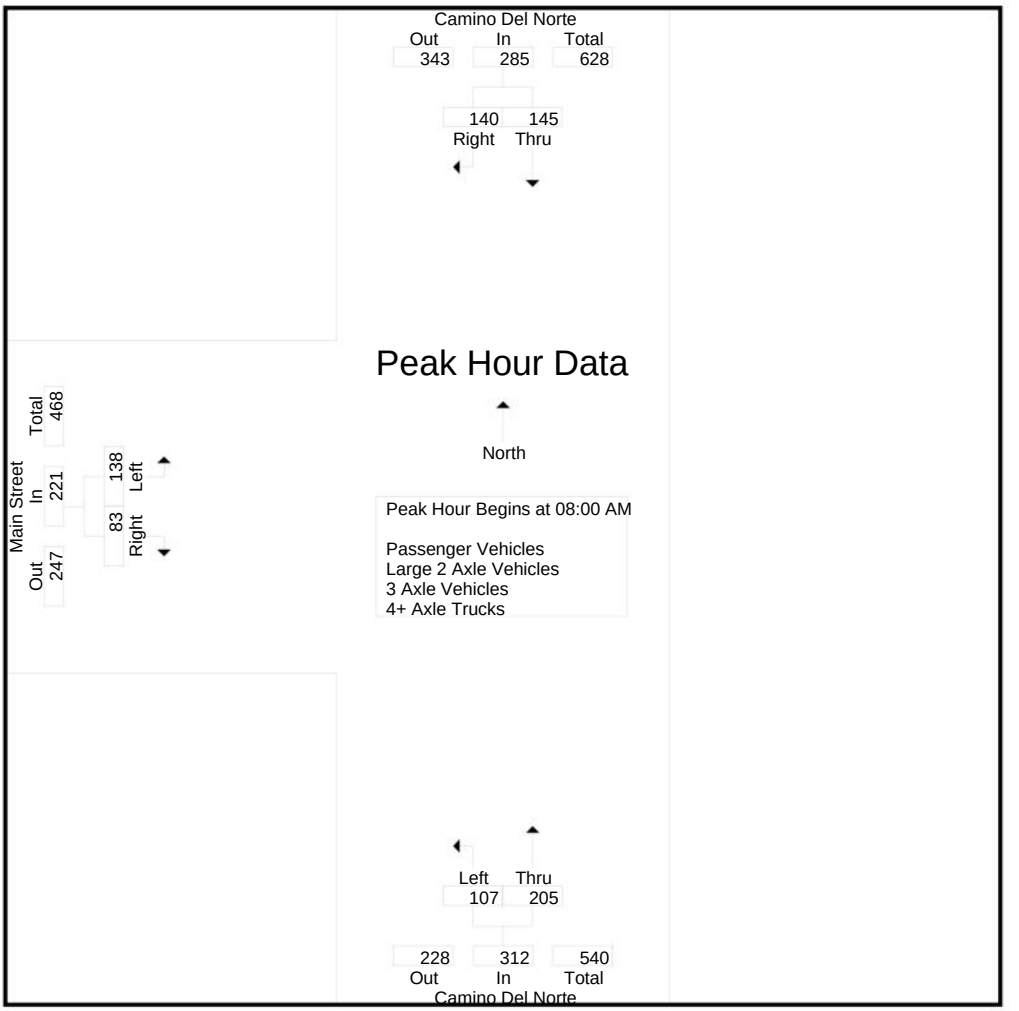
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	25	18	43	26	24	50	15	12	27	120
07:15 AM	19	20	39	26	18	44	20	11	31	114
07:30 AM	49	38	87	27	27	54	20	14	34	175
07:45 AM	48	41	89	21	37	58	38	26	64	211
Total	141	117	258	100	106	206	93	63	156	620
08:00 AM	46	45	91	44	58	102	41	19	60	253
08:15 AM	32	33	65	14	38	52	27	24	51	168
08:30 AM	31	29	60	21	48	69	21	21	42	171
08:45 AM	36	33	69	28	61	89	49	19	68	226
Total	145	140	285	107	205	312	138	83	221	818
Grand Total	286	257	543	207	311	518	231	146	377	1438
Apprch %	52.7	47.3		40	60		61.3	38.7		
Total %	19.9	17.9	37.8	14.4	21.6	36	16.1	10.2	26.2	
Passenger Vehicles	285	250	535	201	309	510	223	141	364	1409
% Passenger Vehicles	99.7	97.3	98.5	97.1	99.4	98.5	96.5	96.6	96.6	98
Large 2 Axle Vehicles	1	7	8	5	2	7	7	5	12	27
% Large 2 Axle Vehicles	0.3	2.7	1.5	2.4	0.6	1.4	3	3.4	3.2	1.9
3 Axle Vehicles	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0.4	0	0.3	0.1
4+ Axle Trucks	0	0	0	1	0	1	0	0	0	1
% 4+ Axle Trucks	0	0	0	0.5	0	0.2	0	0	0	0.1

	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**46**	**45**	**91**	**44**	58	**102**	41	19	60	**253**
08:15 AM	32	33	65	14	38	52	27	**24**	51	168
08:30 AM	31	29	60	21	48	69	21	21	42	171
08:45 AM	36	33	69	28	**61**	89	**49**	19	**68**	226
Total Volume	145	140	285	107	205	312	138	83	221	818
% App. Total	50.9	49.1		34.3	65.7		62.4	37.6		
PHF	.788	.778	.783	.608	.840	.765	.704	.865	.813	.808

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	07:30 AM			08:00 AM			08:00 AM		
+0 mins.	**49**	38	87	**44**	58	**102**	41	19	60
+15 mins.	48	41	89	14	38	52	27	**24**	51
+30 mins.	46	**45**	**91**	21	48	69	21	21	42
+45 mins.	32	33	65	28	**61**	89	**49**	19	**68**
Total Volume	175	157	332	107	205	312	138	83	221
% App. Total	52.7	47.3		34.3	65.7		62.4	37.6	
PHF	.893	.872	.912	.608	.840	.765	.704	.865	.813

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
Site Code : 00325093
Start Date : 1/29/2025
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Groups Printed- Passenger Vehicles

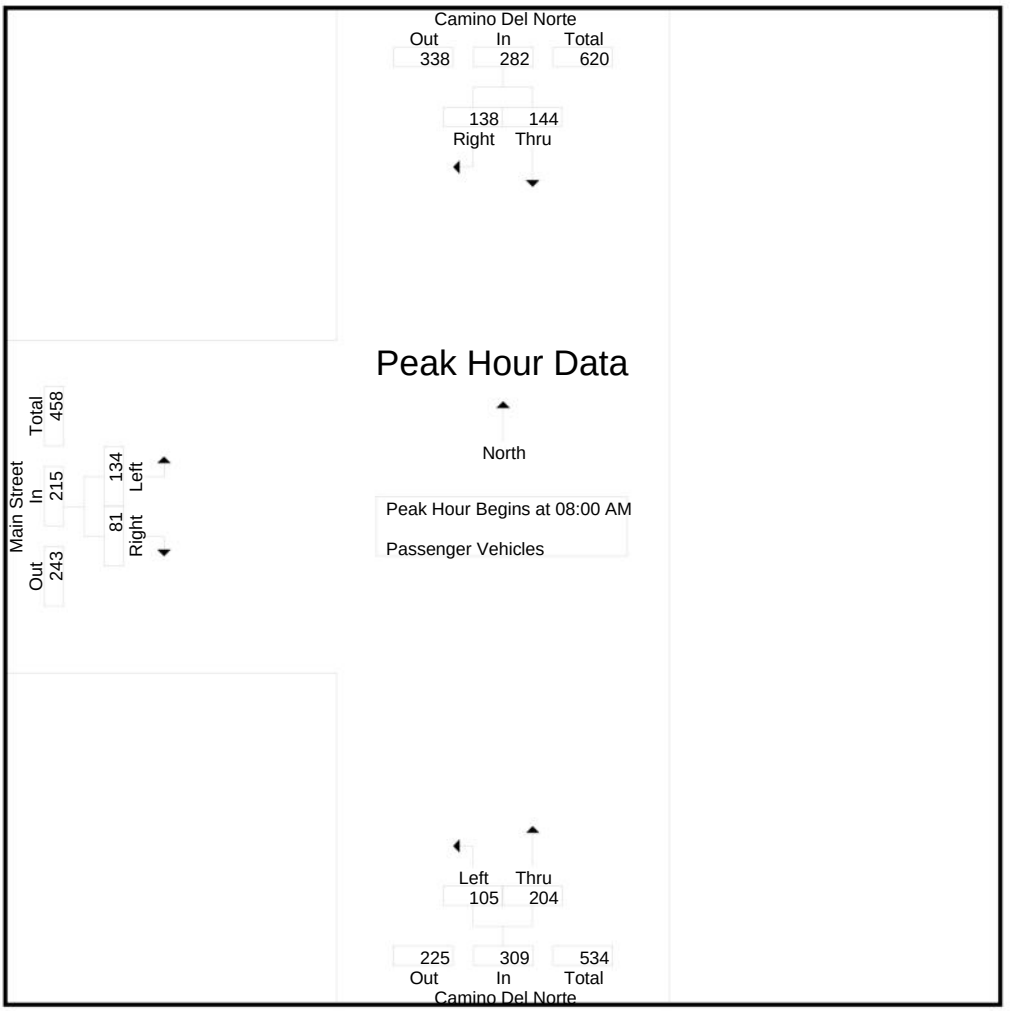
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	25	16	41	25	24	49	14	12	26	116
07:15 AM	19	20	39	24	18	42	20	10	30	111
07:30 AM	49	37	86	26	26	52	17	13	30	168
07:45 AM	48	39	87	21	37	58	38	25	63	208
Total	141	112	253	96	105	201	89	60	149	603
08:00 AM	46	45	91	43	58	101	40	18	58	250
08:15 AM	32	33	65	14	37	51	26	23	49	165
08:30 AM	31	28	59	20	48	68	21	21	42	169
08:45 AM	35	32	67	28	61	89	47	19	66	222
Total	144	138	282	105	204	309	134	81	215	806
Grand Total	285	250	535	201	309	510	223	141	364	1409
Apprch %	53.3	46.7		39.4	60.6		61.3	38.7		
Total %	20.2	17.7	38	14.3	21.9	36.2	15.8	10	25.8	

	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**46**	**45**	**91**	**43**	58	**101**	40	18	58	**250**
08:15 AM	32	33	65	14	37	51	26	**23**	49	165
08:30 AM	31	28	59	20	48	68	21	21	42	169
08:45 AM	35	32	67	28	**61**	89	**47**	19	**66**	222
Total Volume	144	138	282	105	204	309	134	81	215	806
% App. Total	51.1	48.9		34	66		62.3	37.7		
PHF	.783	.767	.775	.610	.836	.765	.713	.880	.814	.806

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	**46**	**45**	**91**	**43**	58	**101**	40	18	58
+15 mins.	32	33	65	14	37	51	26	**23**	49
+30 mins.	31	28	59	20	48	68	21	21	42
+45 mins.	35	32	67	28	**61**	89	**47**	19	**66**
Total Volume	144	138	282	105	204	309	134	81	215
% App. Total	51.1	48.9		34	66		62.3	37.7	
PHF	.783	.767	.775	.610	.836	.765	.713	.880	.814

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

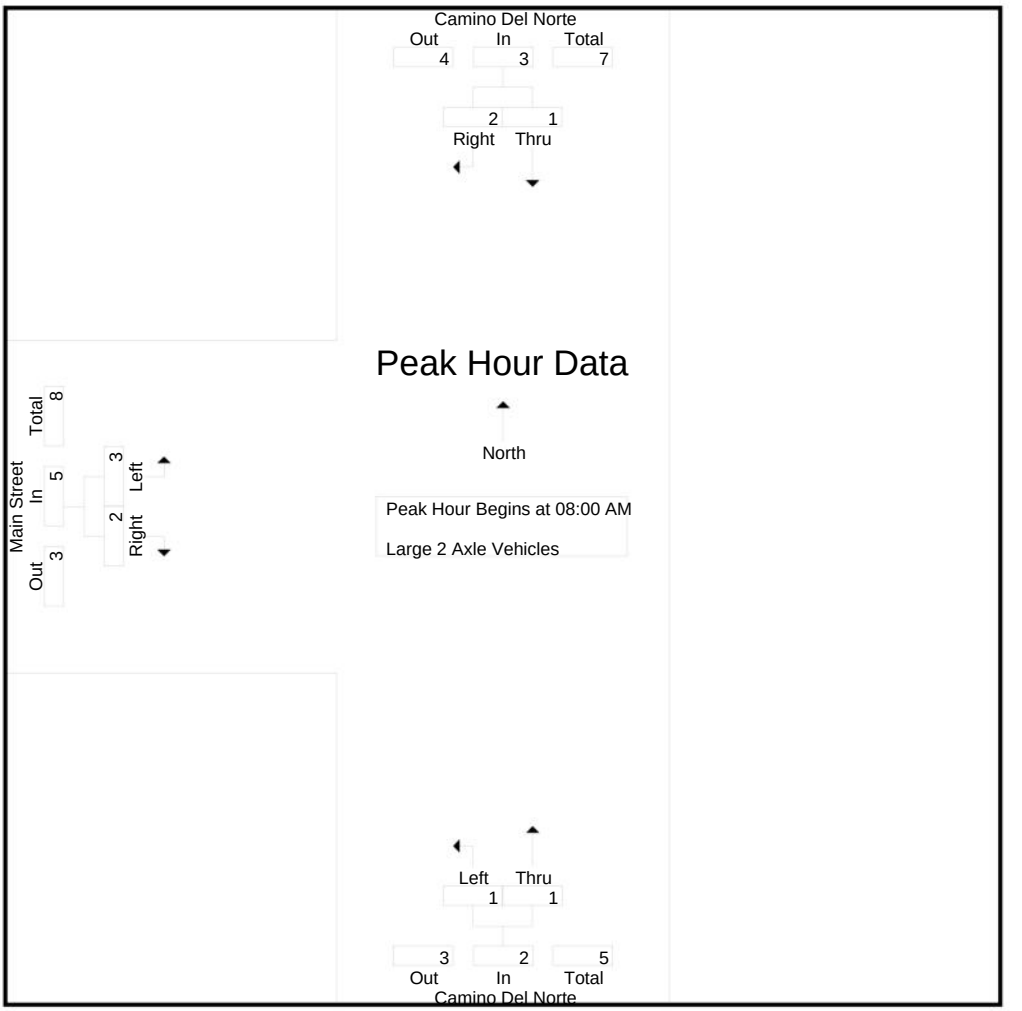
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	2	2	1	0	1	1	0	1	4
07:15 AM	0	0	0	2	0	2	0	1	1	3
07:30 AM	0	1	1	1	1	2	3	1	4	7
07:45 AM	0	2	2	0	0	0	0	1	1	3
Total	0	5	5	4	1	5	4	3	7	17
08:00 AM	0	0	0	1	0	1	1	1	2	3
08:15 AM	0	0	0	0	1	1	1	1	2	3
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	1	1	2	0	0	0	1	0	1	3
Total	1	2	3	1	1	2	3	2	5	10
Grand Total	1	7	8	5	2	7	7	5	12	27
Apprch %	12.5	87.5		71.4	28.6		58.3	41.7		
Total %	3.7	25.9	29.6	18.5	7.4	25.9	25.9	18.5	44.4	

	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	**1**	0	**1**	**1**	**1**	**2**	**3**
08:15 AM	0	0	0	0	**1**	1	1	1	2	3
08:30 AM	0	**1**	1	0	0	0	0	0	0	1
08:45 AM	**1**	1	**2**	0	0	0	1	0	1	3
Total Volume	1	2	3	1	1	2	3	2	5	10
% App. Total	33.3	66.7		50	50		60	40		
PHF	.250	.500	.375	.250	.250	.500	.750	.500	.625	.833

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	**1**	0	**1**	**1**	**1**	**2**
+15 mins.	0	0	0	0	**1**	1	1	1	2
+30 mins.	0	**1**	1	0	0	0	0	0	0
+45 mins.	**1**	1	**2**	0	0	0	1	0	1
Total Volume	1	2	3	1	1	2	3	2	5
% App. Total	33.3	66.7		50	50		60	40	
PHF	.250	.500	.375	.250	.250	.500	.750	.500	.625

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
Site Code : 00325093
Start Date : 1/29/2025
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Groups Printed- 3 Axle Vehicles

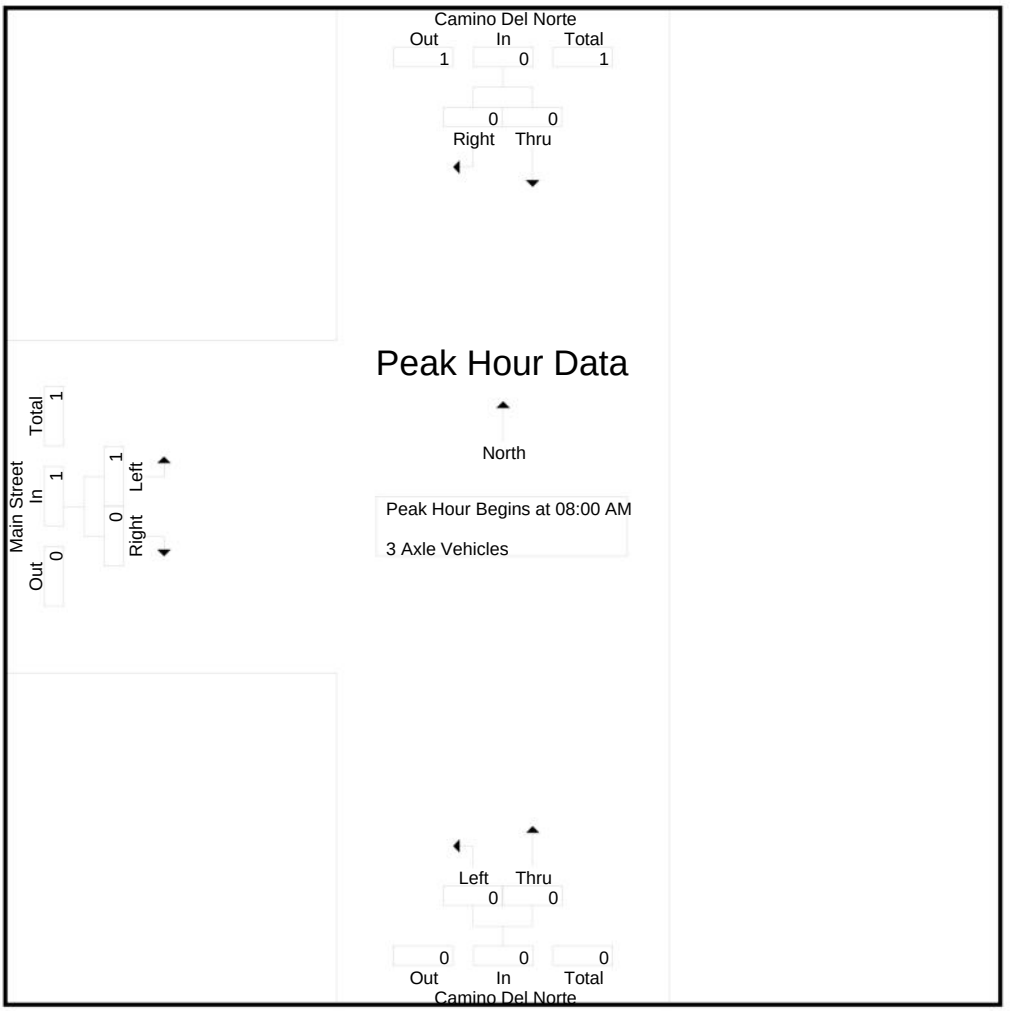
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0	0	0	0	0	100	0	100	

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

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

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

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

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
Site Code : 00325093
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Groups Printed- 4+ Axle Trucks

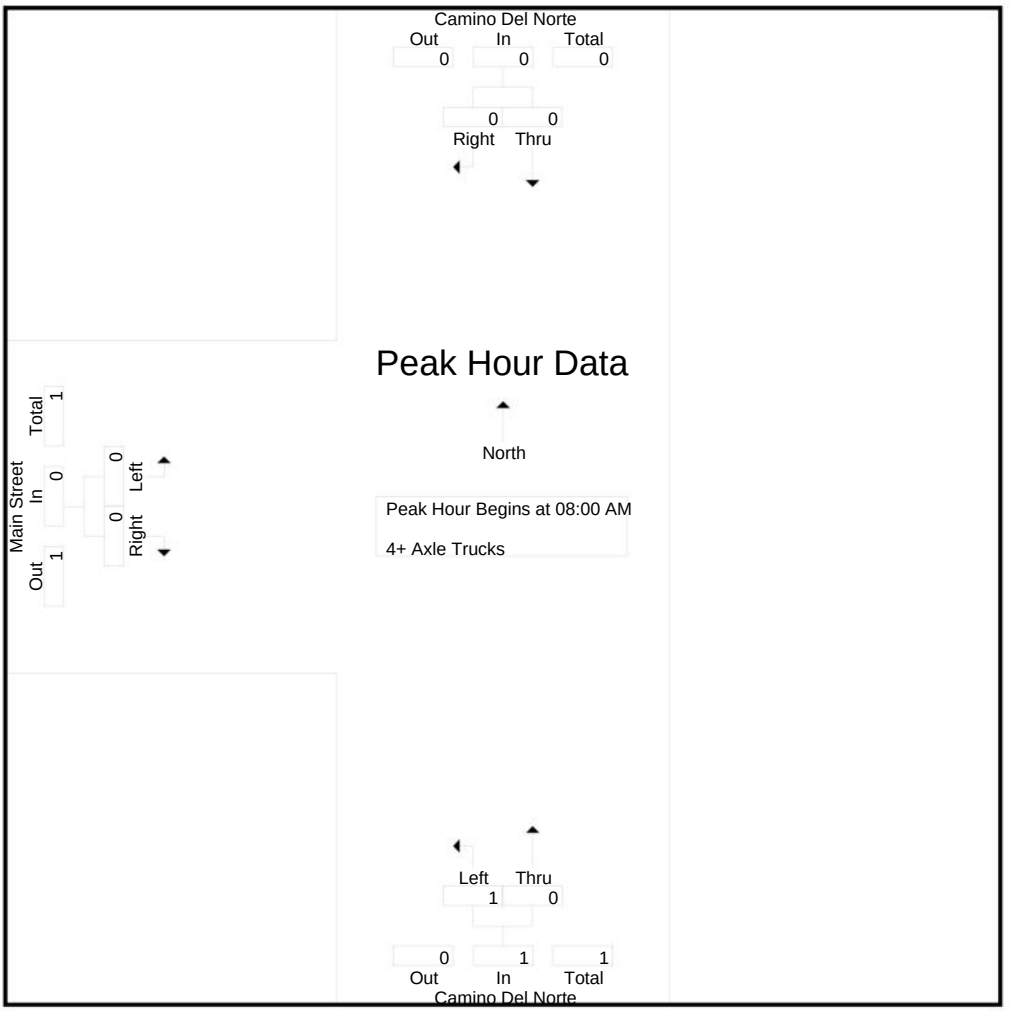
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	1	0	1	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	0	0	0	1	0	1	0	0	0	1
Apprch %	0	0		100	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	

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

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main AM
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main PM
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

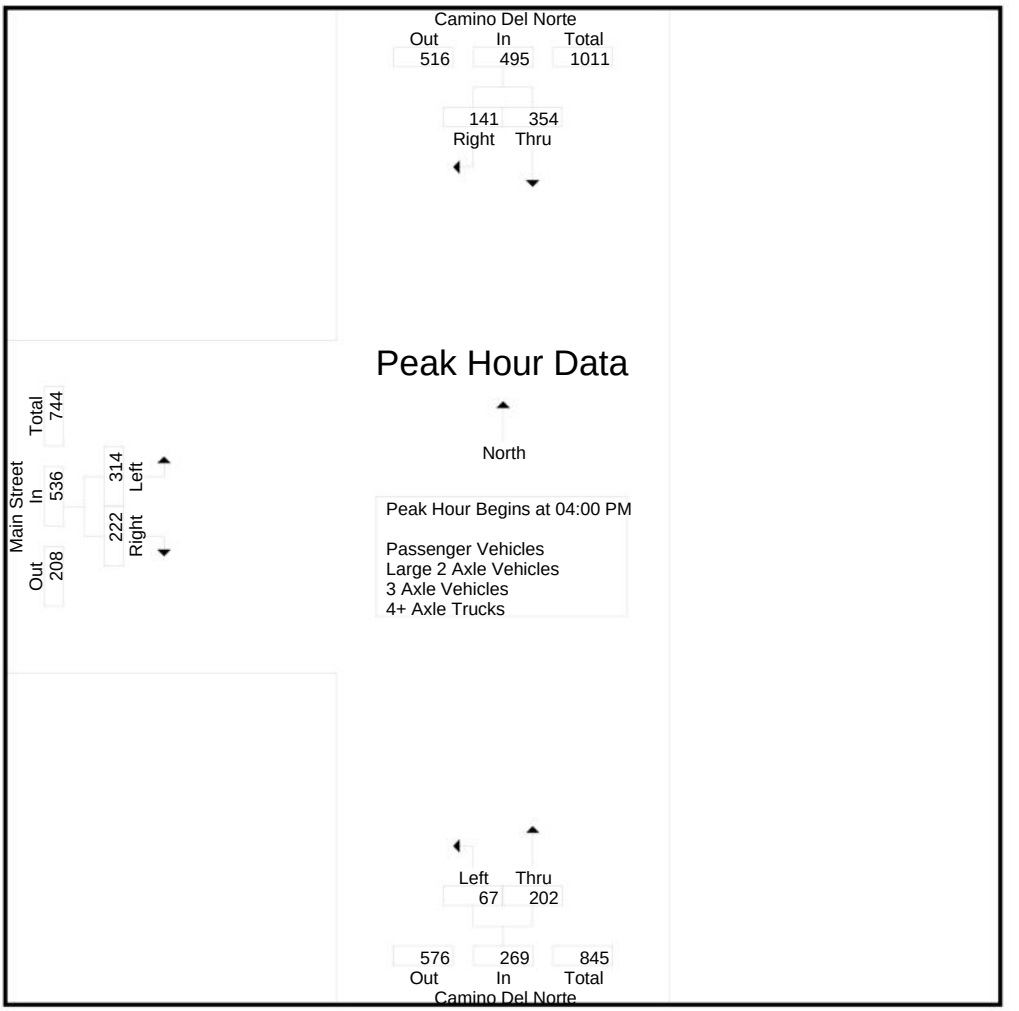
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	90	43	133	15	62	77	81	56	137	347
04:15 PM	120	31	151	17	49	66	80	57	137	354
04:30 PM	74	30	104	16	33	49	68	56	124	277
04:45 PM	70	37	107	19	58	77	85	53	138	322
Total	354	141	495	67	202	269	314	222	536	1300
05:00 PM	66	33	99	31	78	109	67	69	136	344
05:15 PM	68	41	109	21	58	79	82	51	133	321
05:30 PM	68	37	105	22	55	77	67	60	127	309
05:45 PM	77	31	108	16	60	76	68	53	121	305
Total	279	142	421	90	251	341	284	233	517	1279
Grand Total	633	283	916	157	453	610	598	455	1053	2579
Apprch %	69.1	30.9		25.7	74.3		56.8	43.2		
Total %	24.5	11	35.5	6.1	17.6	23.7	23.2	17.6	40.8	
Passenger Vehicles	629	282	911	153	449	602	590	450	1040	2553
% Passenger Vehicles	99.4	99.6	99.5	97.5	99.1	98.7	98.7	98.9	98.8	99
Large 2 Axle Vehicles	4	1	5	4	3	7	6	5	11	23
% Large 2 Axle Vehicles	0.6	0.4	0.5	2.5	0.7	1.1	1	1.1	1	0.9
3 Axle Vehicles	0	0	0	0	1	1	2	0	2	3
% 3 Axle Vehicles	0	0	0	0	0.2	0.2	0.3	0	0.2	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	90	**43**	133	15	**62**	**77**	81	56	137	347
04:15 PM	**120**	31	**151**	17	49	66	80	**57**	137	**354**
04:30 PM	74	30	104	16	33	49	68	56	124	277
04:45 PM	70	37	107	**19**	58	77	**85**	53	**138**	322
Total Volume	354	141	495	67	202	269	314	222	536	1300
% App. Total	71.5	28.5		24.9	75.1		58.6	41.4		
PHF	.738	.820	.820	.882	.815	.873	.924	.974	.971	.918

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City of Lake Elsinore
N/S: Camino Del Norte
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Weather: Clear

File Name : 11_LKE_CDN_Main PM
Site Code : 00325093
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	90	**43**	133	19	58	77	81	56	137
+15 mins.	**120**	31	**151**	**31**	**78**	**109**	80	**57**	137
+30 mins.	74	30	104	21	58	79	68	56	124
+45 mins.	70	37	107	22	55	77	**85**	53	**138**
Total Volume	354	141	495	93	249	342	314	222	536
% App. Total	71.5	28.5		27.2	72.8		58.6	41.4	
PHF	.738	.820	.820	.750	.798	.784	.924	.974	.971

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main PM
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Groups Printed- Passenger Vehicles

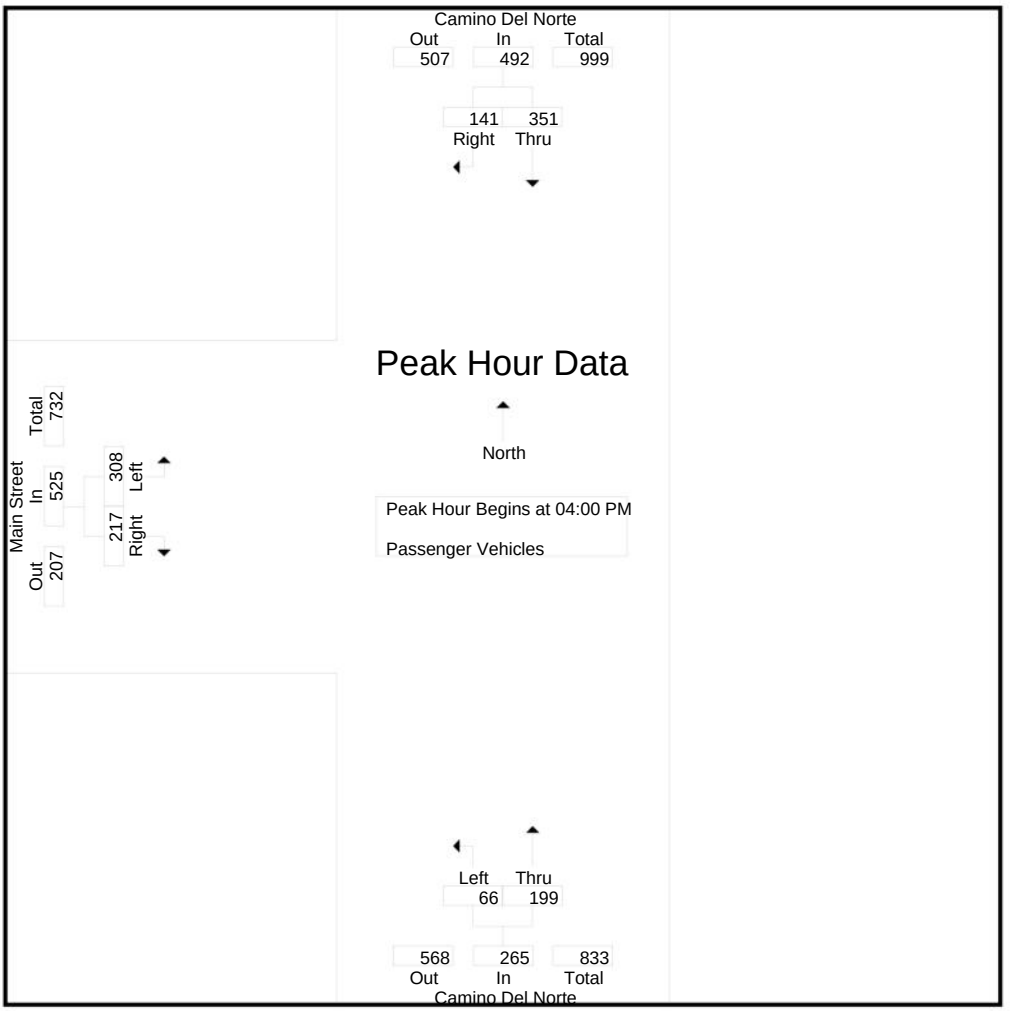
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	90	43	133	14	62	76	78	54	132	341
04:15 PM	119	31	150	17	48	65	79	56	135	350
04:30 PM	73	30	103	16	31	47	67	54	121	271
04:45 PM	69	37	106	19	58	77	84	53	137	320
Total	351	141	492	66	199	265	308	217	525	1282
05:00 PM	66	33	99	29	78	107	65	69	134	340
05:15 PM	68	41	109	21	58	79	82	51	133	321
05:30 PM	67	36	103	21	54	75	67	60	127	305
05:45 PM	77	31	108	16	60	76	68	53	121	305
Total	278	141	419	87	250	337	282	233	515	1271
Grand Total	629	282	911	153	449	602	590	450	1040	2553
Apprch %	69	31		25.4	74.6		56.7	43.3		
Total %	24.6	11	35.7	6	17.6	23.6	23.1	17.6	40.7	

	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	90	**43**	133	14	**62**	76	78	54	132	341
04:15 PM	**119**	31	**150**	17	48	65	79	**56**	135	**350**
04:30 PM	73	30	103	16	31	47	67	54	121	271
04:45 PM	69	37	106	**19**	58	**77**	**84**	53	**137**	320
Total Volume	351	141	492	66	199	265	308	217	525	1282
% App. Total	71.3	28.7		24.9	75.1		58.7	41.3		
PHF	.737	.820	.820	.868	.802	.860	.917	.969	.958	.916

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City of Lake Elsinore
N/S: Camino Del Norte
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Weather: Clear

File Name : 11_LKE_CDN_Main PM
Site Code : 00325093
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	90	**43**	133	14	**62**	76	78	54	132
+15 mins.	**119**	31	**150**	17	48	65	79	**56**	135
+30 mins.	73	30	103	16	31	47	67	54	121
+45 mins.	69	37	106	**19**	58	**77**	**84**	53	**137**
Total Volume	351	141	492	66	199	265	308	217	525
% App. Total	71.3	28.7		24.9	75.1		58.7	41.3	
PHF	.737	.820	.820	.868	.802	.860	.917	.969	.958

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main PM
Site Code : 00325093
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Groups Printed- Large 2 Axle Vehicles

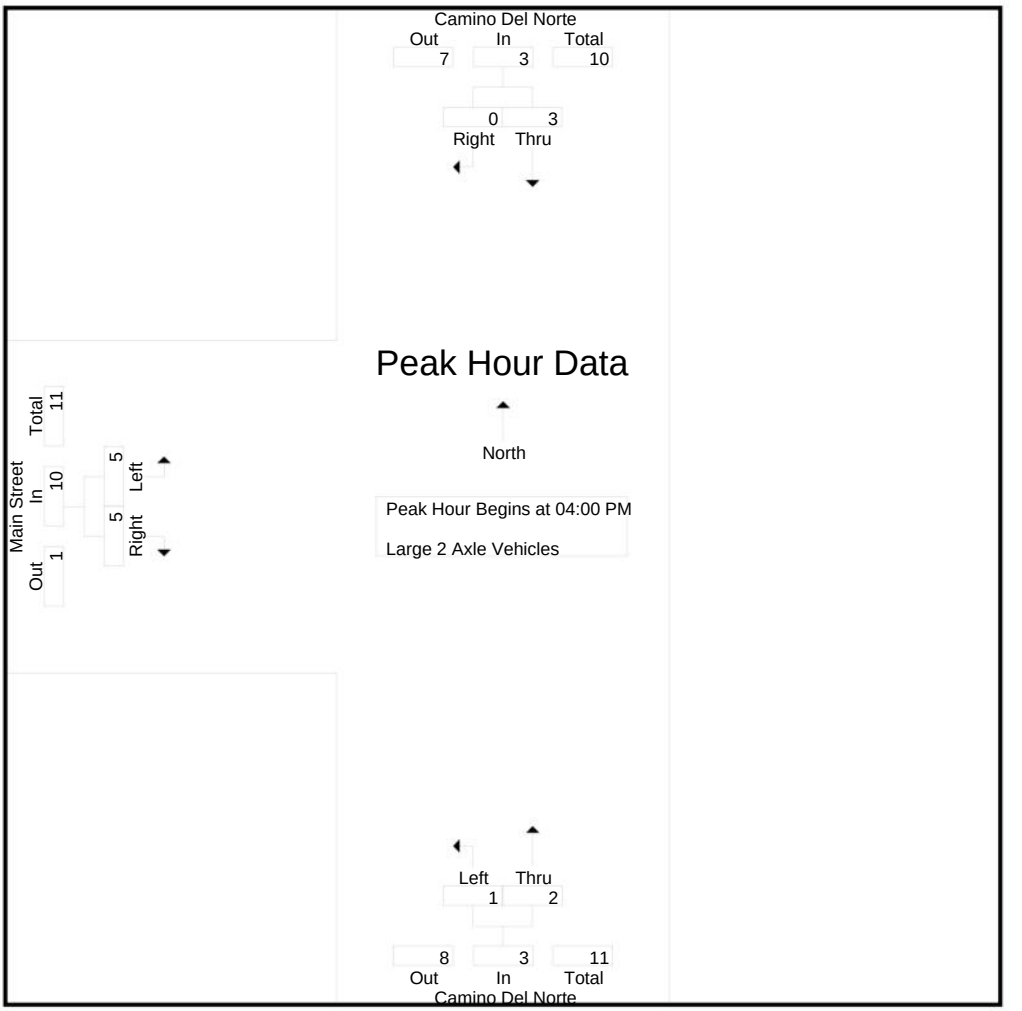
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	2	2	4	5
04:15 PM	1	0	1	0	0	0	1	1	2	3
04:30 PM	1	0	1	0	2	2	1	2	3	6
04:45 PM	1	0	1	0	0	0	1	0	1	2
Total	3	0	3	1	2	3	5	5	10	16
05:00 PM	0	0	0	2	0	2	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	1	2	1	1	2	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	3	1	4	1	0	1	7
Grand Total	4	1	5	4	3	7	6	5	11	23
Apprch %	80	20		57.1	42.9		54.5	45.5		
Total %	17.4	4.3	21.7	17.4	13	30.4	26.1	21.7	47.8	

	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	1	**2**	**2**	**4**	5
04:15 PM	**1**	0	**1**	0	0	0	1	1	2	3
04:30 PM	1	0	1	0	**2**	**2**	1	2	3	**6**
04:45 PM	1	0	1	0	0	0	1	0	1	2
Total Volume	3	0	3	1	2	3	5	5	10	16
% App. Total	100	0		33.3	66.7		50	50		
PHF	.750	.000	.750	.250	.250	.375	.625	.625	.625	.667

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City of Lake Elsinore
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File Name : 11_LKE_CDN_Main PM
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	**1**	0	1	**2**	**2**	**4**
+15 mins.	**1**	0	**1**	0	0	0	1	1	2
+30 mins.	1	0	1	0	**2**	**2**	1	2	3
+45 mins.	1	0	1	0	0	0	1	0	1
Total Volume	3	0	3	1	2	3	5	5	10
% App. Total	100	0		33.3	66.7		50	50	
PHF	.750	.000	.750	.250	.250	.375	.625	.625	.625

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main PM
Site Code : 00325093
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Groups Printed- 3 Axle Vehicles

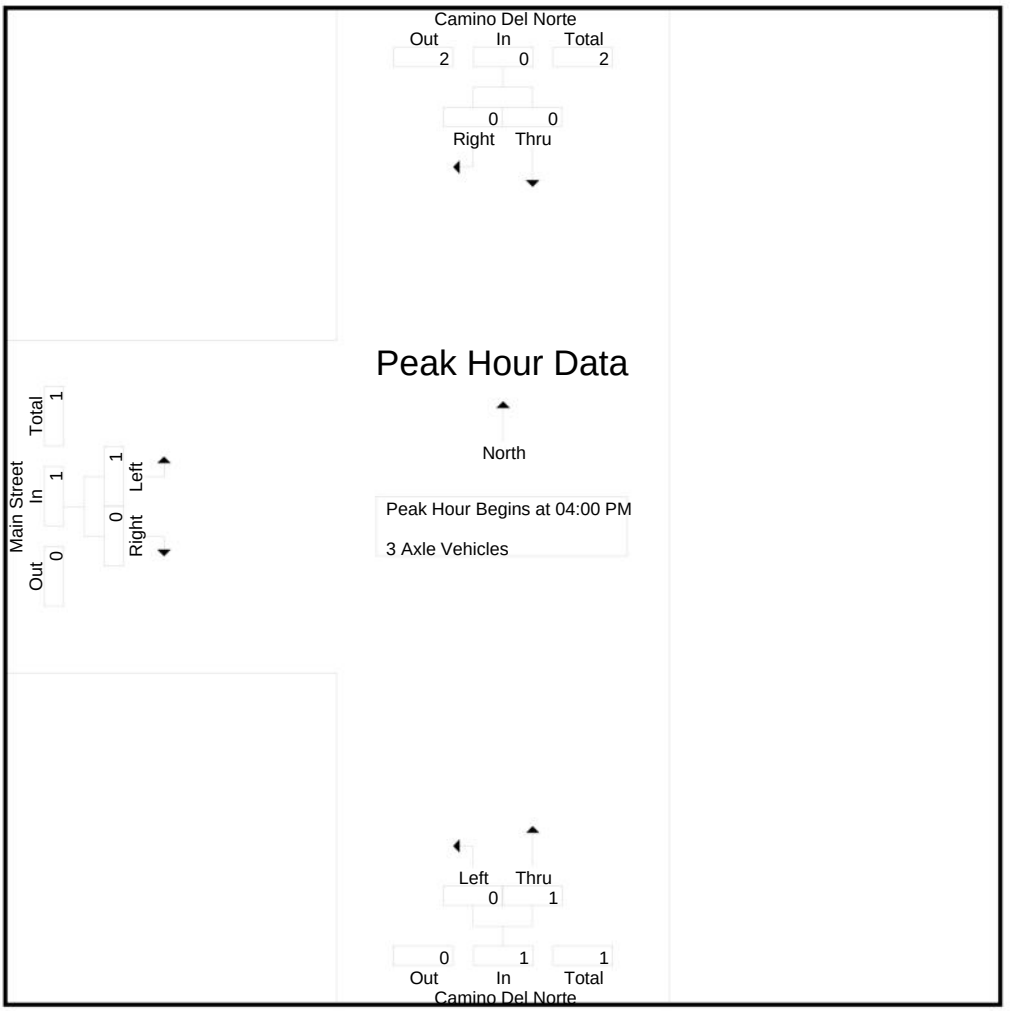
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	1	0	1	2
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	1	1	2	0	2	3
Apprch %	0	0		0	100		100	0		
Total %	0	0	0	0	33.3	33.3	66.7	0	66.7	

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

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

City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

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City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

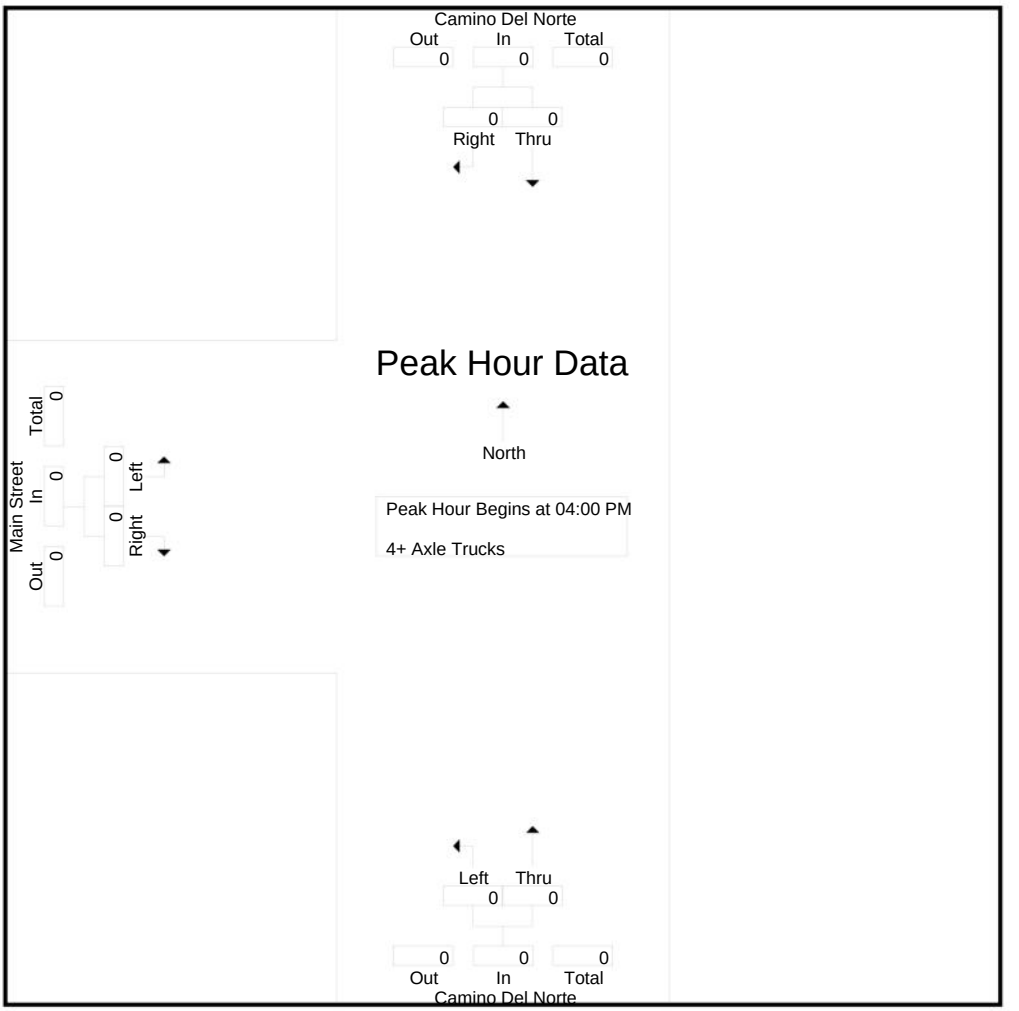
	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Camino Del Norte Southbound			Camino Del Norte Northbound			Main Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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(951) 268-6268

City of Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street
Weather: Clear

File Name : 11_LKE_CDN_Main PM
Site Code : 00325093
Start Date : 1/29/2025
Page No : 2



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

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

Location: Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street

Date: 3/6/2024
Day: Wednesday

PEDESTRIANS

	North Leg Camino Del Norte	East Leg Dead End	South Leg Camino Del Norte	West Leg Main Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Camino Del Norte	East Leg Dead End	South Leg Camino Del Norte	West Leg Main Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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PO Box 1178
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951-268-6268

Location: Lake Elsinore
N/S: Camino Del Norte
E/W: Main Street

Date: 3/6/2024
Day: Wednesday

BICYCLES

	Southbound Camino Del Norte			Westbound Dead End			Northbound Camino Del Norte			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	1

	Southbound Camino Del Norte			Westbound Dead End			Northbound Camino Del Norte			Eastbound Main Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	0	0	1

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City of Lake Elsinore
State Route 74
B/ Interstate 15 Northbound - Dexter Avenue
24 Hour Directional Volume Count

LKE001
Site Code: 003-25093

Start Time	1/29/25 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		49	445			39	404				
12:15		43	407			38	400				
12:30		41	453			20	405				
12:45		44	402	177	1707	18	435	115	1644	292	3351
01:00		31	448			23	415				
01:15		44	416			23	436				
01:30		23	453			35	419				
01:45		32	422	130	1739	17	437	98	1707	228	3446
02:00		25	410			20	438				
02:15		27	478			33	435				
02:30		23	476			31	443				
02:45		26	491	101	1855	46	473	130	1789	231	3644
03:00		31	532			46	445				
03:15		39	525			64	391				
03:30		49	518			96	**487**				
03:45		52	492	171	2067	128	**479**	334	1802	505	3869
04:00		60	**556**			121	**499**				
04:15		63	**550**			211	**447**				
04:30		86	**538**			244	399				
04:45		112	**582**	321	2226	278	401	854	1746	1175	3972
05:00		117	544			305	362				
05:15		151	535			324	437				
05:30		147	474			342	393				
05:45		186	573	601	2126	347	380	1318	1572	1919	3698
06:00		180	509			333	412				
06:15		213	475			341	401				
06:30		245	457			362	401				
06:45		247	367	885	1808	429	379	1465	1593	2350	3401
07:00		245	393			361	319				
07:15		321	360			**431**	280				
07:30		272	351			**451**	290				
07:45		286	317	1124	1421	**451**	256	1694	1145	2818	2566
08:00		311	318			**393**	227				
08:15		326	267			355	243				
08:30		313	252			371	246				
08:45		315	222	1265	1059	411	195	1530	911	2795	1970
09:00		**421**	206			427	182				
09:15		**382**	207			464	171				
09:30		**383**	144			423	144				
09:45		**360**	139	1546	696	320	123	1634	620	3180	1316
10:00		316	138			327	96				
10:15		362	99			386	93				
10:30		324	105			357	70				
10:45		373	92	1375	434	405	84	1475	343	2850	777
11:00		358	87			368	87				
11:15		400	65			345	49				
11:30		386	58			372	59				
11:45		363	64	1507	274	375	39	1460	234	2967	508
Total		9203	17412	9203	17412	12107	15106	12107	15106	21310	32518
Combined Total		26615		26615		27213		27213		53828	
AM Peak	-	09:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	1546	-	-	-	1726	-	-	-	-	-
P.H.F.		0.918				0.957					
PM Peak	-	-	04:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	2226	-	-	-	1912	-	-	-	-
P.H.F.			0.956				0.958				
Percentage		34.6%	65.4%			44.5%	55.5%				
ADT/AADT		ADT 53,828		AADT 53,828							

Counts Unlimited, Inc.

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Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Lake Elsinore
Dexter Avenue
B/ State Route 74 - 3rd Street
24 Hour Directional Volume Count

LKE002
Site Code: 003-25093

Start Time	1/29/25 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	90			0	75				
12:15		7	111			4	101				
12:30		8	83			5	91				
12:45		4	102	27	386	3	94	12	361	39	747
01:00		8	93			2	93				
01:15		3	100			1	101				
01:30		8	98			1	84				
01:45		1	79	20	370	0	82	4	360	24	730
02:00		3	107			2	84				
02:15		2	80			1	78				
02:30		5	107			0	73				
02:45		1	96	11	390	1	105	4	340	15	730
03:00		0	**109**			3	68				
03:15		3	**119**			1	74				
03:30		4	**98**			7	**111**				
03:45		10	**109**	17	435	11	**123**	22	376	39	811
04:00		7	86			11	**111**				
04:15		15	92			16	**112**				
04:30		16	71			12	90				
04:45		16	91	54	340	25	106	64	419	118	759
05:00		11	105			30	104				
05:15		19	101			27	114				
05:30		18	115			25	96				
05:45		25	96	73	417	27	116	109	430	182	847
06:00		31	113			24	111				
06:15		39	85			27	102				
06:30		35	108			31	100				
06:45		43	92	148	398	35	75	117	388	265	786
07:00		43	94			36	77				
07:15		41	86			48	78				
07:30		54	89			49	74				
07:45		52	78	190	347	51	78	184	307	374	654
08:00		67	75			78	73				
08:15		74	76			60	59				
08:30		59	69			51	56				
08:45		**116**	68	316	288	**78**	52	267	240	583	528
09:00		**129**	76			**97**	43				
09:15		**77**	48			**99**	36				
09:30		**67**	45			**104**	22				
09:45		79	34	352	203	57	32	357	133	709	336
10:00		98	36			61	20				
10:15		93	30			66	16				
10:30		84	37			71	20				
10:45		68	23	343	126	62	9	260	65	603	191
11:00		84	26			74	10				
11:15		88	19			84	7				
11:30		93	13			75	9				
11:45		86	8	351	66	84	9	317	35	668	101
Total		1902	3766	1902	3766	1717	3454	1717	3454	3619	7220
Combined Total		5668		5668		5171		5171		10839	
AM Peak	-	08:45	-	-	-	08:45	-	-	-	-	-
Vol.	-	389	-	-	-	378	-	-	-	-	-
P.H.F.		0.754				0.909					
PM Peak	-	-	03:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	435	-	-	-	457	-	-	-	-
P.H.F.			0.914				0.929				
Percentage		33.6%	66.4%			33.2%	66.8%				
ADT/AADT		ADT 10,839		AADT 10,839							

Counts Unlimited, Inc.

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City of Lake Elsinore
Dexter Avenue
B/ 3rd Street - 2nd Street
24 Hour Directional Volume Count

LKE003
Site Code: 003-25093

Start Time	1/29/25 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	96			9	77				
12:15		3	92			7	73				
12:30		8	77			3	90				
12:45		4	84	18	349	0	101	19	341	37	690
01:00		3	86			1	81				
01:15		0	101			0	91				
01:30		1	74			2	112				
01:45		0	103	4	364	1	107	4	391	8	755
02:00		1	124			1	106				
02:15		3	108			1	124				
02:30		4	104			1	119				
02:45		2	120	10	456	0	124	3	473	13	929
03:00		2	**154**			0	97				
03:15		2	**139**			0	89				
03:30		0	**154**			0	**138**				
03:45		8	**152**	12	599	5	**143**	5	467	17	1066
04:00		4	136			4	**156**				
04:15		12	139			6	**125**				
04:30		13	112			3	96				
04:45		10	145	39	532	14	101	27	478	66	1010
05:00		11	143			14	95				
05:15		15	146			8	114				
05:30		12	132			9	99				
05:45		27	124	65	545	31	102	62	410	127	955
06:00		23	102			19	108				
06:15		31	92			17	87				
06:30		34	74			24	85				
06:45		54	66	142	334	24	63	84	343	226	677
07:00		43	79			44	92				
07:15		33	54			47	52				
07:30		45	60			93	76				
07:45		67	64	188	257	95	61	279	281	467	538
08:00		84	70			97	40				
08:15		62	53			59	54				
08:30		**72**	33			75	44				
08:45		**97**	32	315	188	**66**	55	297	193	612	381
09:00		**118**	35			**110**	39				
09:15		**74**	37			**108**	45				
09:30		66	19			**77**	28				
09:45		82	30	340	121	52	28	347	140	687	261
10:00		84	25			66	21				
10:15		88	16			61	26				
10:30		48	10			51	25				
10:45		58	8	278	59	65	10	243	82	521	141
11:00		59	14			68	16				
11:15		91	6			69	7				
11:30		88	8			69	12				
11:45		87	9	325	37	86	4	292	39	617	76
Total		1736	3841	1736	3841	1662	3638	1662	3638	3398	7479
Combined Total		5577		5577		5300		5300		10877	
AM Peak	-	08:30	-	-	-	08:45	-	-	-	-	-
Vol.	-	361	-	-	-	361	-	-	-	-	-
P.H.F.		0.765				0.820					
PM Peak	-	-	03:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	599	-	-	-	562	-	-	-	-
P.H.F.			0.972				0.901				
Percentage		31.1%	68.9%			31.4%	68.6%				
ADT/AADT		ADT 10,877		AADT 10,877							

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City of Lake Elsinore
Camino Del Norte
B/ 2nd Street - Main Street
24 Hour Directional Volume Count

LKE004
Site Code: 003-25093

Start Time	1/29/25 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	92			7	72				
12:15		3	93			8	67				
12:30		8	71			4	95				
12:45		6	85	21	341	0	94	19	328	40	669
01:00		4	86			3	89				
01:15		0	96			0	95				
01:30		1	80			2	92				
01:45		0	111	5	373	0	101	5	377	10	750
02:00		1	114			2	126				
02:15		4	111			1	112				
02:30		3	104			1	132				
02:45		2	135	10	464	0	126	4	496	14	960
03:00		2	**154**			0	97				
03:15		2	**134**			0	89				
03:30		1	**150**			0	**135**				
03:45		5	**149**	10	587	5	**137**	5	458	15	1045
04:00		7	149			3	**133**				
04:15		8	133			4	**154**				
04:30		13	109			2	104				
04:45		18	147	46	538	7	106	16	497	62	1035
05:00		12	147			9	100				
05:15		16	142			7	109				
05:30		17	123			6	104				
05:45		28	126	73	538	24	108	46	421	119	959
06:00		29	103			20	110				
06:15		29	100			21	90				
06:30		34	72			19	91				
06:45		49	67	141	342	26	69	86	360	227	702
07:00		37	72			43	90				
07:15		38	62			39	57				
07:30		48	57			89	75				
07:45		77	61	200	252	92	65	263	287	463	539
08:00		99	66			90	46				
08:15		65	55			64	56				
08:30		**69**	33			60	46				
08:45		**113**	28	346	182	**70**	48	284	196	630	378
09:00		**101**	39			**104**	45				
09:15		**79**	34			**114**	47				
09:30		66	17			**77**	33				
09:45		80	32	326	122	66	25	361	150	687	272
10:00		81	26			71	25				
10:15		79	16			65	24				
10:30		63	15			50	25				
10:45		55	5	278	62	62	12	248	86	526	148
11:00		65	12			58	15				
11:15		86	6			72	7				
11:30		84	8			68	10				
11:45		80	9	315	35	92	6	290	38	605	73
Total		1771	3836	1771	3836	1627	3694	1627	3694	3398	7530
Combined Total		5607		5607		5321		5321		10928	
AM Peak	-	08:30	-	-	-	08:45	-	-	-	-	-
Vol.	-	362	-	-	-	365	-	-	-	-	-
P.H.F.		0.801				0.800					
PM Peak	-	-	03:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	587	-	-	-	559	-	-	-	-
P.H.F.			0.953				0.907				
Percentage		31.6%	68.4%			30.6%	69.4%				
ADT/AADT		ADT 10,928		AADT 10,928							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Lake Elsinore
Main Street
B/ Interstate 15 Northbound - Camino Del Norte
24 Hour Directional Volume Count

LKE005
Site Code: 003-25093

Start Time	1/29/25 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	72			3	52				
12:15		3	67			4	57				
12:30		3	49			2	56				
12:45		7	57	17	245	0	49	9	214	26	459
01:00		4	58			2	53				
01:15		2	74			3	58				
01:30		0	56			0	63				
01:45		0	75	6	263	2	72	7	246	13	509
02:00		3	82			3	**80**				
02:15		3	81			1	**69**				
02:30		1	70			1	**65**				
02:45		0	116	7	349	3	**82**	8	296	15	645
03:00		4	132			3	45				
03:15		1	104			1	59				
03:30		0	130			5	53				
03:45		1	**141**	6	507	7	65	16	222	22	729
04:00		4	**142**			5	58				
04:15		5	**138**			9	49				
04:30		7	**135**			16	46				
04:45		13	139	29	554	11	55	41	208	70	762
05:00		9	136			14	64				
05:15		13	135			12	63				
05:30		10	126			21	57				
05:45		19	122	51	519	40	47	87	231	138	750
06:00		18	95			31	53				
06:15		20	109			19	41				
06:30		23	70			28	57				
06:45		27	68	88	342	25	38	103	189	191	531
07:00		27	65			44	53				
07:15		29	61			45	36				
07:30		35	38			69	36				
07:45		63	55	154	219	63	33	221	158	375	377
08:00		60	57			89	29				
08:15		53	43			46	30				
08:30		42	34			52	27				
08:45		**70**	33	225	167	**61**	29	248	115	473	282
09:00		**57**	38			**86**	31				
09:15		**56**	35			**75**	31				
09:30		**52**	27			**56**	17				
09:45		38	14	203	114	52	4	269	83	472	197
10:00		51	23			50	21				
10:15		46	17			53	15				
10:30		43	10			31	17				
10:45		48	7	188	57	49	4	183	57	371	114
11:00		49	13			42	8				
11:15		55	11			41	4				
11:30		53	7			37	5				
11:45		46	5	203	36	50	7	170	24	373	60
Total		1177	3372	1177	3372	1362	2043	1362	2043	2539	5415
Combined Total		4549		4549		3405		3405		7954	
AM Peak	-	08:45	-	-	-	08:45	-	-	-	-	-
Vol.	-	235	-	-	-	278	-	-	-	-	-
P.H.F.		0.839				0.808					
PM Peak	-	-	03:45	-	-	-	02:00	-	-	-	-
Vol.	-	-	556	-	-	-	296	-	-	-	-
P.H.F.			0.979				0.902				
Percentage		25.9%	74.1%			40.0%	60.0%				
ADT/AADT		ADT 7,954		AADT 7,954							

Location: COLLIER AVE @ CENTRAL AVE (Rte-74)
System:
Master At: I-15 N/B RAMP@ CENTRAL
District: SAN BERNARDINO
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
1/26/2023	12/14/2011			3/15/2003

		FLASH
PHASE	1) S/B COLLIER AVE --LEFT TURN	[R]
	2) N/B COLLIER AVE	[R]
	3) W/B CENTRAL AVE (Rte-74)--LEFT TU	[R]
	4) E/B CENTRAL AVE	[R]
	5) N/B COLLIER AVE--LEFT TURN	[R]
	6) S/B COLLIER AVE (Rte-74)	[R]
	7) E/B CENTRAL AVE	[R]
	8) W/B CENTRAL AVE (Rte-74)	[R]

OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:
Video Detection IP: 172.25.21.15
Implemented LPI per Assembly Bill 2264 and TIR B221-0135SP on 01/26/2023

RAM Checksum

Page 2: BBFE	Page 8: F916
Page 3: C2F1	Page 9: D2FD
Page 4: A30E	Page 10: 5057
Page 5: 5D33	Page 11: 7F74
Page 6: 191A	Page 12: D68F
Page 7: D4AE	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 3 4 5 6 7 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . 4 . 6 . 8
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 3 4 5 6 7 8
Pedestrian Calls	. . . 4 . 6 . 8
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . 4 . 6 . 8

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	 8

Overlap (2-1-4)

Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	4	0	4	0	4
Flash Don't Walk	0	0	0	37	0	22	0	37
Minimum Green	5	5	5	5	5	5	5	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	35	20	30	20	20	20	20	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Maximum Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.6	4.3	3.6	4.1	3.6	4.3	3.6	4.8
All-Red	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	4	0	4	0	4
Delay/Early Walk	0	0	0	3	0	3	0	3
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor	80		.....	28			23	10	14	10	10	24	10	14
Plan 6	Green Factor	90		.....	52			26	9	14	18	10	26	10	22
Plan 7	Green Factor	80		.....	38			23	10	12	12	10	24	11	13
Plan 8	Green Factor	95		.....	43			30	11	16	15	10	32	10	21
Plan 9	Green Factor			.....											

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.2.4.6.8	1....6..	.....	.....	.....	.....	.....	.....
Plan 6	.2.4.6.8	1....6..	.....	.....	.....	.....	.....	.....
Plan 7	.2.4.6.8	1....6..	.....	.....	.....	.....	.....	.....
Plan 8	.2.4.6.8	1....6..	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

Master Timer Sync (7-A)

Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free

Lag	Omit
.2.4.6.8	.....
Veh Min	**Veh Max**
.2...6..	.....
Ped	**Bike**
.....	.....
Cond	**Cond Grn**
.....	10

MANUAL COMMANDS

Manual Plan (4-1)

Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)

#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor	120		. . 3 8	63			30	10	12	44	11	30	13	44
Plan 12	Green Factor	100		. . . . .	16			20	6	8	44	10	16	8	44
Plan 13	Green Factor			. . . . .											
Plan 14	Green Factor			. . . . .											
Plan 15	Green Factor			. . . . .											
Plan 16	Green Factor			. . . . .											
Plan 17	Green Factor			. . . . .											
Plan 18	Green Factor			. . . . .											
Plan 19	Green Factor			. . . . .											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	. 2 3 . . 6 . 8	. . 3 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 12	. 2 . 4 . 6 . 8	. 2 . . . 6 . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 13	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 14	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 15	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 16	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 17	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 18	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Plan 19	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)

Det	Type	Phases	Lock	Slot
1	COUNT+CALL+EXTEND	1.....	NO	I1U
2	COUNT+CALL+EXTEND	1.....	NO	I1L
3	COUNT+CALL+EXTEND	.2.....	NO	I2U
4	COUNT+CALL+EXTEND	.2.....	NO	I2L
5	COUNT+CALL+EXTEND	.2.....	NO	I3U
6	CALL+EXTEND	.2.....	NO	I3L
7	CALL+EXTEND	.2.....	NO	I4U
8	COUNT+CALL+EXTEND	.2.....	NO	I4L
9	COUNT+CALL+EXTEND	..3....	NO	I5U
10	COUNT+CALL+EXTEND	..3....	NO	I5L
11	COUNT+CALL+EXTEND	...4...	NO	I6U
12	COUNT+CALL+EXTEND	...4...	NO	I6L
13	COUNT+CALL+EXTEND	...4...	NO	I7U
14	CALL+EXTEND	...4...	NO	I7L
15	CALL+EXTEND	...4...	NO	I8U
16	COUNT+CALL+EXTEND	...4...	NO	I8L
17	COUNT+CALL+EXTEND	1.....	NO	I9U
18	COUNT+CALL+EXTEND	..3....	NO	I9L
19	COUNT+CALL+EXTEND	.2.....	NO	I10U
20	COUNT+CALL+EXTEND	...4...	NO	I10L
21	COUNT+CALL+EXTEND	....5..	NO	J1U
22	COUNT+CALL+EXTEND	....5..	NO	J1L
23	COUNT+CALL+EXTEND	.....6.	NO	J2U
24	COUNT+CALL+EXTEND	.....6.	NO	J2L
25	COUNT+CALL+EXTEND	.....6.	NO	J3U
26	CALL+EXTEND	.....6.	NO	J3L
27	CALL+EXTEND	.....6.	NO	J4U
28	COUNT+CALL+EXTEND	.....6.	NO	J4L
29	COUNT+CALL+EXTEND	7	NO	J5U
30	COUNT+CALL+EXTEND	7	NO	J5L
31	COUNT+CALL+EXTEND	8	NO	J6U
32	COUNT+CALL+EXTEND	8	NO	J6L
33	COUNT+CALL+EXTEND	8	NO	J7U
34	CALL+EXTEND	8	NO	J7L
35	CALL+EXTEND	8	NO	J8U
36	COUNT+CALL+EXTEND	8	NO	J8L
37	COUNT+CALL+EXTEND	....5..	NO	J9U
38	COUNT+CALL+EXTEND	7	NO	J9L
39	COUNT+CALL+EXTEND	.....6.	NO	J10U
40	COUNT+CALL+EXTEND	8	NO	J10L
41	PEDESTRIAN	.2.....	NO	I12U
42	PEDESTRIAN	...4...	NO	I12L
43	PEDESTRIAN	.....6.	NO	I13U
44	PEDESTRIAN	8	NO	I13L

Detector Configuration (5-2)

Det	Delay	Extend	Recall	Port
1			10	3.2
2			10	7.2
3			10	1.1
4			10	1.5
5			10	4.5
6			10	6.2
7			10	2.1
8			10	7.4
9			10	3.4
10			10	7.6
11			10	1.3
12			10	1.7
13			10	4.7
14			10	6.4
15			10	2.3
16			10	7.8
17			10	3.6
18			10	3.8
19			10	4.1
20			10	4.2
21			10	3.1
22			10	7.1
23			10	1.2
24			10	1.6
25			10	4.6
26			10	6.3
27			10	2.2
28			10	7.3
29			10	3.3
30			10	7.5
31			10	1.4
32			10	1.8
33			10	4.8
34			10	6.5
35			10	2.4
36			10	7.7
37			10	3.5
38			10	3.7
39			10	4.3
40			10	4.4
41			10	5.1
42			10	5.3
43			10	5.2
44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)

Detectors 1-8	.....
Detectors 9-16	.....
Detectors17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)

Time	Plan	OS
0600	5	A
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)

Time	Plan	OS
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)

Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)

Time	Plan	OS
0600	255	A
0700	11	A
0800	11	A
1100	11	A
1530	11	A
1800	255	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)

Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)

Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)

Mon	Tue	Wed	Thu	Fri	Sat	Sun
4	4	4	4	4	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:
0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11.Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting
100+Action Code = Phases removed
200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	3
Protocol	AB3418
Access Level	7
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	1
Protocol	UTB
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)

Address	1
Protocol	AB3418
Port	27016
Type	STATIC
Central Access	6
Field Access	7

IP Address	172	.	25	.	21	.	16
Netmask	255	.	255	.	255	.	192
Broadcast	172	.	25	.	21	.	255
Gateway	172	.	25	.	21	.	1

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Delay										
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Delay										
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6
Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													.2...6..	.2.4.6.8	.....	.....
Plan D													.2...6..	.2.4.6.8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0

Location: CENTRAL AVE (RTE 74 @ I-15 S / B RAMP
System: **District:**
Master At: AT I-15 N / B RAMP **I/C:**

Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/19/2018	11/29/2011			2/21/1995

Intersection Layout

		FLASH
PHASE	1) W / B CEENTRAL AVE ---LEFT TURN	[ ]
	2) E / B CENTRAL AVE (RTE 74)	[ ]
	3)	[ ]
	4) I-15 S/B OFF RAMP	[ ]
	5)	[ ]
	6) W / B CENTRAL AVE (RTE 74)	[ ]
	7)	[ ]
	8)	[ ]

OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Comments and Notes:

RAM Checksum

Page 2: 31E7	Page 8: 902C
Page 3: 0B93	Page 9: D2FD
Page 4: 0645	Page 10: D1BE
Page 5: 191A	Page 11: 7F74
Page 6: 191A	Page 12: D68F
Page 7: D4AE	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	1 2 . 4 . 6 . .
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	17	0	0
Minimum Green	5	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	30	50	0	30	0	50	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Maximum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Minimum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	3.0	4.8	3.0	4.4	3.0	3.0
All-Red	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor	80		.....	40			23	22		17		51		
Plan 6	Green Factor	90		.....	45			26	30		16		62		
Plan 7	Green Factor	80		.....	43			21	27		14		54		
Plan 8	Green Factor	95		.....	46			24	32		21		62		
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
.2.4.6.8	.....
Veh Min	Veh Max
.2...6..	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.2.4.6.8	.2...6..	.....	.....	1.....	.....	.....	.....
Plan 6	.2.4.6.8	.2...6..	.....	.....	1.....	.....	.....	.....
Plan 7	.2.4.6.8	.2...6..	.....	.....	1.....	.....	.....	.....
Plan 8	.2.4.6.8	.2...6..	.....	.....	1.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1) / Slot / Detector Configuration (5-2)

Det	Type	Phases	Lock	Slot	Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	..3....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	..3....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4...	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4...	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4...	NO	I7U	13			10	4.7
14	CALL+EXTEND	...4...	NO	I7L	14			10	6.4
15	CALL+EXTEND	...4...	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4...	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1.....	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	..3....	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4...	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	....5...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	....5...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	.....6..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	.....6..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	.....6..	NO	J3U	25			10	4.6
26	CALL+EXTEND	.....6..	NO	J3L	26			10	6.3
27	CALL+EXTEND	.....6..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	.....6..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	......7.	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	......7.	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	8	NO	J7U	33			10	4.8
34	CALL+EXTEND	8	NO	J7L	34			10	6.5
35	CALL+EXTEND	8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	....5...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	......7.	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	.....6..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4...	NO	I12L	42			10	5.3
43	PEDESTRIAN	.....6..	NO	I13U	43			10	5.2
44	PEDESTRIAN	8	NO	I13L	44			10	5.4

Failure Times(5-3)

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)

Detectors 1-8	.....
Detectors 9-16	.....
Detectors17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)

Enable in Plans	.....

CIC Values (5-6-2)

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	5	A
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	4
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	4
Protocol	AB3418
Port	27004
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	104				
Netmask	255	.	255	.	255	.	0				
Broadcast	0	.	0	.	0	.	255				
Gateway	192	.	168	.	0	.	1				

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0

Location: CENTRAL AVE (RTE 74) @ I-15 NORTH BOUND RAMP
System:
Master At: THIS LOCATION
District: 08 SAN BERNARDINO
I/C:
Designed By:
Installed By:
Service Info:

Timing Change:	Date Start:	Date End:	Designed:	Installed:
7/19/2018	11/29/2011			2/21/1996

			FLASH
PHASE	1)		[ ]
	2)	E/B CENTRAL AVE (Rte-74)	[ ]
	3)		[ ]
	4)		[ ]
	5)	E/B CENTRAL AVE (Rte-74) --LEFT TU	[ ]
	6)	W/B CENTRAL AVE (Rte-74)	[ ]
	7)		[ ]
	8)	I-15 N/B OFF RAMP	[ ]
OVERLAP	A)		[ ]
	B)		[ ]
	C)		[ ]
	D)		[ ]
	E)		[ ]
	F)		[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2: 42A2	Page 8: 902C
Page 3: 37FA	Page 9: D2FD
Page 4: A8F6	Page 10: AE6A
Page 5: 191A	Page 11: 74F8
Page 6: 191A	Page 12: D68F
Page 7: D4AE	Page 13: 86F7

CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases (2-1-1-1)	
Permitted	. 2 . . 5 6 . 8
Restricted	. . . . .

Phase Recalls (2-1-1-2)	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks (2-1-1-3)	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Phase Features (2-1-1-4)	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup (2-1-1-5)	
First Green Phases	. 2 . . . 6 . .
Yellow Start Phases	. . . . .
Vehicle Calls	. 2 . . 5 6 . 8
Pedestrian Calls	. . . . . 6 . .
Yellow Start Overlaps	. . . . .
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation (2-1-2-3)	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive (2-1-2-4)	
Protected Permissive	. . . . .

Pedestrian (2-1-3)	
P1	. . . . .
P2	. . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .

PHASE TIMING

Phase (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	0	0	7	0	0
Flash Don't Walk	0	0	0	0	0	19	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	35	0	0	25	35	0	30
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Maximum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Minimum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.8	3.0	3.0	4.1	4.8	3.0	4.8
All-Red	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0

Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert (2-5)	
Time	5.0
All-Red Sec/Min (2-6)	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor	80		.....	6				44			10	28		24
Plan 6	Green Factor	90		.....	7				54			10	38		24
Plan 7	Green Factor	80		.....	6				46			10	30		22
Plan 8	Green Factor	95		.....	7				59			11	42		24
Plan 9	Green Factor			.....											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS

(7-E) Free	
Lag	Omit
.2.4.6.8	.....
Veh Min	Veh Max
.2...6..	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.2.4.6.8	.2...6..	.....	.....	....5...	.....	.....	.....
Plan 6	.2.4.6.8	.2...6..	.....	.....	....5...	.....	.....	.....
Plan 7	.2.4.6.8	.2...6..	.....	.....	....5...	.....	.....	.....
Plan 8	.2.4.6.8	.2...6..	.....	.....	....5...	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	..3....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	..3....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4...	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4...	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4...	NO	I7U	13			10	4.7
14	CALL+EXTEND	...4...	NO	I7L	14			10	6.4
15	CALL+EXTEND	...4...	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4...	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1.....	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	..3....	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4...	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	....5...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	....5...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	.....6..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	.....6..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	.....6..	NO	J3U	25			10	4.6
26	CALL+EXTEND	.....6..	NO	J3L	26			10	6.3
27	CALL+EXTEND	.....6..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	.....6..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	......7.	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	......7.	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	8	NO	J7U	33			10	4.8
34	CALL+EXTEND	8	NO	J7L	34			10	6.5
35	CALL+EXTEND	8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	....5...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	......7.	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	.....6..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4...	NO	I12L	42			10	5.3
43	PEDESTRIAN	.....6..	NO	I13U	43			10	5.2
44	PEDESTRIAN	8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	5	A
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 2 (8-2-2)		
Time	Plan	OS
0700	6	A
0800	5	A
1100	6	A
1530	8	A
1800	7	A
2200	255	A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 3 (8-2-3)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 4 (8-2-4)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 5 (8-2-5)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

Table 6 (8-2-6)		
Time	Plan	OS
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A
		A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)

Enabled	YES

TOD FUNCTIONS

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

Action Codes:

0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11. Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
27. Traffic Actuated Max 2
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	5
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	1
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

Access Levels:

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

SOFT LOGIC

Soft Logic (6-2)

#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

*Refer to User's Manual for Data and OP Codes

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

NETWORK

Network (6-4)	
Address	5
Protocol	AB3418
Port	27005
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	106				
Netmask	255	.	255	.	255	.	0				
Broadcast	0	.	0	.	0	.	255				
Gateway	192	.	168	.	0	.	1				

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. 2 . . 5 . . .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		. . . . .	. . . . .	1 2 3 4 5 6 7 8	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	A B C D E F
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-1-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8

Configuration (3-1-6)

Primary Port	Secondary Port	Latching	Power-Up
2.5	0.0	YES	FLASHING

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Clear 1	10	. . . 4 . . 7 .	. . . . .	. . . . .	. . . . .	. . . . .	. 2 . 4 . 6 . 8	. . . . .	. . . . .	. . . . .
Clear 2		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Clear 3		. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Hold		1 2 3 . . 6 . .	. . . . .	. . . . .	. 2 . . . 6 . .	. . . . .	. . . 4 . . . 8	. . . . .	. . . . .	. . . . .
Exit										
Min Grn										
Ped Clr										

Exit Parameters (3-2-5)

Phase Green	Overlap Green	Vehicle Call	Ped Call
. . . . .	. . . . .	. . . 4 . . 7 .	. . . . .

Configuration (3-2-6)

Primary Port	Secondary Port	Latching	Power-up
2.6	0.0	YES	DARK

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
	30	30	. 2 . . 5 . . .	. . . . .

Port	Latching	Phase Termination
5.5	NO	ADVANCE

EVB (3-B)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . . 4 . . 7 .	. . . . .

Port	Latching	Phase Termination
5.6	NO	ADVANCE

EVC (3-C)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	1 . . . . 6 . .	. . . . .

Port	Latching	Phase Termination
5.7	NO	ADVANCE

EVD (3-D)

Preempt Timers			Phase Green	Overlap Green
Delay	Clear	Max		
10	30	30	. . 3 8	. . . . .

Port	Latching	Phase Termination
5.8	NO	ADVANCE

INPUTS

		7 Wire I/C (2-1-5-1)			
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control (2-1-5-2)	
Input	Port
Manual Advance	
Advance Enable	

Cabinet Status (2-1-5-3)	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup (2-1-5-5)	
Port	Operation
2.7	FLASHING

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							+
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:

0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)				Indicator Output	
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	Coord	Lag	Min Recall	Restricted
Plan C													.2...6..	.2.4.6.8	.....	.....
Plan D													.2...6..	.2.4.6.8	.....	.....

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0







Controller: Dexter and Hwy74

QuicNet® System	
System ID	**3**
Group	**NONE**
Field Master	**NONE**
N-S Street	**Dexter Ave**
E-W Street	**Central (Hwy 74).**
Communications	
Channel	**UDP:8002:192.168.1.101**
Address	**1**
Area Number	**0**
Area Address	**13**
Database	
Last Changed	**6/23/2017 15:47**

QuicNet Timing Notes

Controller: 2033

Controller: Dexter and Hwy74

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	9	6	0	9	9	7	0	10
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max	20	50	0	35	40	50	0	40
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	3.6	4.3	0.0	4.3	3.6	4.3	0.0	0.4
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	0	0	7	0	7
Pedestrian Change	0	18	0	0	0	19	0	37
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max Gap	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	_____
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	_____
Yellow Lock	12345678
Simultaneous Gap	12345678
Rest In Walk	_____
Advance Walk	_____
Flashing Walk	_____
Max Extension	_____
Red Rest	_____
Dual Entry	___4___8
Sequential Timing	_____
Inhibit Ped Reservice	_____
Delay Walk	_____
Guaranteed Passage	_____
Conditional Service	_____

Phase Functions - Page 2	
Minimum Recall	_2___6__
Ped Recall	_____
Maximum Recall	_____
Green Flash	_____
Overlap Green Flash	_____
Flashing Yellow Arrow for PPLT	_____
Max2	_____
Soft Recall	_____
External Recall	_____
Manual Control Calls	_____
Fast Green Flash	_____
Fast Overlap Green Flash	_____
Semi-Actuated	_____

Controller: 2033

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Controller: Dexter and Hwy74

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	0
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	1
Special Event 2	1
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	0
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	0
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	_2__5___
EV B	0	10	___4____
EV C	0	10	1____6__
EV D	0	10	_____8

Preemption - Railroad 3		
Enabled	N	
Advance Ped. Max. Time	0	
Track Clear Min. Time	0	
Track Clear Max. Time	0	
Track Clear Phases		
Limited Service Max. Time	0	
Limited Service Phases		
Truncate Green	N	
Truncate Walk	N	
I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Controller: 2033

Controller: Dexter and Hwy74

Special Event Sequence 1										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Special Event Sequence 2										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Controller: Dexter and Hwy74

Special Event Sequence 3										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Special Event Sequence 4										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Controller: 2033

Special Event Sequence 5										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Special Event Sequence 6										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	100	100	100	100	80	90	80	95	100
Offset 1	0	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped. Adjust	0	0	0	0	0	0	0	0	0
Forceoff Phase 1	60	60	60	60	33	37	35	40	60
Forceoff Phase 2	0	0	0	0	0	0	0	0	0
Forceoff Phase 3	20	20	20	20	0	0	0	0	20
Forceoff Phase 4	40	40	40	40	17	22	20	25	40
Forceoff Phase 5	60	60	60	60	41	57	49	60	60
Forceoff Phase 6	0	0	0	0	0	0	0	0	0
Forceoff Phase 7	20	20	20	20	0	0	0	0	20
Forceoff Phase 8	40	40	40	40	17	22	0	25	40
Adaptive Operation	N	N	N	N	N	N	N	N	N

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	_____
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reservice for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	255
QuicTrac Max Cycle Length Change	15

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
15	15	15	15	15	15	15	15

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	5	5	5	5	15	15	15	15	5
Perm 1 - Veh Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	0	0	0	0	0	0	0	0	0
Perm 2 - End	0	0	0	0	0	0	0	0	0
Perm 2 - Veh Phases									
Perm 2 - Ped Phases									
Perm 3 - Begin	0	0	0	0	0	0	0	0	0
Perm 3 - End	0	0	0	0	0	0	0	0	0
Perm 3 - Veh Phases									
Perm 3 - Ped Phases									
Max Inhibit Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Max Recall Phases									
Reservice Time	0	0	0	0	0	0	0	0	0
Reservice Phases									
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

Controller: Dexter and Hwy74

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Vehicle Set 1								
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Yellow Change	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Red Clearance	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

Controller: Dexter and Hwy74

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	0	0	0	0	0	0
Input B	0	0	0	0	0	0
Output	0	0	0	0	0	0

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	0	0	0	0
Input B	0	0	0	0
Output	0	0	0	0

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	0	0	0	0	0	0	0	0	0	0
Input B	0	0	0	0	0	0	0	0	0	0
Input C									0	0
Input D									0	0
Output	0	0	0	0	0	0	0	0	0	0

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Output	0	0	0	0	0	0	0	0
NOT Output	0	0	0	0	0	0	0	0

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	0	0	0	0	0	0
Time	0.0	0.0	0.0	0.0	0.0	0.0
Output	0	0	0	0	0	0

Controller: Dexter and Hwy74

Detectors						
No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	**39**	**0.0**	**0.0**	_2_____	___45_7_	123____8
2	**40**	**0.0**	**0.0**	_____6__	___45_7_	123____8
3	**41**	**0.0**	**0.0**	___4____	___45_7_	123____8
4	**42**	**0.0**	**0.0**	_______8	___45_7_	123____8
5	**43**	**0.0**	**0.0**	_2_____	___45_7_	123____8
6	**44**	**0.0**	**0.0**	_____6__	___45_7_	123____8
7	**45**	**0.0**	**0.0**	___4____	___45_7_	123____8
8	**46**	**0.0**	**0.0**	_______8	___45_7_	123____8
9	**47**	**0.0**	**0.0**	_2_____	_____67_	123____8
10	**48**	**0.0**	**0.0**	_____6__	_____67_	123____8
11	**49**	**0.0**	**0.0**	___4____	_____67_	123____8
12	**50**	**0.0**	**0.0**	_______8	_____67_	123____8
13	**55**	**0.0**	**0.0**	____5___	___45_7_	123____8
14	**56**	**0.0**	**0.0**	1_______	___45_7_	123____8
15	**57**	**0.0**	**0.0**	______7_	___45_7_	123____8
16	**58**	**0.0**	**0.0**	__3_____	___45_7_	123____8
17	**59**	**0.0**	**0.0**	____5___	___45_7_	123____8
18	**60**	**0.0**	**0.0**	1_______	___45_7_	123____8
19	**61**	**0.0**	**0.0**	______7_	___45_7_	123____8
20	**62**	**0.0**	**0.0**	__3_____	___45_7_	123____8
21	**63**	**0.0**	**0.0**	_2_____	___45_7_	123____8
22	**64**	**0.0**	**0.0**	_____6__	___45_7_	123____8
23	**65**	**0.0**	**0.0**	___4____	___45_7_	123____8
24	**66**	**0.0**	**0.0**	_______8	___45_7_	123____8
25	**67**	**0.0**	**0.0**	_2_____	_2_____	123____8
26	**68**	**0.0**	**0.0**	_____6__	_2_____	123____8
27	**69**	**0.0**	**0.0**	___4____	_2_____	123____8
28	**70**	**0.0**	**0.0**	_______8	_2_____	123____8
29	**76**	**0.0**	**0.0**	_2_____	___45_7_	123____8
30	**77**	**0.0**	**0.0**	_____6__	___45_7_	123____8
31	**78**	**0.0**	**0.0**	___4____	___45_7_	123____8
32	**79**	**0.0**	**0.0**	_______8	___45_7_	123____8

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General	
Flash Sense	**81**
External Permit 1	**0**
External Permit 2	**0**
External Permit 3	**0**
Exclusive Ped Omit	**0**
Max. 2	**0**
External Lag	**0**
Max. Recall	**0**
Stop Time	**82**
Manual Control Enable	**0**
Manual Control Advance	**0**
Min. Recall	**0**
Pedestrian Forceoff	**0**

Inputs - Preemption	
Railroad 1	**51**
Railroad 2	**52**
Gate Down	**0**
Special Event 1	**0**
Special Event 2	**0**
Special Event 3	**0**
Special Event 4	**0**
Special Event 5	**0**
Special Event 6	**0**
Emergency Vehicle A	**71**
Emergency Vehicle B	**72**
Emergency Vehicle C	**73**
Emergency Vehicle D	**74**

Inputs - FYA Inhibit	
Phase 1	**0**
Phase 2	**0**
Phase 3	**0**
Phase 4	**0**
Phase 5	**0**
Phase 6	**0**
Phase 7	**0**
Phase 8	**0**

Inputs - Plan	
Plan 1	**0**
Plan 2	**0**
Plan 3	**0**
Plan 4	**0**
Plan 5	**0**
Plan 6	**0**
Plan 7	**0**
Plan 8	**0**
Plan 9	**0**
Free	**0**
Flash	**0**

Inputs - Bank & Set	
Phase Bank 2	**0**
Phase Bank 3	**0**
Detector Set 2	**0**
Detector Set 3	**0**
Overlap Set 2	**0**
Overlap Set 3	**0**

Inputs - Alarms	
Alarm 1	**0**
Alarm 2	**0**
Alarm 3	**0**
Alarm 4	**0**
Door Ajar	**0**
UPS Battery Low	**0**
UPS On Backup Power	**0**
Cabinet Temperature	**0**

Inputs - NEMA Functions	
Call to Non-Actuated	**0**
CNA Phases	_____
Forceoff Ring A	**0**
Forceoff Ring B	**0**
Hold	**0**
Hold Phases	_____
Max. Inhibit	**0**

Controller: Dexter and Hwy74

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	2
Loadswitch 4P Phases	
Loadswitch 6P Phases	6
Loadswitch 8P Phases	8

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Controller: Dexter and Hwy74

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_23456_	12345678	6	0	5	A
1	_23456_	12345678	7	0	6	A
2	_23456_	12345678	8	0	5	A
3	_23456_	12345678	11	0	6	A
4	_23456_	12345678	15	30	8	A
5	_23456_	12345678	18	0	7	A
6	_23456_	12345678	22	0	0	A
7	1_____7	12345678	7	0	8	A
8	1_____7	12345678	8	0	5	A
9	1_____7	12345678	11	0	6	A
10	1_____7	12345678	15	30	8	A
11	1_____7	12345678	18	0	7	A
12	1_____7	12345678	22	0	0	A
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	12345678	0	0	0	_____
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions				
No.	Holiday Types	Day	Month	Year
0	_____	0	0	0
1	_____	0	0	0
2	_____	0	0	0
3	_____	0	0	0
4	_____	0	0	0
5	_____	0	0	0
6	_____	0	0	0
7	_____	0	0	0
8	_____	0	0	0
9	_____	0	0	0
10	_____	0	0	0
11	_____	0	0	0
12	_____	0	0	0
13	_____	0	0	0
14	_____	0	0	0
15	_____	0	0	0
16	_____	0	0	0
17	_____	0	0	0
18	_____	0	0	0
19	_____	0	0	0
20	_____	0	0	0
21	_____	0	0	0
22	_____	0	0	0
23	_____	0	0	0
24	_____	0	0	0
25	_____	0	0	0
26	_____	0	0	0
27	_____	0	0	0
28	_____	0	0	0
29	_____	0	0	0
30	_____	0	0	0
31	_____	0	0	0

Holiday Time Base Coordination Events					
No.	Holiday Types	Hour	Minute	Plan	Offset
0	_____	0	0	0	0
1	_____	0	0	0	0
2	_____	0	0	0	0
3	_____	0	0	0	0
4	_____	0	0	0	0
5	_____	0	0	0	0
6	_____	0	0	0	0
7	_____	0	0	0	0
8	_____	0	0	0	0
9	_____	0	0	0	0
10	_____	0	0	0	0
11	_____	0	0	0	0
12	_____	0	0	0	0
13	_____	0	0	0	0
14	_____	0	0	0	0
15	_____	0	0	0	0
16	_____	0	0	0	0
17	_____	0	0	0	0
18	_____	0	0	0	0
19	_____	0	0	0	0
20	_____	0	0	0	0
21	_____	0	0	0	0
22	_____	0	0	0	0
23	_____	0	0	0	0
24	_____	0	0	0	0
25	_____	0	0	0	0
26	_____	0	0	0	0
27	_____	0	0	0	0
28	_____	0	0	0	0
29	_____	0	0	0	0
30	_____	0	0	0	0
31	_____	0	0	0	0

Holiday Time of Day Function Events					
No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	0	0	0	_____
1	_____	0	0	0	_____
2	_____	0	0	0	_____
3	_____	0	0	0	_____
4	_____	0	0	0	_____
5	_____	0	0	0	_____
6	_____	0	0	0	_____
7	_____	0	0	0	_____
8	_____	0	0	0	_____
9	_____	0	0	0	_____
10	_____	0	0	0	_____
11	_____	0	0	0	_____
12	_____	0	0	0	_____
13	_____	0	0	0	_____
14	_____	0	0	0	_____
15	_____	0	0	0	_____

Season Definitions				
No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Controller: Dexter and Hwy74

Startup	
Flash Start	0
All Red Start	5.0
Yellow Start Phases	_2___6__
First Green Phases	___4___8
Startup Vehicle Calls	12_456_8
Startup Ped Calls	_2___6_8

Configuration	
Exclusive Phases	
Protected/Permissive Phases	
Disable Phase Min. Yellow	
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	
Extra One	1_3_5___

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	12_456_8
Restricted Phases	
Disable Overlap Min. Yellow	
External Permit 1	
External Permit 2	
External Permit 3	
Extra Two	

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	
Flash Yellow Phases	
Flash Yellow Overlaps	
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	5.0
Log Preemption Events	N
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	0

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Controller: 2033

Controller: Dexter and Hwy74

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	0	0	0	A
2	_____	0	0	0	A
3	_____	0	0	0	A
4	_____	0	0	0	A
5	_____	0	0	0	A
6	_____	0	0	0	A
7	_____	0	0	0	A
8	_____	0	0	0	A
9	_____	0	0	0	A
10	_____	0	0	0	A
11	_____	0	0	0	A
12	_____	0	0	0	A
13	_____	0	0	0	A
14	_____	0	0	0	A
15	_____	0	0	0	A
16	_____	0	0	0	A

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	0	0	0	0
Early Green	0	0	0	0
Green Extension	0	0	0	0
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	0	0	0	0
Phase 2	0	0	0	0
Phase 3	0	0	0	0
Phase 4	0	0	0	0
Phase 5	0	0	0	0
Phase 6	0	0	0	0
Phase 7	0	0	0	0
Phase 8	0	0	0	0

QuicNet® System	
System ID	**4**
Group	**NONE**
Field Master	**NONE**
N-S Street	**Cambern Ave**
E-W Street	**Hwy 74**
Communications	
Channel	**UDP:8002:192.168.1.100**
Address	**1**
Area Number	**0**
Area Address	**12**
Database	
Last Changed	**6/23/2017 15:41**

QuicNet Timing Notes
PORT NUMBER:1 (USES C-2 CONNECTOR)
PROTOCOL: AB3428E (MUST BE ENABLED)
RTS HOLD: 6 - BAUD: 12100 - DATA 8 none 1
COM. TIMEOUT: 5 - CTS DELAY: 8

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	11	7	9	12	10	6	0	9
Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max	15	50	20	35	20	50	0	35
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	4.1	5.2	3.6	4.4	4.1	5.2	0.0	4.4
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	0	0	7	0	7
Pedestrian Change	0	19	0	0	0	13	0	24
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	19	0	0	0	13	0	24
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0
Max Gap	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	
Simultaneous Gap	_2_4_6_8
Rest In Walk	
Advance Walk	
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	___4___8
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	_2___6__
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

Phase Timing - Bank 2								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	0	0	0	0	0	0	0	0
Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing								
Walk	0	0	0	0	0	0	0	0
Pedestrian Change	0	0	0	0	0	0	0	0
Advance/Delay Walk	0	0	0	0	0	0	0	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Preemption - General	
Min. Green Before Preempt Forceoff	0
Max. EV Preempt Duration	4
Min. Time Between Same EV Preempt	0
Disable Low Priority Preempt	
Leave Flash to Service Preempt	

Preemption - Relative Priority	
Special Event 1	0
Special Event 2	0
Special Event 3	0
Special Event 4	0
Special Event 5	0
Special Event 6	0
Emergency Vehicle A	1
Emergency Vehicle B	1
Emergency Vehicle C	1
Emergency Vehicle D	1

Preemption - Railroad 1	
Delay	0
Clear Time	10
Clear Phases	

Preemption - Railroad 2	
Delay	0
Clear Time	10
Clear Phases	
Limited Service Phases	

Preemption - Emergency Vehicle			
	Delay	Clear	Clearance Phases
EV A	0	10	_2__5___
EV B	0	10	___4____
EV C	0	10	1____6__
EV D	0	10	__3____8

Preemption - Railroad 3		
Enabled	N	
Advance Ped. Max. Time	0	
Track Clear Min. Time	0	
Track Clear Max. Time	0	
Track Clear Phases		
Limited Service Max. Time	0	
Limited Service Phases		
Truncate Green	N	
Truncate Walk	N	
I/O		
	Input	Output
Advance Ped.	0	0
Advance Preempt	0	0
Supervisor	0	0
Crossing Active	0	0
Gate Down	0	0
Fault	0	0
Watchdog Echo		0

Special Event Sequence 1										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Special Event Sequence 2										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Special Event Sequence 3										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Special Event Sequence 4										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Special Event Sequence 5										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Special Event Sequence 6										
Step	Time	Clear	Ped Call	Hold	Advance	Force Off	Vehicle Call	Permit	Ped Omit	Output
0	**0**									
1	**0**									
2	**0**									
3	**0**									
4	**0**									
5	**0**									
6	**0**									
7	**0**									
8	**0**									
9	**0**									
10	**0**									
11	**0**									
12	**0**									
13	**0**									
14	**0**									
15	**0**									

Coordination - Cycle, Offsets, & Forceoffs									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Cycle	140	140	140	100	80	90	80	95	100
Offset 1	134	139	139	0	43	85	48	85	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Zone Offset	0	0	0	0	0	0	0	0	0
Ring Offset	0	0	0	0	0	0	0	0	0
Hold Release	255	255	255	255	255	255	255	255	255
Ped. Adjust	0	0	0	0	0	0	0	0	0
Forceoff Phase 1	103	105	99	60	36	44	39	40	60
Forceoff Phase 2	21	21	19	0	0	0	0	0	0
Forceoff Phase 3	50	42	42	20	10	10	10	10	20
Forceoff Phase 4	84	85	80	40	21	28	24	25	40
Forceoff Phase 5	21	21	19	60	39	49	44	44	60
Forceoff Phase 6	0	0	0	0	0	0	0	0	0
Forceoff Phase 7	0	0	0	20	0	0	0	0	20
Forceoff Phase 8	84	85	80	40	21	28	24	25	40
Adaptive Operation	N	N	N	N	N	N	N	N	N

Coordination - General	
Transition Type	0.3
0 = Shortway	
1 = Dwell	
2 = Shorten	
Tenths Digit: # Cycles to get in step (1–4)	
Coordination Extra	
1 = Programmed Walk Time for Sync Phases	
2 = Always Terminate Sync Phase Peds	
3 = Floating Forceoffs	
4 = Reserve for Ped Calls	
5 = Start of Green Offset Reference	
8 = Maintain Coord. During Spec. Event Preempt	
QuicTrac Max Cycle Length	255
QuicTrac Max Cycle Length Change	15

Coordination - Phase Minimums							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
15	15	15	15	15	15	15	15

Coordination - Permissives & Phase Sequences									
	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5	Plan 6	Plan 7	Plan 8	Plan 9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	5	5	5	5	115	15	15	15	5
Perm 1 - Veh Phases	____5___	____5___	____5___	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases				12345678	12345678	12345678	12345678	12345678	12345678
Perm 2 - Begin	21	21	19	0	0	0	0	0	0
Perm 2 - End	26	26	24	0	0	0	0	0	0
Perm 2 - Veh Phases	__34___8	__34___8	__34___8						
Perm 2 - Ped Phases	_____8	_____8	_____8						
Perm 3 - Begin	26	26	24	0	0	0	0	0	0
Perm 3 - End	84	85	80	0	0	0	0	0	0
Perm 3 - Veh Phases	1_____	1_____	1_____						
Perm 3 - Ped Phases									
Max Inhibit Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Max Recall Phases									
Reservice Time	0	0	0	0	0	0	0	0	0
Reservice Phases									
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_45__8	_2_45__8	_2_45__8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

Overlaps								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Load Switch Number	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Vehicle Set 1	**3**							
Vehicle Set 2	**3**							
Vehicle Set 3	**3**							
Negative Vehicle								
Negative Ped								
Green Omit								
Green Clear Omit								
Green Clearance	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Yellow Change	**3.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Red Clearance	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

AND Gates						
	AND 1	AND 2	AND 3	AND 4	AND 5	AND 6
Input A	**0**	**0**	**0**	**0**	**0**	**0**
Input B	**0**	**0**	**0**	**0**	**0**	**0**
Output	**0**	**0**	**0**	**0**	**0**	**0**

NAND Gates				
	NAND 1	NAND 2	NAND 3	NAND 4
Input A	**0**	**0**	**0**	**0**
Input B	**0**	**0**	**0**	**0**
Output	**0**	**0**	**0**	**0**

NOT Gates				
	NOT 1	NOT 2	NOT 3	NOT 4
Input	**0**	**0**	**0**	**0**
Output	**0**	**0**	**0**	**0**

Delay Timers						
	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	**0**	**0**	**0**	**0**	**0**	**0**
Time	**0**	**0**	**0**	**0**	**0**	**0**
Output	**0**	**0**	**0**	**0**	**0**	**0**

Extension Timers						
	ET 1	ET 2	ET 3	ET 4	ET 5	ET 6
Input	**0**	**0**	**0**	**0**	**0**	**0**
Time	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Output	**0**	**0**	**0**	**0**	**0**	**0**

OR Gates										
	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6	OR 7	OR 8	OR 9	OR 10
Input A	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Input B	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Input C									**0**	**0**
Input D									**0**	**0**
Output	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Latches								
	LATCH 1	LATCH 2	LATCH 3	LATCH 4	LATCH 5	LATCH 6	LATCH 7	LATCH 8
Set	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Reset	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Output	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
NOT Output	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

One Shot Timers						
	OS 1	OS 2	OS 3	OS 4	OS 5	OS 6
Input	**0**	**0**	**0**	**0**	**0**	**0**
Time	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
Output	**0**	**0**	**0**	**0**	**0**	**0**

Detectors						
No.	Pin	Delay	Carry Over	Phases	Attributes	Assignments
1	**39**	**0.0**	**0.0**	**_2_____**	**___45_7_**	**123____8**
2	**40**	**0.0**	**0.0**	**_____6__**	**___45_7_**	**123____8**
3	**41**	**0.0**	**0.0**	**___4____**	**___45_7_**	**123____8**
4	**42**	**0.0**	**0.0**	**_____8**	**___45_7_**	**123____8**
5	**43**	**0.0**	**0.0**	**_2_____**	**___45_7_**	**123____8**
6	**44**	**0.0**	**0.0**	**_____6__**	**___45_7_**	**123____8**
7	**45**	**0.0**	**0.0**	**___4____**	**___45_7_**	**123____8**
8	**46**	**0.0**	**0.0**	**_____8**	**___45_7_**	**123____8**
9	**47**	**0.0**	**0.0**	**_2_____**	**_____67_**	**123____8**
10	**48**	**0.0**	**0.0**	**_____6__**	**_____67_**	**123____8**
11	**49**	**0.0**	**0.0**	**___4____**	**_____67_**	**123____8**
12	**50**	**0.0**	**0.0**	**_____8**	**_____67_**	**123____8**
13	**55**	**0.0**	**0.0**	**____5___**	**___45_7_**	**123____8**
14	**56**	**0.0**	**0.0**	**1_____**	**___45_7_**	**123____8**
15	**57**	**0.0**	**0.0**	**_____7_**	**___45_7_**	**123____8**
16	**58**	**0.0**	**0.0**	**__3_____**	**___45_7_**	**123____8**
17	**59**	**0.0**	**0.0**	**____5___**	**___45_7_**	**123____8**
18	**60**	**0.0**	**0.0**	**1_____**	**___45_7_**	**123____8**
19	**61**	**0.0**	**0.0**	**_____7_**	**___45_7_**	**123____8**
20	**62**	**0.0**	**0.0**	**__3_____**	**___45_7_**	**123____8**
21	**63**	**0.0**	**0.0**	**_2_____**	**___45_7_**	**123____8**
22	**64**	**0.0**	**0.0**	**_____6__**	**___45_7_**	**123____8**
23	**65**	**0.0**	**0.0**	**___4____**	**___45_7_**	**123____8**
24	**66**	**0.0**	**0.0**	**_____8**	**___45_7_**	**123____8**
25	**67**	**0.0**	**0.0**	**_2_____**	**_2_____**	**123____8**
26	**68**	**0.0**	**0.0**	**_____6__**	**_2_____**	**123____8**
27	**69**	**0.0**	**0.0**	**___4____**	**_2_____**	**123____8**
28	**70**	**0.0**	**0.0**	**_____8**	**_2_____**	**123____8**
29	**76**	**0.0**	**0.0**	**_2_____**	**___45_7_**	**123____8**
30	**77**	**0.0**	**0.0**	**_____6__**	**___45_7_**	**123____8**
31	**78**	**0.0**	**0.0**	**___4____**	**___45_7_**	**123____8**
32	**79**	**0.0**	**0.0**	**_____8**	**___45_7_**	**123____8**

Detector Attributes	Detector Assignments
1 = Full Time Delay	1 = Detector Set 1
2 = Pedestrian	2 = Detector Set 2
3 = (unused)	3 = Detector Set 3
4 = Count	4 = (unused)
5 = Extension	5 = (unused)
6 = Type 3	6 = Min. Recall on Failure
7 = Calling	7 = Max. Recall on Failure
8 = Alternate	8 = Monitor for Failure

Inputs - General	
Flash Sense	**81**
External Permit 1	**0**
External Permit 2	**0**
External Permit 3	**0**
Exclusive Ped Omit	**0**
Max. 2	**0**
External Lag	**0**
Max. Recall	**0**
Stop Time	**82**
Manual Control Enable	**0**
Manual Control Advance	**0**
Min. Recall	**0**
Pedestrian Forceoff	**0**

Inputs - Preemption	
Railroad 1	**51**
Railroad 2	**52**
Gate Down	**0**
Special Event 1	**0**
Special Event 2	**0**
Special Event 3	**0**
Special Event 4	**0**
Special Event 5	**0**
Special Event 6	**0**
Emergency Vehicle A	**71**
Emergency Vehicle B	**72**
Emergency Vehicle C	**73**
Emergency Vehicle D	**74**

Inputs - FYA Inhibit	
Phase 1	**0**
Phase 2	**0**
Phase 3	**0**
Phase 4	**0**
Phase 5	**0**
Phase 6	**0**
Phase 7	**0**
Phase 8	**0**

Inputs - Plan	
Plan 1	**0**
Plan 2	**0**
Plan 3	**0**
Plan 4	**0**
Plan 5	**0**
Plan 6	**0**
Plan 7	**0**
Plan 8	**0**
Plan 9	**0**
Free	**0**
Flash	**0**

Inputs - Bank & Set	
Phase Bank 2	**0**
Phase Bank 3	**0**
Detector Set 2	**0**
Detector Set 3	**0**
Overlap Set 2	**0**
Overlap Set 3	**0**

Inputs - Alarms	
Alarm 1	**0**
Alarm 2	**0**
Alarm 3	**0**
Alarm 4	**0**
Door Ajar	**0**
UPS Battery Low	**0**
UPS On Backup Power	**0**
Cabinet Temperature	**0**

Inputs - NEMA Functions	
Call to Non-Actuated	**0**
CNA Phases	_____
Forceoff Ring A	**0**
Forceoff Ring B	**0**
Hold	**0**
Hold Phases	_____
Max. Inhibit	**0**

Outputs - General	
Advance Warning Sign 1	0
Advance Warning Sign 2	0
Detector Failure	0
Flasher 1	0
Flasher 2	0
Fast Flasher	0
On Line	0
Exclusive Pedestrian Walk	0
Exclusive Pedestrian Don't Walk	0

Outputs - Plan	
Plan 1	0
Plan 2	0
Plan 3	0
Plan 4	0
Plan 5	0
Plan 6	0
Plan 7	0
Plan 8	0
Plan 9	0
Free	0
Flash	0

Outputs - Pedestrian Loadswitch Assignments	
Loadswitch 2P Phases	_2_____
Loadswitch 4P Phases	_____
Loadswitch 6P Phases	_____6__
Loadswitch 8P Phases	_____8

Outputs - Preemption		
	Steady	Flashing
Railroad 1	0	0
Railroad 2	0	0
Special Event 1	0	0
Special Event 2	0	0
Special Event 3	0	0
Special Event 4	0	0
Special Event 5	0	0
Special Event 6	0	0
EV A	0	0
EV B	0	0
EV C	0	0
EV D	0	0
Any Preempt	0	0
Preempt Failure	0	0

Outputs - Phase Redirection								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0

Outputs - Overlap Redirection								
	Overlap 1	Overlap 2	Overlap 3	Overlap 4	Overlap 5	Overlap 6	Overlap 7	Overlap 8
Red	0	0	0	0	0	0	0	0
Yellow	0	0	0	0	0	0	0	0
Green	0	0	0	0	0	0	0	0

Outputs - Time of Day							
TOD Out 1	TOD Out 2	TOD Out 3	TOD Out 4	TOD Out 5	TOD Out 6	TOD Out 7	TOD Out 8
0	0	0	0	0	0	0	0

Outputs - Special Event							
SE Out 1	SE Out 2	SE Out 3	SE Out 4	SE Out 5	SE Out 6	SE Out 7	SE Out 8
0	0	0	0	0	0	0	0

Outputs - Special Function							
SF Out 1	SF Out 2	SF Out 3	SF Out 4	SF Out 5	SF Out 6	SF Out 7	SF Out 8
0	0	0	0	0	0	0	0

Outputs - Phase Status								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Check	0	0	0	0	0	0	0	0
On	0	0	0	0	0	0	0	0

Outputs - Flashing Yellow Arrow							
Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
0	0	0	0	0	0	0	0

Time Base Coordination Events

No.	Days of Week	Seasons	Hour	Minute	Plan	Offset
0	_23456_	12345678	6	0	1	A
1	_23456_	12345678	9	0	2	A
2	_23456_	12345678	14	30	3	A
3	_23456_	12345678	22	0	0	A
4	1____7	12345678	6	0	1	A
5	1____7	12345678	9	0	2	A
6	1____7	12345678	14	30	3	A
7	1____7	12345678	22	0	0	A
8	_____	12345678	0	0	0	0
9	_____	12345678	0	0	0	0
10	_____	12345678	0	0	0	0
11	_____	12345678	0	0	0	0
12	_____	12345678	0	0	0	0
13	_____	12345678	0	0	0	0
14	_____	12345678	0	0	0	0
15	_____	12345678	0	0	0	0
16	_____	12345678	0	0	0	0
17	_____	12345678	0	0	0	0
18	_____	12345678	0	0	0	0
19	_____	12345678	0	0	0	0
20	_____	12345678	0	0	0	0
21	_____	12345678	0	0	0	0
22	_____	12345678	0	0	0	0
23	_____	12345678	0	0	0	0
24	_____	12345678	0	0	0	0
25	_____	12345678	0	0	0	0
26	_____	12345678	0	0	0	0
27	_____	12345678	0	0	0	0
28	_____	12345678	0	0	0	0
29	_____	12345678	0	0	0	0
30	_____	12345678	0	0	0	0
31	_____	12345678	0	0	0	0

Time of Day Function Events

No.	Days of Week	Seasons	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	12345678	0	0	0	_____
1	_____	12345678	0	0	0	_____
2	_____	12345678	0	0	0	_____
3	_____	12345678	0	0	0	_____
4	_____	12345678	0	0	0	_____
5	_____	12345678	0	0	0	_____
6	_____	12345678	0	0	0	_____
7	_____	12345678	0	0	0	_____
8	_____	12345678	0	0	0	_____
9	_____	12345678	0	0	0	_____
10	_____	12345678	0	0	0	_____
11	_____	12345678	0	0	0	_____
12	_____	12345678	0	0	0	_____
13	_____	12345678	0	0	0	_____
14	_____	12345678	0	0	0	_____
15	_____	12345678	0	0	0	_____

Function 1 = Red Lock
Function 2 = Yellow Lock
Function 3 = Minimum Recall
Function 4 = Pedestrian Recall
Function 6 = Rest in Walk
Function 7 = Red Rest
Function 8 = Double Entry
Function 9 = Maximum Recall
Function 10 = Soft Recall
Function 11 = Max 2
Function 12 = Conditional Service
Function 13 = Lag Free
Function 14 = (see Function 14 Bits)
Function 15 = Time of Day Outputs

Function 14 Bits
Bit 1 = Local Override
Bit 2 = Skip Overlap Green Clearance
Bit 4 = Disable Detector OFF Monitoring
Bit 5 = Disable Bus Priority
Bit 6 = Inhibit FYA
Bit 7 = Detector Count Recording
Bit 8 = Split Monitor Recording

Holiday Definitions				
No.	Holiday Types	Day	Month	Year
0	_____	0	0	0
1	_____	0	0	0
2	_____	0	0	0
3	_____	0	0	0
4	_____	0	0	0
5	_____	0	0	0
6	_____	0	0	0
7	_____	0	0	0
8	_____	0	0	0
9	_____	0	0	0
10	_____	0	0	0
11	_____	0	0	0
12	_____	0	0	0
13	_____	0	0	0
14	_____	0	0	0
15	_____	0	0	0
16	_____	0	0	0
17	_____	0	0	0
18	_____	0	0	0
19	_____	0	0	0
20	_____	0	0	0
21	_____	0	0	0
22	_____	0	0	0
23	_____	0	0	0
24	_____	0	0	0
25	_____	0	0	0
26	_____	0	0	0
27	_____	0	0	0
28	_____	0	0	0
29	_____	0	0	0
30	_____	0	0	0
31	_____	0	0	0

Holiday Time Base Coordination Events					
No.	Holiday Types	Hour	Minute	Plan	Offset
0	_____	0	0	0	0
1	_____	0	0	0	0
2	_____	0	0	0	0
3	_____	0	0	0	0
4	_____	0	0	0	0
5	_____	0	0	0	0
6	_____	0	0	0	0
7	_____	0	0	0	0
8	_____	0	0	0	0
9	_____	0	0	0	0
10	_____	0	0	0	0
11	_____	0	0	0	0
12	_____	0	0	0	0
13	_____	0	0	0	0
14	_____	0	0	0	0
15	_____	0	0	0	0
16	_____	0	0	0	0
17	_____	0	0	0	0
18	_____	0	0	0	0
19	_____	0	0	0	0
20	_____	0	0	0	0
21	_____	0	0	0	0
22	_____	0	0	0	0
23	_____	0	0	0	0
24	_____	0	0	0	0
25	_____	0	0	0	0
26	_____	0	0	0	0
27	_____	0	0	0	0
28	_____	0	0	0	0
29	_____	0	0	0	0
30	_____	0	0	0	0
31	_____	0	0	0	0

Holiday Time of Day Function Events					
No.	Holiday Types	Hour	Minute	Function	Phases or Fn. 14 Bits
0	_____	0	0	0	_____
1	_____	0	0	0	_____
2	_____	0	0	0	_____
3	_____	0	0	0	_____
4	_____	0	0	0	_____
5	_____	0	0	0	_____
6	_____	0	0	0	_____
7	_____	0	0	0	_____
8	_____	0	0	0	_____
9	_____	0	0	0	_____
10	_____	0	0	0	_____
11	_____	0	0	0	_____
12	_____	0	0	0	_____
13	_____	0	0	0	_____
14	_____	0	0	0	_____
15	_____	0	0	0	_____

Season Definitions				
No.	Start Month	Start Day	End Month	End Day
1	1	1	12	31
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0

Startup	
Flash Start	0
All Red Start	5.0
Yellow Start Phases	_2___6__
First Green Phases	___4___8
Startup Vehicle Calls	123456_8
Startup Ped Calls	_2___6_8

Configuration	
Exclusive Phases	_____
Protected/Permissive Phases	_____
Disable Phase Min. Yellow	_____
Free Lag Phases	_2_4_6_8
External Lag Phases	_2_4_6_8
Pedestrian Forceoff Phases	_____
Extra One	1_3_5___

1 = TBC Type 1
2 = (unused)
3 = Adjust Clock for Daylight Saving Time
4 = Terminate Ped. for EV Preempt
5 = QuicComm Extended Status
6 = International Style Pedestrian Change Interval
7 = (unused)
8 = Split Ring Operation

Permitted Phases	123456_8
Restricted Phases	_____
Disable Overlap Min. Yellow	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____
Extra Two	_____

1 = Adv. Warn. Signs On During Min. Init.
2 = Siemens i2 Communications Protocol
3 = Disable Minimum Walk Check
4 = QuicNet System Communications
5 = Ignore Anti-Backup During Preempt
6 = Bridgeport Naztec TS 2 I/O Map
7 = Allow Remote Preemption Calls
8 = Caltrans Traf. Resp. FM Comm.

Advance Warning Signs	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Software Flash	
Flash Entry Phases	_____
Flash Yellow Phases	_____
Flash Yellow Overlaps	_____
Flash Type	0

0 = All On/All Off (1-2-3-4-5-6-7-8, dark)
1 = Main/Side (1-2-5-6, 3-4-7-8)
2 = Odd/Even (1-3-5-7, 2-4-6-8)
3 = Ring Pairs (1-6, 4-7, 2-5, 3-8)

Flashing Yellow Arrow	
FYA Delay	0
FYA During Preempt	N

Front Panel	
Keyboard Beep	N
Backlight Timeout	6

Miscellaneous	
Red Revert	5.0
Log Preemption Events	N
Soft Recall Delay	0.0

Special Event Limited Service Intervals					
SE 1	SE 2	SE 3	SE 4	SE 5	SE 6
0	0	0	0	0	0

Detector Monitoring	
Max On	5
Max Off	15
Chatter	45

Daylight Saving Time	
Start Month	3
Start Week	2
End Month	11
End Week	1

Manual Operation	
Manual Plan	0

1–9 = Coordination Plans
14 = Free
15 = Flash

Manual Offset	0

Bus Priority - Schedule					
Event No.	Day of Week	Hour	Minute	Headway	Direction
1	_____	**0**	**0**	**0**	**A**
2	_____	**0**	**0**	**0**	**A**
3	_____	**0**	**0**	**0**	**A**
4	_____	**0**	**0**	**0**	**A**
5	_____	**0**	**0**	**0**	**A**
6	_____	**0**	**0**	**0**	**A**
7	_____	**0**	**0**	**0**	**A**
8	_____	**0**	**0**	**0**	**A**
9	_____	**0**	**0**	**0**	**A**
10	_____	**0**	**0**	**0**	**A**
11	_____	**0**	**0**	**0**	**A**
12	_____	**0**	**0**	**0**	**A**
13	_____	**0**	**0**	**0**	**A**
14	_____	**0**	**0**	**0**	**A**
15	_____	**0**	**0**	**0**	**A**
16	_____	**0**	**0**	**0**	**A**

Bus Priority - Timing				
	Direction A	Direction B	Direction C	Direction D
Delay	**0**	**0**	**0**	**0**
Early Green	**0**	**0**	**0**	**0**
Green Extension	**0**	**0**	**0**	**0**
Phases	_____	_____	_____	_____
Non-Priority Phase Maximum Adjustments				
Phase 1	**0**	**0**	**0**	**0**
Phase 2	**0**	**0**	**0**	**0**
Phase 3	**0**	**0**	**0**	**0**
Phase 4	**0**	**0**	**0**	**0**
Phase 5	**0**	**0**	**0**	**0**
Phase 6	**0**	**0**	**0**	**0**
Phase 7	**0**	**0**	**0**	**0**
Phase 8	**0**	**0**	**0**	**0**

MAXTIME TIMING SHEET

Main St & I15 SB Off Ramp

Q-FREE

3.1 Unit Information

Controller Number	3
Software Version	2.9.0
Main Street	Main St
Side Street	I15 SB Off Ramp

3.2.1 Ethernet Configuration

NET1 IP Address	
NET1 Subnet Mask	
NET1 Gateway	

3.2.3.1 NTCIP Configuration

NTCIP Enabled	Enable
UDP Port	161
TCP Port	0

3.2.9.2 EDI SMU Server Configuration

Server IP	
Port	0

3.3 Time Source & NTP

Time Source	
NTP Server	172.25.20.212

2.1 Unit Parameters

Startup Flash	0
Startup Clearance Hold Time	6
Start Yellow Override	0.0
Start Red Override	0.0
Backup Time	600
Red Revert	4.0
All Red Flash Entry	0
All Red Flash Exit	6
Local Flash Through CVM	Disable
All Red Local Flash Sense	Disable
All Dark Local Flash Sense	Disable
Free Phase Plan	1
Free Overlap Plan	1
Free Veh Detector Plan	1
Free Sequence	1
Manual Control Enable	Enable
Manual Control Sequence	1
Auto Ped Clear	Enable
Preempt Lock Out Time	0

2.1.1-1 Phase Plan 1

Phase	1	2	3	4	5	6	7	8
Description	WBL Main St	EB Main St		SB Off Ramp		WB Main St		
Walk	0	7	0	0	0	7	0	0
Ped Clear	0	19	0	0	0	20	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	5	5	5	5	5	5	5	5
Min Green 2	0	0	0	0	0	0	0	0
Passage	3.0	3.0	1.0	3.0	1.0	3.0	1.0	1.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0
Yellow Change	3.6	4.1	3.0	4.8	3.0	4.1	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Initial	0	0	0	0	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0
Cars B4 Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	3	0	0	0	3	0	0
Delayed Ped	0	0	0	0	0	0	0	0

Notes

2.2.2-1 Phase Options Plan 1

Phase	1	2	3	4	5	6	7
Enable	X	X		X		X	
Auto Flash Entry				X			
Auto Flash Exit		X				X	
Non Lock Detector	X	X	X	X	X	X	X
Min Vehicle Recall		X				X	
Max Vehicle Recall							
Ped Recall							
Soft Vehicle Recall							
Dual Entry							
Disable Simult. Gap							
Actuated Rest in Walk							
Conditional Svc Enable							
Add Initial Calculation							
Ped Clear During Yellow							
Ped Clear During Red Clr							
Yellow Min Override							
No Startup Call							
Advanced Warning							
No Ped Startup Call							
Min Green 2							
Max Green 2							
Red Rest							
Ped Recycle		X				X	
Simultaneous Start							

2.2.3 Global Phase Recalls

Phase	1	2	3	4	5	6	7
Min Recall							
Max Recall							
Ped recall							
Rest in Walk							

2.3.2 Phase Configuration

Phase	Startup	Description
1		WBL Main St
2		EB Main St
3		
4		SB Off Ramp
5		
6		WB Main St
7		
8		

Timing approved by:

Name _____ Signed _____ Date _____

Additional Phase Timing Plans

2.1.1-2 Phase Plan 2

Phase	1	2	3	4	5	6	7	8
Description	WBL Main St	EB Main St		SB Off Ramp		WB Main St		
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	1	1	1	1	1	1	1	1
Max Green 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Initial	0	0	0	0	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0
Cars B4 Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0

2.2.2-2 Phase Options Plan 2

Phase	1	2	3	4	5	6	7	8
Enable								
Auto Flash Entry								
Auto Flash Exit								
Non Lock Detector								
Min Vehicle Recall								
Max Vehicle Recall								
Ped Recall								
Soft Vehicle Recall								
Dual Entry								
Disable Simult. Gap								
Actuated Rest in Walk								
Conditional Svc Enable								
Add Initial Calculation								
Ped Clear During Yellow								
Ped Clear During Red Clr								
Yellow Min Override								
No Startup Call								
Advanced Warning								
No Ped Startup Call								
Min Green 2								
Max Green 2								
Red Rest								
Ped Recycle								
Simultaneous Start								

Sequences

2.3.1-1 Sequence 1

Ring	Sequence

2.3.1-2 Sequence 2

Ring	Sequence

2.3.1-3 Sequence 3

Ring	Sequence

2.3.1-4 Sequence 4

Ring	Sequence

2.3.1-5 Sequence 5

Ring	Sequence

2.3.1-6 Sequence 6

Ring	Sequence

2.3.1-7 Sequence 7

Ring	Sequence

2.3.1-8 Sequence 8

Ring	Seque

1	1,2,a,4,b
2	6,a,8,b
3	

1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	

1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	

1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	

1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	

1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	

1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	

1	2,1,a,4
2	6,5,a,7
3	

2.3.1-9 Sequence 9

Ring	Sequence
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	

2.3.1-10 Sequence 10

Ring	Sequence
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	

2.3.1-11 Sequence 11

Ring	Sequence
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	

2.3.1-12 Sequence 12

Ring	Sequence
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	

2.3.1-13 Sequence 13

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	

2.3.1-14 Sequence 14

Ring	Sequence
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	

2.3.1-15 Sequence 15

Ring	Sequence
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	

2.3.1-16 Sequence

Ring	Sequ
1	2,1,a,4
2	6,5,a,8
3	

No Serve Phases

Sequence 1

2.3.3-1

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 2

2.3.3-2

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 3

2.3.3-3

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 4

2.3.3-4

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 5

2.3.3-5

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 6

2.3.3-6

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 7

2.3.3-7

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 8

2.3.3-8

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 9

2.3.3-9

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 10

2.3.3-10

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 11

2.3.3-11

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 12

2.3.3-12

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 13

2.3.3-13

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 14

2.3.3-14

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 15

2.3.3-15

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Se

P
1
2
3
4
5
6
7
8

Backup Prevention

2.3.4.1-1 Sequence 1

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-2 Sequence 2

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-3 Sequence 3

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-4 Sequence 4

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-5 Sequence 5

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-6 Sequence 6

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-7 Sequence 7

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-8 Sequence 8

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-9 Sequence 9

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-10 Sequence 10

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-11 Sequence 11

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-12 Sequence 12

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-13 Sequence 13

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-14 Sequence 14

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-15 Sequence 15

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-16 Sequence 16

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

Overlap Configuration

2.7.1-1 Overlap Plan 1

Overlap	1	2	3	4	5	6	7	8
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Overlap Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								

Modifier Overlaps								
Negative Phases								
Trail Green	0	0	0	0	0	0	0	0
Add Trail Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phases								
Negative Overlaps								
Trail Green Omit Phases								
Negative Ped								
Negative Ped Overlaps								
Green Suppress Phases								
Call Phase On Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Extension	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Green Flash Freq	0	0	0	0	0	0	0	0
Yellow Flash Freq	0	0	0	0	0	0	0	0
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Call for Service								
Queue Jump								

Overlap Configuration

2.7.1-2 Overlap Plan 2

Overlap	1	2	3	4	5	6	7	8
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Overlap Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								
Modifier Overlaps								
Negative Phases								
Trail Green	0	0	0	0	0	0	0	0
Add Trail Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phases								
Negative Overlaps								
Trail Green Omit Phases								
Negative Ped								
Negative Ped Overlaps								
Green Suppress Phases								
Call Phase On Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Extension	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Green Flash Freq	0	0	0	0	0	0	0	0
Yellow Flash Freq	0	0	0	0	0	0	0	0

Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Call for Service								
Queue Jump								

Detector Configuration

2.4.1-1 Vehicle Detector Plan 1

Det No.	Call Phase	Call Overlap	Add Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Pres.	Errat Count	Fail Time	Failed Recall	Description
1	1	0		0	0.0	0.0	0	0	0	0	0	None	I-1U
2	1	0		0	0.0	0.0	0	0	0	0	0	None	I-1L
3	2	0		0	0.0	0.0	0	0	0	0	0	None	I-2U
4	2	0		0	0.0	0.0	0	0	0	0	0	None	I-2L
5	2	0		0	0.0	0.0	0	0	0	0	0	None	I-3U
6	2	0		0	0.0	0.0	0	0	0	0	0	None	I-3L
7	2	0		0	0.0	0.0	0	0	0	0	0	None	I-4U
8	2	0		0	0.0	0.0	0	0	0	0	0	None	I-4L
9	3	0		0	0.0	0.0	0	0	0	0	0	None	I-5U
10	3	0		0	0.0	0.0	0	0	0	0	0	None	I-5L
11	4	0		0	0.0	0.0	0	0	0	0	0	None	I-6U
12	4	0		0	0.0	0.0	0	0	0	0	0	None	I-6L
13	4	0		0	0.0	0.0	0	0	0	0	0	None	I-7U
14	4	0		0	0.0	0.0	0	0	0	0	0	None	I-7L
15	4	0		0	0.0	0.0	0	0	0	0	0	None	I-8U
16	4	0		0	0.0	0.0	0	0	0	0	0	None	I-8L
17	1	0		0	0.0	0.0	0	0	0	0	0	None	I-9U
18	3	0		0	0.0	0.0	0	0	0	0	0	None	I-9L
19	2	0		0	0.0	0.0	0	0	0	0	0	None	I-10U
20	2	0		0	0.0	0.0	0	0	0	0	0	None	I-10L
21	5	0		0	0.0	0.0	0	0	0	0	0	None	J-1U
22	5	0		0	0.0	0.0	0	0	0	0	0	None	J-1L
23	6	0		0	0.0	0.0	0	0	0	0	0	None	J-2U
24	6	0		0	0.0	0.0	0	0	0	0	0	None	J-2L
25	6	0		0	0.0	0.0	0	0	0	0	0	None	J-3U
26	6	0		0	0.0	0.0	0	0	0	0	0	None	J-3L
27	6	0		0	0.0	0.0	0	0	0	0	0	None	J-4U
28	6	0		0	0.0	0.0	0	0	0	0	0	None	J-4L
29	7	0		0	0.0	0.0	0	0	0	0	0	None	J-5U
30	7	0		0	0.0	0.0	0	0	0	0	0	None	J-5L
31	8	0		0	0.0	0.0	0	0	0	0	0	None	J-6U
32	8	0		0	0.0	0.0	0	0	0	0	0	None	J-6L

2.4.1-1 Vehicle Detectors 33-64

Det No.	Call Phase	Call Overlap	Add Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Pres.	Errat Count	Fail Time	Failed Recall
33	8	0		0	0.0	0.0	0	0	0	0	0	None
34	8	0		0	0.0	0.0	0	0	0	0	0	None
35	8	0		0	0.0	0.0	0	0	0	0	0	None
36	8	0		0	0.0	0.0	0	0	0	0	0	None
37	5	0		0	0.0	0.0	0	0	0	0	0	None
38	7	0		0	0.0	0.0	0	0	0	0	0	None
39	6	0		0	0.0	0.0	0	0	0	0	0	None
40	6	0		0	0.0	0.0	0	0	0	0	0	None
41	0	0		0	0.0	0.0	0	0	0	0	0	None
42	0	0		0	0.0	0.0	0	0	0	0	0	None
43	0	0		0	0.0	0.0	0	0	0	0	0	None
44	0	0		0	0.0	0.0	0	0	0	0	0	None
45	0	0		0	0.0	0.0	0	0	0	0	0	None
46	0	0		0	0.0	0.0	0	0	0	0	0	None
47	0	0		0	0.0	0.0	0	0	0	0	0	None
48	0	0		0	0.0	0.0	0	0	0	0	0	None
49	0	0		0	0.0	0.0	0	0	0	0	0	None
50	0	0		0	0.0	0.0	0	0	0	0	0	None
51	0	0		0	0.0	0.0	0	0	0	0	0	None
52	0	0		0	0.0	0.0	0	0	0	0	0	None
53	0	0		0	0.0	0.0	0	0	0	0	0	None
54	0	0		0	0.0	0.0	0	0	0	0	0	None
55	0	0		0	0.0	0.0	0	0	0	0	0	None
56	0	0		0	0.0	0.0	0	0	0	0	0	None
57	0	0		0	0.0	0.0	0	0	0	0	0	None
58	0	0		0	0.0	0.0	0	0	0	0	0	None
59	0	0		0	0.0	0.0	0	0	0	0	0	None
60	0	0		0	0.0	0.0	0	0	0	0	0	None
61	0	0		0	0.0	0.0	0	0	0	0	0	None
62	0	0		0	0.0	0.0	0	0	0	0	0	None
63	0	0		0	0.0	0.0	0	0	0	0	0	None
64	0	0		0	0.0	0.0	0	0	0	0	0	None

Detector Configuration

2.4.2-1 Vehicle Detector Options Plan 1

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume																																
Occupancy																																
Yellow Lock Call																																
Red Lock Call																																
Extend	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Added Initial																																
Queue																																
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Terminate																																
Min Green 2																																
Prot. Perm.																																
Dis. Delay Lead																																
Dis. TS2 Diag																																
Dis. Det Diag																																
Passage 2																																

2.4.8 Global Vehicle Detector Parameters

Global No Activity	0
Global Max Presence	0
Global Erratic Count	0
Global Failed Recall	None
Detector Reset Enable	Enabled

2.4.8 Global Ped Detector Parameters

Global No Activity	0
Global Max Pres.	0
Global Erratic Ct	0

2.4.6 Volume/Occupancy Data Collection

Data Collection Secs	0
Number of Periods	1

2.4.2-1 Vehicle Detectors 33-64

Detector	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																																
Occupancy																																
Yellow Lock Call																																
Red Lock Call																																
Extend	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Added Initial																																
Queue																																
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Terminate																																
Min Green 2																																
Prot. Perm.																																
Dis. Delay Lead																																
Dis. TS2 Diag																																
Dis. Det Diag																																
Passage 2																																

2.4.3-1 Pedestrian Detector Plan 1

Det No.	Call Ph	Call O/L	Addtnl Call Ph	Cancel Ph	Walk 2 Enable	Ped Clr Enab
1	0	0			0	0
2	2	0			0	0
3	0	0			0	0
4	4	0			0	0
5	0	0			0	0
6	6	0			0	0
7	0	0			0	0
8	8	0			0	0

2.4.4-1 Pedestrian Detector Options Plan 1

Detector	1	2	3	4	5	6
Walk Extension						

2.4.5-1 Pre/Pri Detectors Plan 1

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend
1		None	None	0	0	None	0	0
2		None	None	0	0	None	0	0
3		None	None	0	0	None	0	0
4		None	None	0	0	None	0	0
5		None	None	0	0	None	0	0
6		None	None	0	0	None	0	0

2.4.5-2 Pre/Pri Detectors Plan 2

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend
1		None	None	0	0	None	0	0
2		None	None	0	0	None	0	0
3		None	None	0	0	None	0	0
4		None	None	0	0	None	0	0
5		None	None	0	0	None	0	0
6		None	None	0	0	None	0	0

Coordination Configuration

2.5.1 Coordination Parameters

Operational Mode	Automatic
Coord Mode	Pattern
Maximum Mode	
Force Mode	
Correction Mode	
Max Cyc Limit %	15
Min Cyc Limit %	15
Max Dwell	0
Trans. Cover Ped	

2.5.2 Patterns

Patt.	Cycle	Offset	Split	Seq	Ref.	Coord Mode	FO Mode	Max Mode	Cover Ped	Min Perm Md	Correction Mode	Phs Pln	OL Pln	Det Pln	Det Opt	Ped Pln	Ped Opt	Pri/ Pre	Description
1	80	0	1	1	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
2	70	0	2	1	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
3	110	56	3	1	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
4	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
5	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
6	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
7	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
8	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
9	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
10	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
11	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
12	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
13	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
14	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
15	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
16	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	

Advanced Coord Options

2.5.5 Advanced Options

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																
Allow Split Overrun																
Allow No Coord Phase																
Coord Now																

Ring Plans

2.5.4-1 Ring Plan 1

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-2 Ring Plan 2

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-3 Ring Plan 3

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-5 Ring Plan 5

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-6 Ring Plan 6

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-7 Ring Plan 7

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-9 Ring Plan 9

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-10 Ring Plan 10

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-11 Ring Plan 11

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-13 Ring Plan 13

Ring	Offset	Early Gap	Early FO
1	0	0	0

2.5.4-14 Ring Plan 14

Ring	Offset	Early Gap	Early FO
1	0	0	0

2.5.4-15 Ring Plan 15

Ring	Offset	Early Gap	Early FO
1	0	0	0

2	0	0	0	2	0	0	0	2	0	0	0	2

Split Parameters

2.5.3-1 Split 1

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	24	0	0				Fix		0	0	Float
2	37	0	0	X	X		Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	19	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	61	0	0	X	X		Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	19	0	0				Fix		0	0	Float

2.5.3-2 Split 2

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	22	0	0				Fix		0	0	Float
2	32	0	0	X	X		Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	16	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	54	0	0	X	X		Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	16	0	0				Fix		0	0	Float

2.5.3-3 Split 3

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	30	0	0				Fix		0	0	Float
2	45	0	0	X	X		Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	35	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	75	0	0	X	X		Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	35	0	0				Fix		0	0	Float

2.5.3-4 Split 4

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-5 Split 5

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-6 Split 6

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-7 Split 7

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-8 Split 8

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split Parameters

2.5.3-9 Split 9

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-10 Split 10

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-11 Split 11

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-12 Split 12

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-13 Split 13

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float

2.5.3-14 Split 14

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float

| | | |

4	18	0	2	Off Peak
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-5 Day Plan 5

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-6 Day Plan 6

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-7 Day Plan 7

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-8 Day Plan 8

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Action Configuration

2.6.3 Actions

Act	Pattern	Aux 1	Aux 2	Aux 3	SF 1	SF 2	SF 3	SF 4	SF 5	SF 6	SF 7	SF 8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											
11	None											
12	None											
13	None											
14	None											
15	None											
16	None											
17	None											
18	None											
19	None											
20	None											

Act	Pattern	Aux 1	Aux 2	Aux 3	SF 1	SF 2	SF 3	SF 4	SF 5	SF 6	SF 7	SF 8
21	None											
22	None											
23	None											
24	None											
25	None											
26	None											
27	None											
28	None											
29	None											
30	None											
31	None											
32	None											
33	None											
34	None											
35	None											
36	None											
37	None											
38	None											
39	None											
40	None											
64	None											

2.6.4-1 Action 1

Action	Command	Index
1	None	
2	None	

2.6.4-2 Action 2

Action	Command	Index
1	None	
2	None	

2.6.4-3 Action 3

Action	Command	Index
1	None	
2	None	

2.6.4-4 Action 4

Action	Command	Index
1	None	
2	None	

2.6.4-5 Action 5

Action	Command	Index
1	None	
2	None	

2.6.4-6 Action 6

Action	Command	Index
1	None	
2	None	

2.6.4-7 Action 7

Action	Command	Index
1	None	
2	None	

2.6.4-8 Action 8

Action	Command	Index
1	None	
2	None	

2.6.4-9 Action 9

Action	Command	Index
1	None	
2	None	

2.6.4-10 Action 10

Action	Command	Index
1	None	
2	None	

2.6.4-11 Action 11

Action	Command	Index
1	None	
2	None	

2.6.4-12 Action 12

Action	Command	Index
1	None	
2	None	

2.6.4-13 Action 13

Action	Command	Index
1	None	
2	None	

2.6.4-14 Action 14

Action	Command	Index
1	None	
2	None	

2.6.4-15 Action 15

Action	Command	Index
1	None	
2	None	

2.6.4-16 Action 16

Action	Command	Index
1	None	
2	None	

Preempt Configuration

2.2.8 Preemption Configuration

Preempt	1	2	3	4	5	6
Enabled	Disabled	Disabled	Enabled	Enabled	Enabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description						
Track Phase						
Track 2 Phases						
Track Overlap						
Track 2 Overlap						
Dwell Phase			2	4	1,6	
Dwell Ped						
Dwell Overlap						
Cycling Phase						
Cycling Ped						
Cycling Overlap						
Exit Phase						
Exit Overlaps						
Recovery Exit Omit						

Preemption Options

Preempt	1	2	3	4	5	6
Non Lock Mem						
Not Overide Flash						
Not Overide Next Preempt						
Flash Dwell						
Ped Recycle in Dwell Cycle						
Immediate Ped Clear						
Dwell Only Status Output						
All Red Flash Dwell						
Allow All Overlaps						
Require All Red Entry						
Require Gate Down Track Exit						
Require Gate Up Dwell Exit						
Use Normal On/Normal Off Input						

Preemption Parameters

Preempt	1	2	3	4	5	6
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Reservice Lockout	0	0	0	0	0	0
Enter Min Green	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0
Enter Ped Clear	255	255	14	14	14	255
Track Green	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0

Preempt Exit Parameters

Preempt	1	2	3	4	5	6
Exit Ped Clear	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0
Veh Exit Calls						
Ped Exit Calls						

Prioritor Configuration

2.9.6.1 Prioritor Unit Settings

Enabled	Lock Out Time

2.9.6.3 Prioritor Options

Prioritor	1	2	3	4	5	6

Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0
Dwell Green	0	0	5	5	5	0

No	0

Lockout After First Service						
Presence Only Check-in						
Extend Walk Rest						
Use Phase History						

2.9.6.3 Prioritor Phase Settings

Prioritor	Enabled	Priority	Priority Phases	Skippable Phases	Skip Ped	Delay Time	Arrival Time	Max Presence	Reservice Lockout	Free Pri Min	Free Pri Max	Flush Time Per Veh	Max Flush Time	Description
1	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
2	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
3	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
4	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
5	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
6	On	0				0	0	0	0	Min Green	Max Green	0.0	0	

Advanced I/O Configuration

2.9.1.1 Channel Configuration

Ch	Control Type	Source
1		1
2		2
3		3
4		4
5		5
6		6
7		7
8		8

Ch	Control Type	Source
9		1
10		2
11		3
12		4
13		2
14		4
15		6
16		8

2.9.1.3 Concurrency Mode

Concurrency Mode
Auto

2.9.1.4 Manual Concurrency

Ch	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2.9.1.5 Auto Concurrency

Ch	Concurrency
1	6,15
2	6,13,15
3	
4	8,14,16
5	
6	13,15
7	
8	14,16
9	
10	13
11	
12	14
13	15
14	16
15	
16	

2.9.1.6 CMU Concurrency

Ch	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2.9.1.2 Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	X	X	X	X	X	X	X	X								
Flash Red	X			X	X			X								
Flash Alternate Half Hertz																

2.9.2.1 IO Modules

IO Module	Type
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

2.9.3 Alarm Configuration

Alarm	Alarm Name
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

2.9.2.2 Advanced Cabinet Options

ITS Cabinet on Port 1
No

ITS Cabinet on Port C13S
No

33X Input Leading Edge Filter
5

33X Input Trailing Edge Filter
5

☐ Enable TS2 Stop Time ☐ Disable TS2 Startup Call ☐ Disable TS2 Fault Flash ☐ Disable TS2 Cabinet Alarms

Cabinet Configuration

Input Points

2.9.2.3-1 IO Module 1: Caltrans 332

INPUT	Desc	Input Type	Idx
1	C1-39	Veh Det Call	3
2	C1-40	Veh Det Call	23
3	C1-41	Veh Det Call	11
4	C1-42	Veh Det Call	31
5	C1-43	Veh Det Call	4
6	C1-44	Veh Det Call	24
7	C1-45	Veh Det Call	12
8	C1-46	Veh Det Call	32
9	C1-47	Veh Det Call	7
10	C1-48	Veh Det Call	27
11	C1-49	Veh Det Call	15
12	C1-50	Veh Det Call	35

INPUT	Desc	Input Type	Idx
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Preempt Input	3
38	C1-72	Preempt Input	4
39	C1-73	Preempt Input	5
40	C1-74	Preempt Input	6
41	C1-75	Not Active	0
42	C1-76	Veh Det Call	6
43	C1-77	Veh Det Call	26
44	C1-78	Veh Det Call	14

INPUT	Desc	Input Type	Idx
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0

INPUT	Desc	Input Type	Idx
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0

13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Auto Flash	1
16	C1-54	Not Active	0
17	C1-55	Veh Det Call	21
18	C1-56	Veh Det Call	1
19	C1-57	Veh Det Call	29
20	C1-58	Veh Det Call	9
21	C1-59	Veh Det Call	37
22	C1-60	Veh Det Call	17
23	C1-61	Veh Det Call	38
24	C1-62	Veh Det Call	18
25	C11-10	Veh Det Call	19
26	C11-11	Veh Det Call	20
27	C11-12	Veh Det Call	39
28	C11-13	Veh Det Call	40
29	C1-63	Veh Det Call	5
30	C1-64	Veh Det Call	25
31	C1-65	Veh Det Call	13
32	C1-66	Veh Det Call	33

45	C1-79	Veh Det Call	34
46	C1-80	Interval Adv	1
47	C1-81	Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Veh Det Call	22
50	C11-16	Veh Det Call	2
51	C11-17	Veh Det Call	28
52	C11-18	Veh Det Call	8
53	C11-19	Veh Det Call	30
54	C11-20	Veh Det Call	10
55	C11-21	Veh Det Call	36
56	C11-22	Veh Det Call	16
57	C11-23	Not Active	0
58	C11-24	Not Active	0
59	C11-25	Not Active	0
60	C11-26	Not Active	0
61	C11-27	Not Active	0
62	C11-28	Not Active	0
63	C11-29	Not Active	0
64	C11-30	Not Active	0

77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0

109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Cabinet Configuration

Output Points

2.9.2.4-1 IO Module 1: **Caltrans 332**

OUTPUT	Desc	Output Type	Idx
1	C1-2	Ch Red DWalk	14
2	C1-3	Chl Green Walk	14
3	C1-4	Ch Red DWalk	4
4	C1-5	Ch Yel Ped Clear	4
5	C1-6	Chl Green Walk	4
6	C1-7	Ch Red DWalk	3
7	C1-8	Ch Yel Ped Clear	3
8	C1-9	Chl Green Walk	3
9	C1-10	Ch Red DWalk	13
10	C1-11	Chl Green Walk	13
11	C1-12	Ch Red DWalk	2
12	C1-13	Ch Yel Ped Clear	2
13	C1-15	Chl Green Walk	2
14	C1-16	Ch Red DWalk	1
15	C1-17	Ch Yel Ped Clear	1
16	C1-18	Chl Green Walk	1
17	C1-19	Ch Red DWalk	16
18	C1-20	Chl Green Walk	16
19	C1-21	Ch Red DWalk	8
20	C1-22	Ch Yel Ped Clear	8
21	C1-23	Chl Green Walk	8
22	C1-24	Ch Red DWalk	7
23	C1-25	Ch Yel Ped Clear	7
24	C1-26	Chl Green Walk	7
25	C1-27	Ch Red DWalk	15
26	C1-28	Chl Green Walk	15
27	C1-29	Ch Red DWalk	6
28	C1-30	Ch Yel Ped Clear	6
29	C1-31	Chl Green Walk	6
30	C1-32	Ch Red DWalk	5
31	C1-33	Ch Yel Ped Clear	5
32	C1-34	Chl Green Walk	5

OUTPUT	Desc	Output Type	Idx
33	C1-35	Ch Yel Ped Clear	13
34	C1-36	Ch Yel Ped Clear	15
35	C1-37	Ch Yel Ped Clear	14
36	C1-38	Ch Yel Ped Clear	16
37	C1-100	Ch Yel Ped Clear	18
38	C1-101	Ch Yel Ped Clear	11
39	C1-102	Veh Det Reset	1
40	C1-103	Watchdog	0
41	C1-83	Ch Red DWalk	18
42	C1-84	Chl Green Walk	18
43	C1-85	Ch Red DWalk	17
44	C1-86	Ch Yel Ped Clear	17
45	C1-87	Chl Green Walk	17
46	C1-88	Ch Red DWalk	12
47	C1-89	Ch Yel Ped Clear	12
48	C1-90	Chl Green Walk	12
49	C1-91	Ch Red DWalk	11
50	C1-93	Chl Green Walk	11
51	C1-94	Ch Red DWalk	10
52	C1-95	Ch Yel Ped Clear	10
53	C1-96	Chl Green Walk	10
54	C1-97	Ch Red DWalk	9
55	C1-98	Ch Yel Ped Clear	9
56	C1-99	Chl Green Walk	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0
62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0

OUTPUT	Desc	Output Type	Idx
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0

OUTPUT	Desc	Output Type	Idx
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-2 IO Module 2: None

INPUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

INPUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-2 IO Module 2: None

OUTPUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUTPUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-3 IO Module 3: None

INPUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0

INPUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0

Output Points

2.9.2.4-3 IO Module 3: None

OUTPUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0

OUTPUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0

23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-4 IO Module 4: **None**

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-4 IO Module 4: **None**

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-5 IO Module 5: **None**

IN PUT	Desc	Input Type	Index

IN PUT	Desc	Input Type	Idx

Output Points

2.9.2.4-5 IO Module 5: **None**

OUT PUT	Desc	Output Type	Idx

OUT PUT	Desc	Output Type	Idx

1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-6 IO Module 6: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-6 IO Module 6: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-7 IO Module 7: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-7 IO Module 7: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-8 IO Module 8: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0

Output Points

2.9.2.4-8 IO Module 8: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0

11		Not Active	0	43		Not Active	0	11		Not Active	0	43		Not Active	0
12		Not Active	0	44		Not Active	0	12		Not Active	0	44		Not Active	0
13		Not Active	0	45		Not Active	0	13		Not Active	0	45		Not Active	0
14		Not Active	0	46		Not Active	0	14		Not Active	0	46		Not Active	0
15		Not Active	0	47		Not Active	0	15		Not Active	0	47		Not Active	0
16		Not Active	0	48		Not Active	0	16		Not Active	0	48		Not Active	0
17		Not Active	0	49		Not Active	0	17		Not Active	0	49		Not Active	0
18		Not Active	0	50		Not Active	0	18		Not Active	0	50		Not Active	0
19		Not Active	0	51		Not Active	0	19		Not Active	0	51		Not Active	0
20		Not Active	0	52		Not Active	0	20		Not Active	0	52		Not Active	0
21		Not Active	0	53		Not Active	0	21		Not Active	0	53		Not Active	0
22		Not Active	0	54		Not Active	0	22		Not Active	0	54		Not Active	0
23		Not Active	0	55		Not Active	0	23		Not Active	0	55		Not Active	0
24		Not Active	0	56		Not Active	0	24		Not Active	0	56		Not Active	0
25		Not Active	0	57		Not Active	0	25		Not Active	0	57		Not Active	0
26		Not Active	0	58		Not Active	0	26		Not Active	0	58		Not Active	0
27		Not Active	0	59		Not Active	0	27		Not Active	0	59		Not Active	0
28		Not Active	0	60		Not Active	0	28		Not Active	0	60		Not Active	0
29		Not Active	0	61		Not Active	0	29		Not Active	0	61		Not Active	0
30		Not Active	0	62		Not Active	0	30		Not Active	0	62		Not Active	0
31		Not Active	0	63		Not Active	0	31		Not Active	0	63		Not Active	0
32		Not Active	0	64		Not Active	0	32		Not Active	0	64		Not Active	0

User Programs

User Program 1

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-1 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	Unit Stop Time	1	R=A	Aux Switch State	0	Number	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

User Program 2

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-2 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

User Program 3

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-3 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	

8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

MAXTIME TIMING SHEET

Main St & I15 NB Off Ramp

Q-FREE

3.1 Unit Information

Controller Number	1
Software Version	2.9.0
Main Street	Main St
Side Street	I15 NB Off Ramp

3.2.1 Ethernet Configuration

NET1 IP Address	
NET1 Subnet Mask	
NET1 Gateway	

3.2.3.1 NTCIP Configuration

NTCIP Enabled	Enable
UDP Port	161
TCP Port	0

3.2.9.2 EDI SMU Server Configuration

Server IP	
Port	0

3.3 Time Source & NTP

Time Source	
NTP Server	pool.ntp.org

2.1 Unit Parameters

Startup Flash	0
Startup Clearance Hold Time	6
Start Yellow Override	0.0
Start Red Override	0.0
Backup Time	600
Red Revert	5.0
All Red Flash Entry	0
All Red Flash Exit	6
Local Flash Through CVM	Disable
All Red Local Flash Sense	Disable
All Dark Local Flash Sense	Disable
Free Phase Plan	1
Free Overlap Plan	1
Free Veh Detector Plan	1
Free Sequence	1
Manual Control Enable	Enable
Manual Control Sequence	1
Auto Ped Clear	Enable
Preempt Lock Out Time	0

2.1.1-1 Phase Plan 1

Phase	1	2	3	4	5	6	7	8
Description		EB Main St				WB Main St		NB Off Ramp
Walk	0	7	0	0	0	7	0	0
Ped Clear	0	20	0	0	0	18	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	1	5	1	1	1	5	1	5
Min Green 2	0	0	0	0	0	0	0	0
Passage	0.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	0	30	0	0	0	30	0	30
Max Green 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	4.1	3.0	3.0	3.0	4.1	3.0	4.8
Red Clear	0.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Initial	0	0	0	0	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0
Cars B4 Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	3	0	0	0	3	0	0
Delayed Ped	0	0	0	0	0	0	0	0

Notes

2.2.2-1 Phase Options Plan 1

Phase	1	2	3	4	5	6	7
Enable		X				X	
Auto Flash Entry				X			
Auto Flash Exit						X	
Non Lock Detector	X	X	X	X		X	X
Min Vehicle Recall		X				X	
Max Vehicle Recall							
Ped Recall							
Soft Vehicle Recall							
Dual Entry							
Disable Simult. Gap							
Actuated Rest in Walk							
Conditional Svc Enable							
Add Initial Calculation							
Ped Clear During Yellow							
Ped Clear During Red Clr							
Yellow Min Override							
No Startup Call							
Advanced Warning							
No Ped Startup Call							
Min Green 2							
Max Green 2							
Red Rest							
Ped Recycle							
Simultaneous Start							

2.2.3 Global Phase Recalls

Phase	1	2	3	4	5	6	7
Min Recall							
Max Recall							
Ped recall							
Rest in Walk							

2.3.2 Phase Configuration

Phase	Startup	Description
1		
2		EB Main St
3		
4		
5		
6		WB Main St
7		
8		NB Off Ramp

Timing approved by:

Name _____ Signed _____ Date _____

Additional Phase Timing Plans

2.1.1-2 Phase Plan 2

Phase	1	2	3	4	5	6	7	8
Description		EB Main St				WB Main St		NB Off Ramp
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	1	1	1	1	1	1	1	1
Max Green 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Initial	0	0	0	0	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0
Cars B4 Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0

2.2.2-2 Phase Options Plan 2

Phase	1	2	3	4	5	6	7	8
Enable								
Auto Flash Entry								
Auto Flash Exit								
Non Lock Detector								
Min Vehicle Recall								
Max Vehicle Recall								
Ped Recall								
Soft Vehicle Recall								
Dual Entry								
Disable Simult. Gap								
Actuated Rest in Walk								
Conditional Svc Enable								
Add Initial Calculation								
Ped Clear During Yellow								
Ped Clear During Red Clr								
Yellow Min Override								
No Startup Call								
Advanced Warning								
No Ped Startup Call								
Min Green 2								
Max Green 2								
Red Rest								
Ped Recycle								
Simultaneous Start								

Sequences

2.3.1-1 Sequence 1

Ring	Sequence

2.3.1-2 Sequence 2

Ring	Sequence

2.3.1-3 Sequence 3

Ring	Sequence

2.3.1-4 Sequence 4

Ring	Sequence

2.3.1-5 Sequence 5

Ring	Sequence

2.3.1-6 Sequence 6

Ring	Sequence

2.3.1-7 Sequence 7

Ring	Sequence

2.3.1-8 Sequence 8

Ring	Seque

1	2,6,a,8,b
2	
3	

1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	

1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	

1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	

1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	

1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	

1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	

1	2,1,a,4
2	6,5,a,7
3	

2.3.1-9 Sequence 9

Ring	Sequence
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	

2.3.1-10 Sequence 10

Ring	Sequence
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	

2.3.1-11 Sequence 11

Ring	Sequence
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	

2.3.1-12 Sequence 12

Ring	Sequence
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	

2.3.1-13 Sequence 13

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	

2.3.1-14 Sequence 14

Ring	Sequence
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	

2.3.1-15 Sequence 15

Ring	Sequence
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	

2.3.1-16 Sequence

Ring	Sequ
1	2,1,a,4
2	6,5,a,8
3	

No Serve Phases

Sequence 1

2.3.3-1

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 2

2.3.3-2

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 3

2.3.3-3

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 4

2.3.3-4

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 5

2.3.3-5

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 6

2.3.3-6

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 7

2.3.3-7

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 8

2.3.3-8

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 9

2.3.3-9

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 10

2.3.3-10

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 11

2.3.3-11

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 12

2.3.3-12

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 13

2.3.3-13

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 14

2.3.3-14

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 15

2.3.3-15

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Se

P
1
2
3
4
5
6
7
8

Backup Prevention

2.3.4.1-1 Sequence 1

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-2 Sequence 2

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-3 Sequence 3

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-4 Sequence 4

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-5 Sequence 5

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-6 Sequence 6

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-7 Sequence 7

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-8 Sequence 8

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-9 Sequence 9

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-10 Sequence 10

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-11 Sequence 11

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-12 Sequence 12

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-13 Sequence 13

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-14 Sequence 14

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-15 Sequence 15

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-16 Sequence 16

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

Overlap Configuration

2.7.1-1 Overlap Plan 1

Overlap	1	2	3	4	5	6	7	8
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Overlap Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								

Modifier Overlaps								
Negative Phases								
Trail Green	0	0	0	0	0	0	0	0
Add Trail Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phases								
Negative Overlaps								
Trail Green Omit Phases								
Negative Ped								
Negative Ped Overlaps								
Green Suppress Phases								
Call Phase On Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Extension	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Green Flash Freq	0	0	0	0	0	0	0	0
Yellow Flash Freq	0	0	0	0	0	0	0	0
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Call for Service								
Queue Jump								

Overlap Configuration

2.7.1-2 Overlap Plan 2

Overlap	1	2	3	4	5	6	7	8
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Overlap Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								
Modifier Overlaps								
Negative Phases								
Trail Green	0	0	0	0	0	0	0	0
Add Trail Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phases								
Negative Overlaps								
Trail Green Omit Phases								
Negative Ped								
Negative Ped Overlaps								
Green Suppress Phases								
Call Phase On Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Extension	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Green Flash Freq	0	0	0	0	0	0	0	0
Yellow Flash Freq	0	0	0	0	0	0	0	0

Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Call for Service								
Queue Jump								

Detector Configuration

2.4.1-1 Vehicle Detector Plan 1

Det No.	Call Phase	Call Overlap	Add Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Pres.	Errat Count	Fail Time	Failed Recall	Description
1	1	0		0	0.0	0.0	0	0	0	0	0	None	I-1U
2	1	0		0	0.0	0.0	0	0	0	0	0	None	I-1L
3	2	0		0	0.0	0.0	0	0	0	0	0	None	I-2U ADV
4	2	0		0	0.0	0.0	0	0	0	0	0	None	I-2L ADV
5	2	0		0	0.0	0.0	0	0	0	0	0	None	I-3U MID VDS
6	2	0		0	0.0	0.0	0	0	0	0	0	None	I-3L LL VDS
7	2	0		0	0.0	0.0	0	0	0	0	0	None	I-4U
8	2	0		0	0.0	0.0	0	0	0	0	0	None	I-4L
9	3	0		0	0.0	0.0	0	0	0	0	0	None	I-5U
10	3	0		0	0.0	0.0	0	0	0	0	0	None	I-5L
11	4	0		0	0.0	0.0	0	0	0	0	0	None	I-6U
12	4	0		0	0.0	0.0	0	0	0	0	0	None	I-6L
13	4	0		0	0.0	0.0	0	0	0	0	0	None	I-7U
14	4	0		0	0.0	0.0	0	0	0	0	0	None	I-7L
15	4	0		0	0.0	0.0	0	0	0	0	0	None	I-8U
16	4	0		0	0.0	0.0	0	0	0	0	0	None	I-8L
17	1	0		0	0.0	0.0	0	0	0	0	0	None	I-9U
18	3	0		0	0.0	0.0	0	0	0	0	0	None	I-9L
19	2	0		0	0.0	0.0	0	0	0	0	0	None	I-10U
20	2	0		0	0.0	0.0	0	0	0	0	0	None	I-10L
21	5	0		0	0.0	0.0	0	0	0	0	0	None	J-1U
22	5	0		0	0.0	0.0	0	0	0	0	0	None	J-1L
23	6	0		0	0.0	0.0	0	0	0	0	0	None	J-2U
24	6	0		0	0.0	0.0	0	0	0	0	0	None	J-2L
25	6	0		0	0.0	0.0	0	0	0	0	0	None	J-3U
26	6	0		0	0.0	0.0	0	0	0	0	0	None	J-3L LL VDS
27	6	0		0	0.0	0.0	0	0	0	0	0	None	J-4U
28	6	0		0	0.0	0.0	0	0	0	0	0	None	J-4L LL VDS
29	7	0		0	0.0	0.0	0	0	0	0	0	None	J-5U
30	7	0		0	0.0	0.0	0	0	0	0	0	None	J-5L
31	8	0		0	0.0	0.0	0	0	0	0	0	None	J-6U ADV
32	8	0		0	0.0	0.0	0	0	0	0	0	None	J-6L ADV

2.4.1-1 Vehicle Detectors 33-64

Det No.	Call Phase	Call Overlap	Add Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Pres.	Errat Count	Fail Time	Failed Recal
33	8	0		0	0.0	0.0	0	0	0	0	0	None
34	8	0		0	0.0	0.0	0	0	0	0	0	None
35	8	0		0	0.0	0.0	0	0	0	0	0	None
36	8	0		0	0.0	0.0	0	0	0	0	0	None
37	5	0		0	0.0	0.0	0	0	0	0	0	None
38	7	0		0	0.0	0.0	0	0	0	0	0	None
39	6	0		0	0.0	0.0	0	0	0	0	0	None
40	6	0		0	0.0	0.0	0	0	0	0	0	None
41	6	0		0	0.0	0.0	0	0	0	0	0	None
42	6	0		0	0.0	0.0	0	0	0	0	0	None
43	0	0		0	0.0	0.0	0	0	0	0	0	None
44	0	0		0	0.0	0.0	0	0	0	0	0	None
45	0	0		0	0.0	0.0	0	0	0	0	0	None
46	0	0		0	0.0	0.0	0	0	0	0	0	None
47	0	0		0	0.0	0.0	0	0	0	0	0	None
48	0	0		0	0.0	0.0	0	0	0	0	0	None
49	0	0		0	0.0	0.0	0	0	0	0	0	None
50	0	0		0	0.0	0.0	0	0	0	0	0	None
51	0	0		0	0.0	0.0	0	0	0	0	0	None
52	0	0		0	0.0	0.0	0	0	0	0	0	None
53	0	0		0	0.0	0.0	0	0	0	0	0	None
54	0	0		0	0.0	0.0	0	0	0	0	0	None
55	0	0		0	0.0	0.0	0	0	0	0	0	None
56	0	0		0	0.0	0.0	0	0	0	0	0	None
57	0	0		0	0.0	0.0	0	0	0	0	0	None
58	0	0		0	0.0	0.0	0	0	0	0	0	None
59	0	0		0	0.0	0.0	0	0	0	0	0	None
60	0	0		0	0.0	0.0	0	0	0	0	0	None
61	0	0		0	0.0	0.0	0	0	0	0	0	None
62	0	0		0	0.0	0.0	0	0	0	0	0	None
63	0	0		0	0.0	0.0	0	0	0	0	0	None
64	0	0		0	0.0	0.0	0	0	0	0	0	None

Detector Configuration

2.4.2-1 Vehicle Detector Options Plan 1

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume			X	X																											X	X
Occupancy																																
Yellow Lock Call																																
Red Lock Call																																
Extend	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Added Initial																																
Queue																																
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Terminate																																
Min Green 2																																
Prot. Perm.																																
Dis. Delay Lead																																
Dis. TS2 Diag																																
Dis. Det Diag																																
Passage 2																																

2.4.8 Global Vehicle Detector Parameters

Global No Activity	0
Global Max Presence	0
Global Erratic Count	0
Global Failed Recall	None
Detector Reset Enable	Enabled

2.4.8 Global Ped Detector Parameters

Global No Activity	0
Global Max Pres.	0
Global Erratic Ct	0

2.4.6 Volume/Occupancy Data Collection

Data Collection Secs	0
Number of Periods	1

2.4.2-1 Vehicle Detectors 33-64

Detector	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																																
Occupancy																																
Yellow Lock Call																																
Red Lock Call																																
Extend	X	X	X	X	X	X	X	X	X	X																						
Added Initial																																
Queue																																
Call	X	X	X	X	X	X	X	X																								
Terminate																																
Min Green 2																																
Prot. Perm.																																
Dis. Delay Lead																																
Dis. TS2 Diag																																
Dis. Det Diag																																
Passage 2																																

2.4.3-1 Pedestrian Detector Plan 1

Det No.	Call Ph	Call O/L	Addtnl Call Ph	Cancel Ph	Walk 2 Enable	Ped Clr Enab
1	0	0			0	0
2	2	0			0	0
3	0	0			0	0
4	4	0			0	0
5	0	0			0	0
6	6	0			0	0
7	0	0			0	0
8	8	0			0	0

2.4.4-1 Pedestrian Detector Options Plan 1

Detector	1	2	3	4	5	6
Walk Extension						

2.4.5-1 Pre/Pri Detectors Plan 1

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend
1		None	None	0	0	None	0	0
2		None	None	0	0	None	0	0
3		None	None	0	0	None	0	0
4		None	None	0	0	None	0	0
5		None	None	0	0	None	0	0
6		None	None	0	0	None	0	0

2.4.5-2 Pre/Pri Detectors Plan 2

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend
1		None	None	0	0	None	0	0
2		None	None	0	0	None	0	0
3		None	None	0	0	None	0	0
4		None	None	0	0	None	0	0
5		None	None	0	0	None	0	0
6		None	None	0	0	None	0	0

Coordination Configuration

2.5.1 Coordination Parameters

Operational Mode	Automatic
Coord Mode	Pattern
Maximum Mode	
Force Mode	
Correction Mode	
Max Cyc Limit %	15
Min Cyc Limit %	15
Max Dwell	0
Trans. Cover Ped	

2.5.2 Patterns

Patt.	Cycle	Offset	Split	Seq	Ref.	Coord Mode	FO Mode	Max Mode	Cover Ped	Min Perm Md	Correction Mode	Phs Pln	OL Pln	Det Pln	Det Opt	Ped Pln	Ped Opt	Pri/ Pre	Description
1	80	68	1	1	Yel	Auto	Fixed	Inh	Cover	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
2	70	62	2	1	Yel	Auto	Fixed	Inh	Cover	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
3	110	80	3	1	Yel	Auto	Fixed	Inh	Cover	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
4	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
5	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
6	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
7	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
8	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
9	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
10	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
11	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
12	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
13	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
14	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
15	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
16	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	

Advanced Coord Options

2.5.5 Advanced Options

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																
Allow Split Overrun																
Allow No Coord Phase																
Coord Now																

Ring Plans

2.5.4-1 Ring Plan 1

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-2 Ring Plan 2

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-3 Ring Plan 3

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-5 Ring Plan 5

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-6 Ring Plan 6

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-7 Ring Plan 7

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-9 Ring Plan 9

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-10 Ring Plan 10

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-11 Ring Plan 11

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-13 Ring Plan 13

Ring	Offset	Early Gap	Early FO
1	0	0	0

2.5.4-14 Ring Plan 14

Ring	Offset	Early Gap	Early FO
1	0	0	0

2.5.4-15 Ring Plan 15

Ring	Offset	Early Gap	Early FO
1	0	0	0

2	0	0	0	2	0	0	0	2	0	0	0	2

Split Parameters

2.5.3-1 Split 1

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	16	0	0	X	X		Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	39	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	25	0	0				Fix		0	0	Float

2.5.3-2 Split 2

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	13	0	0	X	X		Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	34	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	23	0	0				Fix		0	0	Float

2.5.3-3 Split 3

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	20	0	0	X	X		Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	56	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	34	0	0				Fix		0	0	Float

2.5.3-4 Split 4

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-5 Split 5

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-6 Split 6

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-7 Split 7

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-8 Split 8

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split Parameters

2.5.3-9 Split 9

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-10 Split 10

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-11 Split 11

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-12 Split 12

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-13 Split 13

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float

2.5.3-14 Split 14

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float

| | | |

4	18	0	2	Off Peak
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-5 Day Plan 5

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-6 Day Plan 6

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-7 Day Plan 7

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-8 Day Plan 8

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Action Configuration

2.6.3 Actions

Act	Pattern	Aux 1	Aux 2	Aux 3	SF 1	SF 2	SF 3	SF 4	SF 5	SF 6	SF 7	SF 8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											
11	None											
12	None											
13	None											
14	None											
15	None											
16	None											
17	None											
18	None											
19	None											
20	None											

Act	Pattern	Aux 1	Aux 2	Aux 3	SF 1	SF 2	SF 3	SF 4	SF 5	SF 6	SF 7	SF 8
21	None											
22	None											
23	None											
24	None											
25	None											
26	None											
27	None											
28	None											
29	None											
30	None											
31	None											
32	None											
33	None											
34	None											
35	None											
36	None											
37	None											
38	None											
39	None											
40	None											
64	None											

2.6.4-1 Action 1

Action	Command	Index
1	None	
2	None	

2.6.4-2 Action 2

Action	Command	Index
1	None	
2	None	

2.6.4-3 Action 3

Action	Command	Index
1	None	
2	None	

2.6.4-4 Action 4

Action	Command	Index
1	None	
2	None	

2.6.4-5 Action 5

Action	Command	Index
1	None	
2	None	

2.6.4-6 Action 6

Action	Command	Index
1	None	
2	None	

2.6.4-7 Action 7

Action	Command	Index
1	None	
2	None	

2.6.4-8 Action 8

Action	Command	Index
1	None	
2	None	

2.6.4-9 Action 9

Action	Command	Index
1	None	
2	None	

2.6.4-10 Action 10

Action	Command	Index
1	None	
2	None	

2.6.4-11 Action 11

Action	Command	Index
1	None	
2	None	

2.6.4-12 Action 12

Action	Command	Index
1	None	
2	None	

2.6.4-13 Action 13

Action	Command	Index
1	None	
2	None	

2.6.4-14 Action 14

Action	Command	Index
1	None	
2	None	

2.6.4-15 Action 15

Action	Command	Index
1	None	
2	None	

2.6.4-16 Action 16

Action	Command	Index
1	None	
2	None	

Preempt Configuration

2.2.8 Preemption Configuration

Preempt	1	2	3	4	5	6
Enabled	Disabled	Disabled	Enabled	Disabled	Enabled	Enabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description						
Track Phase						
Track 2 Phases						
Track Overlap						
Track 2 Overlap						
Dwell Phase			2		6	8
Dwell Ped						
Dwell Overlap						
Cycling Phase						
Cycling Ped						
Cycling Overlap						
Exit Phase						
Exit Overlaps						
Recovery Exit Omit						

Preemption Options

Preempt	1	2	3	4	5	6
Non Lock Mem						
Not Overide Flash						
Not Overide Next Preempt						
Flash Dwell						
Ped Recycle in Dwell Cycle						
Immediate Ped Clear						
Dwell Only Status Output						
All Red Flash Dwell						
Allow All Overlaps						
Require All Red Entry						
Require Gate Down Track Exit						
Require Gate Up Dwell Exit						
Use Normal On/Normal Off Input						

Preemption Parameters

Preempt	1	2	3	4	5	6
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Reservice Lockout	0	0	0	0	0	0
Enter Min Green	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0
Enter Ped Clear	255	255	14	255	14	14
Track Green	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0

Preempt Exit Parameters

Preempt	1	2	3	4	5	6
Exit Ped Clear	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0
Veh Exit Calls						
Ped Exit Calls						

Prioritor Configuration

2.9.6.1 Prioritor Unit Settings

Enabled	Lock Out Time

2.9.6.3 Prioritor Options

Prioritor	1	2	3	4	5	6

Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0
Dwell Green	0	15	5	0	5	5

No	0

Lockout After First Service						
Presence Only Check-in						
Extend Walk Rest						
Use Phase History						

2.9.6.3 Prioritor Phase Settings

Prioritor	Enabled	Priority	Priority Phases	Skippable Phases	Skip Ped	Delay Time	Arrival Time	Max Presence	Reservice Lockout	Free Pri Min	Free Pri Max	Flush Time Per Veh	Max Flush Time	Description
1	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
2	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
3	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
4	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
5	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
6	On	0				0	0	0	0	Min Green	Max Green	0.0	0	

Advanced I/O Configuration

2.9.1.1 Channel Configuration

Ch	Control Type	Source
1		1
2		2
3		3
4		4
5		5
6		6
7		7
8		8

Ch	Control Type	Source
9		1
10		2
11		3
12		4
13		2
14		4
15		6
16		8

2.9.1.3 Concurrency Mode

Concurrency Mode
Auto

2.9.1.4 Manual Concurrency

Ch	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2.9.1.5 Auto Concurrency

Ch	Concurrency
1	
2	13
3	
4	14
5	
6	15
7	
8	16
9	
10	13
11	
12	14
13	
14	
15	
16	

2.9.1.6 CMU Concurrency

Ch	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2.9.1.2 Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	X	X	X	X	X	X	X	X								
Flash Red	X			X	X			X								
Flash Alternate Half Hertz																

2.9.2.1 IO Modules

IO Module	Type
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

2.9.3 Alarm Configuration

Alarm	Alarm Name
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

2.9.2.2 Advanced Cabinet Options

ITS Cabinet on Port 1
No

ITS Cabinet on Port C13S
No

33X Input Leading Edge Filter
5

33X Input Trailing Edge Filter
5

☐ Enable TS2 Stop Time ☐ Disable TS2 Startup Call ☐ Disable TS2 Fault Flash ☐ Disable TS2 Cabinet Alarms

Cabinet Configuration

Input Points

2.9.2.3-1 IO Module 1: Caltrans 332

INPUT	Desc	Input Type	Idx
1	C1-39	Veh Det Call	3
2	C1-40	Veh Det Call	23
3	C1-41	Veh Det Call	11
4	C1-42	Veh Det Call	31
5	C1-43	Veh Det Call	4
6	C1-44	Veh Det Call	24
7	C1-45	Veh Det Call	12
8	C1-46	Veh Det Call	32
9	C1-47	Veh Det Call	7
10	C1-48	Veh Det Call	27
11	C1-49	Veh Det Call	15
12	C1-50	Veh Det Call	35

INPUT	Desc	Input Type	Idx
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Preempt Input	3
38	C1-72	Preempt Input	4
39	C1-73	Preempt Input	5
40	C1-74	Preempt Input	6
41	C1-75	Not Active	0
42	C1-76	Veh Det Call	6
43	C1-77	Veh Det Call	26
44	C1-78	Veh Det Call	14

INPUT	Desc	Input Type	Idx
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0

INPUT	Desc	Input Type	Idx
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0

13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	Auto Flash	1
16	C1-54	Not Active	0
17	C1-55	Veh Det Call	21
18	C1-56	Veh Det Call	1
19	C1-57	Veh Det Call	29
20	C1-58	Veh Det Call	9
21	C1-59	Veh Det Call	37
22	C1-60	Veh Det Call	17
23	C1-61	Veh Det Call	38
24	C1-62	Veh Det Call	18
25	C11-10	Veh Det Call	19
26	C11-11	Veh Det Call	20
27	C11-12	Veh Det Call	39
28	C11-13	Veh Det Call	40
29	C1-63	Veh Det Call	5
30	C1-64	Veh Det Call	25
31	C1-65	Veh Det Call	13
32	C1-66	Veh Det Call	33

45	C1-79	Veh Det Call	34
46	C1-80	Interval Adv	1
47	C1-81	Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Veh Det Call	22
50	C11-16	Veh Det Call	2
51	C11-17	Veh Det Call	28
52	C11-18	Veh Det Call	8
53	C11-19	Veh Det Call	30
54	C11-20	Veh Det Call	10
55	C11-21	Veh Det Call	36
56	C11-22	Veh Det Call	16
57	C11-23	Not Active	0
58	C11-24	Not Active	0
59	C11-25	Not Active	0
60	C11-26	Not Active	0
61	C11-27	Not Active	0
62	C11-28	Not Active	0
63	C11-29	Not Active	0
64	C11-30	Not Active	0

77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0

109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Cabinet Configuration

Output Points

2.9.2.4-1 IO Module 1: **Caltrans 332**

OUTPUT	Desc	Output Type	Idx
1	C1-2	Ch Red DWalk	14
2	C1-3	Chl Green Walk	14
3	C1-4	Ch Red DWalk	4
4	C1-5	Ch Yel Ped Clear	4
5	C1-6	Chl Green Walk	4
6	C1-7	Ch Red DWalk	3
7	C1-8	Ch Yel Ped Clear	3
8	C1-9	Chl Green Walk	3
9	C1-10	Ch Red DWalk	13
10	C1-11	Chl Green Walk	13
11	C1-12	Ch Red DWalk	2
12	C1-13	Ch Yel Ped Clear	2
13	C1-15	Chl Green Walk	2
14	C1-16	Ch Red DWalk	1
15	C1-17	Ch Yel Ped Clear	1
16	C1-18	Chl Green Walk	1
17	C1-19	Ch Red DWalk	16
18	C1-20	Chl Green Walk	16
19	C1-21	Ch Red DWalk	8
20	C1-22	Ch Yel Ped Clear	8
21	C1-23	Chl Green Walk	8
22	C1-24	Ch Red DWalk	7
23	C1-25	Ch Yel Ped Clear	7
24	C1-26	Chl Green Walk	7
25	C1-27	Ch Red DWalk	15
26	C1-28	Chl Green Walk	15
27	C1-29	Ch Red DWalk	6
28	C1-30	Ch Yel Ped Clear	6
29	C1-31	Chl Green Walk	6
30	C1-32	Ch Red DWalk	5
31	C1-33	Ch Yel Ped Clear	5
32	C1-34	Chl Green Walk	5

OUTPUT	Desc	Output Type	Idx
33	C1-35	Not Active	0
34	C1-36	Not Active	0
35	C1-37	Not Active	0
36	C1-38	Not Active	0
37	C1-100	Ch Yel Ped Clear	18
38	C1-101	Ch Yel Ped Clear	11
39	C1-102	Veh Det Reset	1
40	C1-103	Watchdog	0
41	C1-83	Ch Red DWalk	18
42	C1-84	Chl Green Walk	18
43	C1-85	Ch Red DWalk	17
44	C1-86	Ch Yel Ped Clear	17
45	C1-87	Chl Green Walk	17
46	C1-88	Ch Red DWalk	12
47	C1-89	Ch Yel Ped Clear	12
48	C1-90	Chl Green Walk	12
49	C1-91	Ch Red DWalk	11
50	C1-93	Chl Green Walk	11
51	C1-94	Ch Red DWalk	10
52	C1-95	Ch Yel Ped Clear	10
53	C1-96	Chl Green Walk	10
54	C1-97	Ch Red DWalk	9
55	C1-98	Ch Yel Ped Clear	9
56	C1-99	Chl Green Walk	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0
62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0

OUTPUT	Desc	Output Type	Idx
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0

OUTPUT	Desc	Output Type	Idx
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-2 IO Module 2: None

INPUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

INPUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-2 IO Module 2: None

OUTPUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUTPUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-3 IO Module 3: None

INPUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0

INPUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0

Output Points

2.9.2.4-3 IO Module 3: None

OUTPUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0

OUTPUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0

23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-4 IO Module 4: **None**

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-4 IO Module 4: **None**

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-5 IO Module 5: **None**

IN PUT	Desc	Input Type	Index

IN PUT	Desc	Input Type	Idx

Output Points

2.9.2.4-5 IO Module 5: **None**

OUT PUT	Desc	Output Type	Idx

OUT PUT	Desc	Output Type	Idx

1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-6 IO Module 6: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-6 IO Module 6: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-7 IO Module 7: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-7 IO Module 7: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-8 IO Module 8: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0

Output Points

2.9.2.4-8 IO Module 8: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0

11		Not Active	0	43		Not Active	0	11		Not Active	0	43		Not Active	0
12		Not Active	0	44		Not Active	0	12		Not Active	0	44		Not Active	0
13		Not Active	0	45		Not Active	0	13		Not Active	0	45		Not Active	0
14		Not Active	0	46		Not Active	0	14		Not Active	0	46		Not Active	0
15		Not Active	0	47		Not Active	0	15		Not Active	0	47		Not Active	0
16		Not Active	0	48		Not Active	0	16		Not Active	0	48		Not Active	0
17		Not Active	0	49		Not Active	0	17		Not Active	0	49		Not Active	0
18		Not Active	0	50		Not Active	0	18		Not Active	0	50		Not Active	0
19		Not Active	0	51		Not Active	0	19		Not Active	0	51		Not Active	0
20		Not Active	0	52		Not Active	0	20		Not Active	0	52		Not Active	0
21		Not Active	0	53		Not Active	0	21		Not Active	0	53		Not Active	0
22		Not Active	0	54		Not Active	0	22		Not Active	0	54		Not Active	0
23		Not Active	0	55		Not Active	0	23		Not Active	0	55		Not Active	0
24		Not Active	0	56		Not Active	0	24		Not Active	0	56		Not Active	0
25		Not Active	0	57		Not Active	0	25		Not Active	0	57		Not Active	0
26		Not Active	0	58		Not Active	0	26		Not Active	0	58		Not Active	0
27		Not Active	0	59		Not Active	0	27		Not Active	0	59		Not Active	0
28		Not Active	0	60		Not Active	0	28		Not Active	0	60		Not Active	0
29		Not Active	0	61		Not Active	0	29		Not Active	0	61		Not Active	0
30		Not Active	0	62		Not Active	0	30		Not Active	0	62		Not Active	0
31		Not Active	0	63		Not Active	0	31		Not Active	0	63		Not Active	0
32		Not Active	0	64		Not Active	0	32		Not Active	0	64		Not Active	0

User Programs

User Program 1

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-1 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	Unit Stop Time	1	R=A	Aux Switch State	0	None	0	0.0	0.0	Aux switch stop time
2	Veh Det Call	41	R=A Peer B	Veh Det	13	Number	1	0.0	0.0	Detector 11 from Del Norte
3	Veh Det Call	41	R=A Peer B	Veh Det	14	Number	1	0.0	0.0	Detector 12 from Del Norte
4	Veh Det Call	42	R=A Peer B	Veh Det	30	Number	1	0.0	0.0	Detector 30 from Del Norte
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

User Program 2

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-2 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

User Program 3

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-3 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	

8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

MAXTIME TIMING SHEET

Main St & Camino Del Norte

Q-FREE

3.1 Unit Information

Controller Number	2
Software Version	2.9.0
Main Street	Main St
Side Street	Camino Del Norte

3.2.1 Ethernet Configuration

NET1 IP Address	
NET1 Subnet Mask	
NET1 Gateway	

3.2.3.1 NTCIP Configuration

NTCIP Enabled	Enable
UDP Port	161
TCP Port	0

3.2.9.2 EDI SMU Server Configuration

Server IP	
Port	0

3.3 Time Source & NTP

Time Source	
NTP Server	10.241.1.10

2.1 Unit Parameters

Startup Flash	0
Startup Clearance Hold Time	6
Start Yellow Override	0.0
Start Red Override	0.0
Backup Time	600
Red Revert	4.0
All Red Flash Entry	0
All Red Flash Exit	6
Local Flash Through CVM	Disable
All Red Local Flash Sense	Disable
All Dark Local Flash Sense	Disable
Free Phase Plan	1
Free Overlap Plan	1
Free Veh Detector Plan	1
Free Sequence	1
Manual Control Enable	Enable
Manual Control Sequence	1
Auto Ped Clear	Enable
Preempt Lock Out Time	0

2.1.1-1 Phase Plan 1

Phase	1	2	3	4	5	6	7	8
Description				SB CDN	EB Main		NB CDN	
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	1	1	1	5	5	1	5	1
Min Green 2	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	0	0	0	30	30	0	30	0
Max Green 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	5.5	3.6	3.0	5.2	3.0
Red Clear	0.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Initial	0	0	0	0	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0
Cars B4 Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0

Notes

Timing approved by:

Name _____ Signed _____ Date _____

2.2.2-1 Phase Options Plan 1

Phase	1	2	3	4	5	6	7
Enable				X	X		X
Auto Flash Entry				X			X
Auto Flash Exit					X		
Non Lock Detector				X	X		X
Min Vehicle Recall					X		
Max Vehicle Recall							
Ped Recall							
Soft Vehicle Recall							
Dual Entry				X			X
Disable Simult. Gap							
Actuated Rest in Walk							
Conditional Svc Enable							
Add Initial Calculation							
Ped Clear During Yellow							
Ped Clear During Red Clr							
Yellow Min Override							
No Startup Call							
Advanced Warning							
No Ped Startup Call							
Min Green 2							
Max Green 2							
Red Rest							
Ped Recycle							
Simultaneous Start							

2.2.3 Global Phase Recalls

Phase	1	2	3	4	5	6	7
Min Recall							
Max Recall							
Ped recall							
Rest in Walk							

2.3.2 Phase Configuration

Phase	Startup	Description
1		
2		
3		
4		SB CDN
5		EB Main
6		
7		NB CDN
8		

Additional Phase Timing Plans

2.1.1-2 Phase Plan 2

Phase	1	2	3	4	5	6	7	8
Description				SB CDN	EB Main		NB CDN	
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Steady Don't Walk	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passage 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green 1	1	1	1	1	1	1	1	1
Max Green 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Initial	0	0	0	0	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0
Cars B4 Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	0
Delayed Ped	0	0	0	0	0	0	0	0

2.2.2-2 Phase Options Plan 2

Phase	1	2	3	4	5	6	7	8
Enable								
Auto Flash Entry								
Auto Flash Exit								
Non Lock Detector								
Min Vehicle Recall								
Max Vehicle Recall								
Ped Recall								
Soft Vehicle Recall								
Dual Entry								
Disable Simult. Gap								
Actuated Rest in Walk								
Conditional Svc Enable								
Add Initial Calculation								
Ped Clear During Yellow								
Ped Clear During Red Clr								
Yellow Min Override								
No Startup Call								
Advanced Warning								
No Ped Startup Call								
Min Green 2								
Max Green 2								
Red Rest								
Ped Recycle								
Simultaneous Start								

Sequences

2.3.1-1 Sequence 1

Ring	Sequence

2.3.1-2 Sequence 2

Ring	Sequence

2.3.1-3 Sequence 3

Ring	Sequence

2.3.1-4 Sequence 4

Ring	Sequence

2.3.1-5 Sequence 5

Ring	Sequence

2.3.1-6 Sequence 6

Ring	Sequence

2.3.1-7 Sequence 7

Ring	Sequence

2.3.1-8 Sequence 8

Ring	Seque

1	2,a,4,b
2	5,a,7,b
3	

1	2,1,a,3,4,b
2	5,6,a,7,8,b
3	

1	1,2,a,4,3,b
2	5,6,a,7,8,b
3	

1	2,1,a,4,3,b
2	5,6,a,7,8,b
3	

1	1,2,a,3,4,b
2	6,5,a,7,8,b
3	

1	2,1,a,3,4,b
2	6,5,a,7,8,b
3	

1	1,2,a,4,3,b
2	6,5,a,7,8,b
3	

1	2,1,a,4
2	6,5,a,7
3	

2.3.1-9 Sequence 9

Ring	Sequence
1	1,2,a,3,4,b
2	5,6,a,8,7,b
3	

2.3.1-10 Sequence 10

Ring	Sequence
1	2,1,a,3,4,b
2	5,6,a,8,7,b
3	

2.3.1-11 Sequence 11

Ring	Sequence
1	1,2,a,4,3,b
2	5,6,a,8,7,b
3	

2.3.1-12 Sequence 12

Ring	Sequence
1	2,1,a,4,3,b
2	5,6,a,8,7,b
3	

2.3.1-13 Sequence 13

Ring	Sequence
1	1,2,a,3,4,b
2	6,5,a,8,7,b
3	

2.3.1-14 Sequence 14

Ring	Sequence
1	2,1,a,3,4,b
2	6,5,a,8,7,b
3	

2.3.1-15 Sequence 15

Ring	Sequence
1	1,2,a,4,3,b
2	6,5,a,8,7,b
3	

2.3.1-16 Sequence

Ring	Sequ
1	2,1,a,4
2	6,5,a,8
3	

No Serve Phases

Sequence 1

2.3.3-1

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 2

2.3.3-2

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 3

2.3.3-3

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 4

2.3.3-4

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 5

2.3.3-5

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 6

2.3.3-6

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 7

2.3.3-7

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 8

2.3.3-8

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 9

2.3.3-9

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 10

2.3.3-10

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 11

2.3.3-11

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 12

2.3.3-12

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 13

2.3.3-13

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 14

2.3.3-14

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 15

2.3.3-15

Ph	No Srv
1	
2	
3	
4	
5	
6	
7	
8	

Se

P

Backup Prevention

2.3.4.1-1 Sequence 1

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-2 Sequence 2

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-3 Sequence 3

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-4 Sequence 4

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-5 Sequence 5

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-6 Sequence 6

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-7 Sequence 7

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-8 Sequence 8

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-9 Sequence 9

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-10 Sequence 10

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-11 Sequence 11

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-12 Sequence 12

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-13 Sequence 13

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-14 Sequence 14

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-15 Sequence 15

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

2.3.4.1-16 Sequence 16

Backup Protection Plan

Serve Phs	Backup phase 1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								
Backup thru Red	No							

Call Phs

Ph	Call Ph
1	
2	
3	
4	
5	
6	
7	
8	

Overlap Configuration

2.7.1-1 Overlap Plan 1

Overlap	1	2	3	4	5	6	7	8
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Overlap Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								

Modifier Overlaps								
Negative Phases								
Trail Green	0	0	0	0	0	0	0	0
Add Trail Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phases								
Negative Overlaps								
Trail Green Omit Phases								
Negative Ped								
Negative Ped Overlaps								
Green Suppress Phases								
Call Phase On Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Extension	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Green Flash Freq	0	0	0	0	0	0	0	0
Yellow Flash Freq	0	0	0	0	0	0	0	0
Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Call for Service								
Queue Jump								

Overlap Configuration

2.7.1-2 Overlap Plan 2

Overlap	1	2	3	4	5	6	7	8
Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled	Enabled
Description								
Overlap Type	Off	Off	Off	Off	Off	Off	Off	Off
Included Phases								
Modifier Phases								
Modifier Overlaps								
Negative Phases								
Trail Green	0	0	0	0	0	0	0	0
Add Trail Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Flash	Off	Off	Off	Off	Off	Off	Off	Off
Inhibit Negative Phases								
Negative Overlaps								
Trail Green Omit Phases								
Negative Ped								
Negative Ped Overlaps								
Green Suppress Phases								
Call Phase On Neg Ped								
Call Phases								
Walk 2	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Max Green Extension	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LRT Prepare To Go	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FYA Ped Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Delay	0	0	0	0	0	0	0	0
Flash Inactive	Off	Off	Off	Off	Off	Off	Off	Off
Flash Alt	Off	Off	Off	Off	Off	Off	Off	Off
Green Flash Freq	0	0	0	0	0	0	0	0
Yellow Flash Freq	0	0	0	0	0	0	0	0

Walk Rest	Off	Off	Off	Off	Off	Off	Off	Off
Startup Call								
Recall								
Call for Service								
Queue Jump								

Detector Configuration

2.4.1-1 Vehicle Detector Plan 1

Det No.	Call Phase	Call Overlap	Add Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Pres.	Errat Count	Fail Time	Failed Recall	Description
1	1	0		0	0.0	0.0	0	0	0	0	0	None	I-IU
2	1	0		0	0.0	0.0	0	0	0	0	0	None	I-1L
3	2	0		0	0.0	0.0	0	0	0	0	0	None	I-2U
4	2	0		0	0.0	0.0	0	0	0	0	0	None	I-2L
5	2	0		0	0.0	0.0	0	0	0	0	0	None	I-3U
6	2	0		0	0.0	0.0	0	0	0	0	0	None	I-3L
7	2	0		0	0.0	0.0	0	0	0	0	0	None	I-4U
8	2	0		0	0.0	0.0	0	0	0	0	0	None	I-4L
9	3	0		0	0.0	0.0	0	0	0	0	0	None	I-5U
10	3	0		0	0.0	0.0	0	0	0	0	0	None	I-5L
11	4	0		0	0.0	0.0	0	0	0	0	0	None	I-6U
12	4	0		0	0.0	0.0	0	0	0	0	0	None	I-6L
13	4	0		0	0.0	0.0	0	0	0	0	0	None	I-7U
14	4	0		0	0.0	0.0	0	0	0	0	0	None	I-7L
15	4	0		0	0.0	0.0	0	0	0	0	0	None	I-8U
16	4	0		0	0.0	0.0	0	0	0	0	0	None	I-8L
17	1	0		0	0.0	0.0	0	0	0	0	0	None	I-9U
18	3	0		0	0.0	0.0	0	0	0	0	0	None	I-9L
19	2	0		0	0.0	0.0	0	0	0	0	0	None	I-10U
20	2	0		0	0.0	0.0	0	0	0	0	0	None	I-10L
21	5	0		0	0.0	0.0	0	0	0	0	0	None	J-1U
22	5	0		0	0.0	0.0	0	0	0	0	0	None	J-1L
23	6	0		0	0.0	0.0	0	0	0	0	0	None	J-2U
24	6	0		0	0.0	0.0	0	0	0	0	0	None	J-2L
25	6	0		0	0.0	0.0	0	0	0	0	0	None	J-3U
26	6	0		0	0.0	0.0	0	0	0	0	0	None	J-3L
27	6	0		0	0.0	0.0	0	0	0	0	0	None	J-4U
28	6	0		0	0.0	0.0	0	0	0	0	0	None	J-4L
29	7	0		0	0.0	0.0	0	0	0	0	0	None	J-5U
30	7	0		0	0.0	0.0	0	0	0	0	0	None	J-5L
31	8	0		0	0.0	0.0	0	0	0	0	0	None	J-6U
32	8	0		0	0.0	0.0	0	0	0	0	0	None	J-6L

2.4.1-1 Vehicle Detectors 33-64

Det No.	Call Phase	Call Overlap	Add Call Phase	Switch Phase	Delay	Extend	Queue Limit	No Activity	Max Pres.	Errat Count	Fail Time	Failed Recall
33	8	0		0	0.0	0.0	0	0	0	0	0	None
34	8	0		0	0.0	0.0	0	0	0	0	0	None
35	8	0		0	0.0	0.0	0	0	0	0	0	None
36	8	0		0	0.0	0.0	0	0	0	0	0	None
37	5	0		0	0.0	0.0	0	0	0	0	0	None
38	7	0		0	0.0	0.0	0	0	0	0	0	None
39	6	0		0	0.0	0.0	0	0	0	0	0	None
40	6	0		0	0.0	0.0	0	0	0	0	0	None
41	0	0		0	0.0	0.0	0	0	0	0	0	None
42	0	0		0	0.0	0.0	0	0	0	0	0	None
43	0	0		0	0.0	0.0	0	0	0	0	0	None
44	0	0		0	0.0	0.0	0	0	0	0	0	None
45	0	0		0	0.0	0.0	0	0	0	0	0	None
46	0	0		0	0.0	0.0	0	0	0	0	0	None
47	0	0		0	0.0	0.0	0	0	0	0	0	None
48	0	0		0	0.0	0.0	0	0	0	0	0	None
49	0	0		0	0.0	0.0	0	0	0	0	0	None
50	0	0		0	0.0	0.0	0	0	0	0	0	None
51	0	0		0	0.0	0.0	0	0	0	0	0	None
52	0	0		0	0.0	0.0	0	0	0	0	0	None
53	0	0		0	0.0	0.0	0	0	0	0	0	None
54	0	0		0	0.0	0.0	0	0	0	0	0	None
55	0	0		0	0.0	0.0	0	0	0	0	0	None
56	0	0		0	0.0	0.0	0	0	0	0	0	None
57	0	0		0	0.0	0.0	0	0	0	0	0	None
58	0	0		0	0.0	0.0	0	0	0	0	0	None
59	0	0		0	0.0	0.0	0	0	0	0	0	None
60	0	0		0	0.0	0.0	0	0	0	0	0	None
61	0	0		0	0.0	0.0	0	0	0	0	0	None
62	0	0		0	0.0	0.0	0	0	0	0	0	None
63	0	0		0	0.0	0.0	0	0	0	0	0	None
64	0	0		0	0.0	0.0	0	0	0	0	0	None

Detector Configuration

2.4.2-1 Vehicle Detector Options Plan 1

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume																																
Occupancy																																
Yellow Lock Call																																
Red Lock Call																																
Extend	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
Added Initial																																
Queue																																
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
Terminate																																
Min Green 2																																
Prot. Perm.																																
Dis. Delay Lead																																
Dis. TS2 Diag																																
Dis. Det Diag																																
Passage 2																																

2.4.8 Global Vehicle Detector Parameters

Global No Activity	0
Global Max Presence	0
Global Erratic Count	0
Global Failed Recall	None
Detector Reset Enable	Enabled

2.4.8 Global Ped Detector Parameters

Global No Activity	0
Global Max Pres.	0
Global Erratic Ct	0

2.4.6 Volume/Occupancy Data Collection

Data Collection Secs	0
Number of Periods	1

2.4.2-1 Vehicle Detectors 33-64

Detector	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																																
Occupancy																																
Yellow Lock Call																																
Red Lock Call																																
Extend																																
Added Initial																																
Queue																																
Call																																
Terminate																																
Min Green 2																																
Prot. Perm.																																
Dis. Delay Lead																																
Dis. TS2 Diag																																
Dis. Det Diag																																
Passage 2																																

2.4.3-1 Pedestrian Detector Plan 1

Det No.	Call Ph	Call O/L	Addtnl Call Ph	Cancel Ph	Walk 2 Enable	Ped Clr Enable
1	0	0			0	0
2	2	0			0	0
3	0	0			0	0
4	4	0			0	0
5	0	0			0	0
6	6	0			0	0
7	0	0			0	0
8	8	0			0	0

2.4.4-1 Pedestrian Detector Options Plan 1

Detector	1	2	3	4	5	6
Walk Extension						

2.4.5-1 Pre/Pri Detectors Plan 1

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend
1		None	None	0	0	None	0	0
2		None	None	0	0	None	0	0
3		None	None	0	0	None	0	0
4		None	None	0	0	None	0	0
5		None	None	0	0	None	0	0
6		None	None	0	0	None	0	0

2.4.5-2 Pre/Pri Detectors Plan 2

Det	Description	Low Call	High Call	Low Num	High Num	Lead / Trail	Delay	Extend
1		None	None	0	0	None	0	0
2		None	None	0	0	None	0	0
3		None	None	0	0	None	0	0
4		None	None	0	0	None	0	0
5		None	None	0	0	None	0	0
6		None	None	0	0	None	0	0

Coordination Configuration

2.5.1 Coordination Parameters

Operational Mode	Automatic
Coord Mode	Pattern
Maximum Mode	
Force Mode	
Correction Mode	
Max Cyc Limit %	15
Min Cyc Limit %	15
Max Dwell	0
Trans. Cover Ped	

2.5.2 Patterns

Patt.	Cycle	Offset	Split	Seq	Ref.	Coord Mode	FO Mode	Max Mode	Cover Ped	Min Perm Md	Correction Mode	Phs Pln	OL Pln	Det Pln	Det Opt	Ped Pln	Ped Opt	Pri/ Pre	Description
1	80	68	1	1	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
2	70	62	2	1	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
3	110	80	3	1	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
4	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
5	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
6	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
7	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
8	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
9	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
10	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
11	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
12	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
13	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
14	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
15	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	
16	0	0	0	0	Yel	Auto	Fixed	Inh	Phase	Phs Only	Shortway (Auto)	1	1	1	1	1	1	1	

Advanced Coord Options

2.5.5 Advanced Options

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ring Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Allow Split Underrun																
Allow Split Overrun																
Allow No Coord Phase																
Coord Now																

Ring Plans

2.5.4-1 Ring Plan 1

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-2 Ring Plan 2

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-3 Ring Plan 3

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-5 Ring Plan 5

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-6 Ring Plan 6

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-7 Ring Plan 7

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-9 Ring Plan 9

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-10 Ring Plan 10

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-11 Ring Plan 11

Ring	Offset	Early Gap	Early FO
1	0	0	0
2	0	0	0

2.5.4-13 Ring Plan 13

Ring	Offset	Early Gap	Early FO
1	0	0	0

2.5.4-14 Ring Plan 14

Ring	Offset	Early Gap	Early FO
1	0	0	0

2.5.4-15 Ring Plan 15

Ring	Offset	Early Gap	Early FO
1	0	0	0

2	0	0	0	2	0	0	0	2	0	0	0	2

Split Parameters

2.5.3-1 Split 1

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	41	0	0	X			Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	39	0	0				Fix		0	0	Float
5	41	0	0	X	X		Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	39	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-2 Split 2

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	36	0	0	X			Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	34	0	0				Fix		0	0	Float
5	36	0	0	X	X		Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	34	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-3 Split 3

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	54	0	0	X			Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	56	0	0				Fix		0	0	Float
5	54	0	0	X	X		Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	56	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-4 Split 4

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-5 Split 5

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-6 Split 6

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-7 Split 7

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-8 Split 8

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

Split Parameters

2.5.3-9 Split 9

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-10 Split 10

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-11 Split 11

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-12 Split 12

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float
4	0	0	0				Fix		0	0	Float
5	0	0	0				Fix		0	0	Float
6	0	0	0				Fix		0	0	Float
7	0	0	0				Fix		0	0	Float
8	0	0	0				Fix		0	0	Float

2.5.3-13 Split 13

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float

2.5.3-14 Split 14

PH.	Time	Min	Max	Crd Phs	Ref Phs	Cvr Ped	FO Mode	Mode	Pri Min	Pri Max	Pri FO Mode
1	0	0	0				Fix		0	0	Float
2	0	0	0				Fix		0	0	Float
3	0	0	0				Fix		0	0	Float

| | | |

4	18	0	2	Off Peak
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-5 Day Plan 5

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-6 Day Plan 6

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-7 Day Plan 7

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

2.6.1-8 Day Plan 8

Event	HR	MIN	ACT	Description
1	0	0		
2	0	0		
3	0	0		
4	0	0		
5	0	0		
6	0	0		
7	0	0		
8	0	0		
9	0	0		
10	0	0		

Action Configuration

2.6.3 Actions

Act	Pattern	Aux 1	Aux 2	Aux 3	SF 1	SF 2	SF 3	SF 4	SF 5	SF 6	SF 7	SF 8
1	Pattern 1											
2	Pattern 2											
3	Pattern 3											
4	Pattern 4											
5	Pattern 5											
6	Pattern 6											
7	Pattern 7											
8	Pattern 8											
9	Pattern 9											
10	Pattern 10											
11	None											
12	None											
13	None											
14	None											
15	None											
16	None											
17	None											
18	None											
19	None											
20	None											

Act	Pattern	Aux 1	Aux 2	Aux 3	SF 1	SF 2	SF 3	SF 4	SF 5	SF 6	SF 7	SF 8
21	None											
22	None											
23	None											
24	None											
25	None											
26	None											
27	None											
28	None											
29	None											
30	None											
31	None											
32	None											
33	None											
34	None											
35	None											
36	None											
37	None											
38	None											
39	None											
40	None											
64	None											

2.6.4-1 Action 1

Action	Command	Index
1	None	
2	None	

2.6.4-2 Action 2

Action	Command	Index
1	None	
2	None	

2.6.4-3 Action 3

Action	Command	Index
1	None	
2	None	

2.6.4-4 Action 4

Action	Command	Index
1	None	
2	None	

2.6.4-5 Action 5

Action	Command	Index
1	None	
2	None	

2.6.4-6 Action 6

Action	Command	Index
1	None	
2	None	

2.6.4-7 Action 7

Action	Command	Index
1	None	
2	None	

2.6.4-8 Action 8

Action	Command	Index
1	None	
2	None	

2.6.4-9 Action 9

Action	Command	Index
1	None	
2	None	

2.6.4-10 Action 10

Action	Command	Index
1	None	
2	None	

2.6.4-11 Action 11

Action	Command	Index
1	None	
2	None	

2.6.4-12 Action 12

Action	Command	Index
1	None	
2	None	

2.6.4-13 Action 13

Action	Command	Index
1	None	
2	None	

2.6.4-14 Action 14

Action	Command	Index
1	None	
2	None	

2.6.4-15 Action 15

Action	Command	Index
1	None	
2	None	

2.6.4-16 Action 16

Action	Command	Index
1	None	
2	None	

Preempt Configuration

2.2.8 Preemption Configuration

Preempt	1	2	3	4	5	6
Enabled	Disabled	Disabled	Enabled	Enabled	Disabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description						
Track Phase						
Track 2 Phases						
Track Overlap						
Track 2 Overlap						
Dwell Phase			5	4,7		
Dwell Ped						
Dwell Overlap						
Cycling Phase						
Cycling Ped						
Cycling Overlap						
Exit Phase						
Exit Overlaps						
Recovery Exit Omit						

Preemption Options

Preempt	1	2	3	4	5	6
Non Lock Mem						
Not Overide Flash						
Not Overide Next Preempt						
Flash Dwell						
Ped Recycle in Dwell Cycle						
Immediate Ped Clear						
Dwell Only Status Output						
All Red Flash Dwell						
Allow All Overlaps						
Require All Red Entry						
Require Gate Down Track Exit						
Require Gate Up Dwell Exit						
Use Normal On/Normal Off Input						

Preemption Parameters

Preempt	1	2	3	4	5	6
Link	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Presence	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	0	0	0	0	0	0
Max Presence Action	Terminate	Terminate	Terminate	Terminate	Terminate	Terminate
Reservice Lockout	0	0	0	0	0	0
Enter Min Green	0	0	0	0	0	0
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Walk	0	0	0	0	0	0
Enter Ped Clear	255	255	255	255	255	255
Track Green	0	0	0	0	0	0
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0

Preempt Exit Parameters

Preempt	1	2	3	4	5	6
Exit Ped Clear	255	255	255	255	255	255
Exit Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Exit Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	0	0	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled
Exit Max Apply Time	0	0	0	0	0	0
Veh Exit Calls						
Ped Exit Calls						

Prioritor Configuration

2.9.6.1 Prioritor Unit Settings

Enabled	Lock Out Time

2.9.6.3 Prioritor Options

Prioritor	1	2	3	4	5	6

Track 2 Yellow	25.5	25.5	25.5	25.5	25.5	25.5
Track 2 Red	25.5	25.5	25.5	25.5	25.5	25.5
Track Ext. Gate Down	0	0	0	0	0	0
Dwell Green	0	15	5	5	0	0

No	0

Lockout After First Service						
Presence Only Check-in						
Extend Walk Rest						
Use Phase History						

2.9.6.3 Prioritor Phase Settings

Prioritor	Enabled	Priority	Priority Phases	Skippable Phases	Skip Ped	Delay Time	Arrival Time	Max Presence	Reservice Lockout	Free Pri Min	Free Pri Max	Flush Time Per Veh	Max Flush Time	Description
1	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
2	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
3	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
4	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
5	On	0				0	0	0	0	Min Green	Max Green	0.0	0	
6	On	0				0	0	0	0	Min Green	Max Green	0.0	0	

Advanced I/O Configuration

2.9.1.1 Channel Configuration

Ch	Control Type	Source
1		1
2		2
3		3
4		4
5		5
6		6
7		7
8		8

Ch	Control Type	Source
9		1
10		2
11		3
12		4
13		2
14		4
15		6
16		8

2.9.1.3 Concurrency Mode

Concurrency Mode
Auto

2.9.1.4 Manual Concurrency

Ch	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2.9.1.5 Auto Concurrency

Ch	Concurrency
1	
2	5,13
3	
4	7,14
5	13
6	15
7	14
8	16
9	
10	13
11	
12	14
13	
14	
15	
16	

2.9.1.6 CMU Concurrency

Ch	Concurrency
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

2.9.1.2 Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow	X	X	X	X	X	X	X	X								
Flash Red	X			X	X			X								
Flash Alternate Half Hertz																

2.9.2.1 IO Modules

IO Module	Type
1	Caltrans 332
2	None
3	None
4	None
5	None
6	None
7	None
8	None
9	None
10	None

2.9.3 Alarm Configuration

Alarm	Alarm Name
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

2.9.2.2 Advanced Cabinet Options

ITS Cabinet on Port 1
No

ITS Cabinet on Port C13S
No

33X Input Leading Edge Filter
5

33X Input Trailing Edge Filter
5

☐ Enable TS2 Stop Time ☐ Disable TS2 Startup Call ☐ Disable TS2 Fault Flash ☐ Disable TS2 Cabinet Alarms

Cabinet Configuration

Input Points

2.9.2.3-1 IO Module 1: Caltrans 332

INPUT	Desc	Input Type	Idx
1	C1-39	Veh Det Call	2
2	C1-40	Veh Det Call	16
3	C1-41	Veh Det Call	8
4	C1-42	Veh Det Call	22
5	C1-43	Veh Det Call	3
6	C1-44	Veh Det Call	17
7	C1-45	Veh Det Call	9
8	C1-46	Veh Det Call	23
9	C1-47	Veh Det Call	6
10	C1-48	Veh Det Call	20
11	C1-49	Veh Det Call	12
12	C1-50	Veh Det Call	26

INPUT	Desc	Input Type	Idx
33	C1-67	Ped Det Call	2
34	C1-68	Ped Det Call	6
35	C1-69	Ped Det Call	4
36	C1-70	Ped Det Call	8
37	C1-71	Preempt Input	3
38	C1-72	Preempt Input	4
39	C1-73	Preempt Input	5
40	C1-74	Preempt Input	6
41	C1-75	Not Active	0
42	C1-76	Veh Det Call	5
43	C1-77	Veh Det Call	19
44	C1-78	Veh Det Call	11

INPUT	Desc	Input Type	Idx
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0

INPUT	Desc	Input Type	Idx
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0

13	C1-51	Preempt Input	1
14	C1-52	Preempt Input	2
15	C1-53	TBC Hold Online	1
16	C1-54	Not Active	0
17	C1-55	Veh Det Call	15
18	C1-56	Veh Det Call	1
19	C1-57	Veh Det Call	21
20	C1-58	Veh Det Call	7
21	C1-59	Veh Det Call	27
22	C1-60	Veh Det Call	13
23	C1-61	Veh Det Call	28
24	C1-62	Veh Det Call	14
25	C11-10	Veh Det Call	19
26	C11-11	Veh Det Call	20
27	C11-12	Veh Det Call	39
28	C11-13	Veh Det Call	40
29	C1-63	Veh Det Call	4
30	C1-64	Veh Det Call	18
31	C1-65	Veh Det Call	10
32	C1-66	Veh Det Call	24

45	C1-79	Veh Det Call	25
46	C1-80	Interval Adv	1
47	C1-81	Flash Sense	1
48	C1-82	Unit Stop Time	1
49	C11-15	Veh Det Call	22
50	C11-16	Veh Det Call	2
51	C11-17	Veh Det Call	28
52	C11-18	Veh Det Call	8
53	C11-19	Veh Det Call	30
54	C11-20	Veh Det Call	10
55	C11-21	Veh Det Call	36
56	C11-22	Veh Det Call	16
57	C11-23	Not Active	0
58	C11-24	Not Active	0
59	C11-25	Not Active	0
60	C11-26	Not Active	0
61	C11-27	Not Active	0
62	C11-28	Not Active	0
63	C11-29	Not Active	0
64	C11-30	Not Active	0

77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0

109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Cabinet Configuration

Output Points

2.9.2.4-1 IO Module 1: Caltrans 332

OUTPUT	Desc	Output Type	Idx
1	C1-2	Ch Red DWalk	14
2	C1-3	Chl Green Walk	14
3	C1-4	Ch Red DWalk	4
4	C1-5	Ch Yel Ped Clear	4
5	C1-6	Chl Green Walk	4
6	C1-7	Ch Red DWalk	3
7	C1-8	Ch Yel Ped Clear	3
8	C1-9	Chl Green Walk	3
9	C1-10	Ch Red DWalk	13
10	C1-11	Chl Green Walk	13
11	C1-12	Ch Red DWalk	2
12	C1-13	Ch Yel Ped Clear	2
13	C1-15	Chl Green Walk	2
14	C1-16	Ch Red DWalk	1
15	C1-17	Ch Yel Ped Clear	1
16	C1-18	Chl Green Walk	1
17	C1-19	Ch Red DWalk	16
18	C1-20	Chl Green Walk	16
19	C1-21	Ch Red DWalk	8
20	C1-22	Ch Yel Ped Clear	8
21	C1-23	Chl Green Walk	8
22	C1-24	Ch Red DWalk	7
23	C1-25	Ch Yel Ped Clear	7
24	C1-26	Chl Green Walk	7
25	C1-27	Ch Red DWalk	15
26	C1-28	Chl Green Walk	15
27	C1-29	Ch Red DWalk	6
28	C1-30	Ch Yel Ped Clear	6
29	C1-31	Chl Green Walk	6
30	C1-32	Ch Red DWalk	5
31	C1-33	Ch Yel Ped Clear	5
32	C1-34	Chl Green Walk	5

OUTPUT	Desc	Output Type	Idx
33	C1-35	Ch Yel Ped Clear	13
34	C1-36	Ch Yel Ped Clear	15
35	C1-37	Ch Yel Ped Clear	14
36	C1-38	Ch Yel Ped Clear	16
37	C1-100	Ch Yel Ped Clear	18
38	C1-101	Ch Yel Ped Clear	11
39	C1-102	Veh Det Reset	1
40	C1-103	Watchdog	0
41	C1-83	Ch Red DWalk	18
42	C1-84	Chl Green Walk	18
43	C1-85	Ch Red DWalk	17
44	C1-86	Ch Yel Ped Clear	17
45	C1-87	Chl Green Walk	17
46	C1-88	Ch Red DWalk	12
47	C1-89	Ch Yel Ped Clear	12
48	C1-90	Chl Green Walk	12
49	C1-91	Ch Red DWalk	11
50	C1-93	Chl Green Walk	11
51	C1-94	Ch Red DWalk	10
52	C1-95	Ch Yel Ped Clear	10
53	C1-96	Chl Green Walk	10
54	C1-97	Ch Red DWalk	9
55	C1-98	Ch Yel Ped Clear	9
56	C1-99	Chl Green Walk	9
57	C11-1	Not Active	0
58	C11-2	Not Active	0
59	C11-3	Not Active	0
60	C11-4	Not Active	0
61	C11-5	Not Active	0
62	C11-6	Not Active	0
63	C11-7	Not Active	0
64	C11-8	Not Active	0

OUTPUT	Desc	Output Type	Idx
65	---	Not Active	0
66	---	Not Active	0
67	---	Not Active	0
68	---	Not Active	0
69	---	Not Active	0
70	---	Not Active	0
71	---	Not Active	0
72	---	Not Active	0
73	---	Not Active	0
74	---	Not Active	0
75	---	Not Active	0
76	---	Not Active	0
77	---	Not Active	0
78	---	Not Active	0
79	---	Not Active	0
80	---	Not Active	0
81	---	Not Active	0
82	---	Not Active	0
83	---	Not Active	0
84	---	Not Active	0
85	---	Not Active	0
86	---	Not Active	0
87	---	Not Active	0
88	---	Not Active	0
89	---	Not Active	0
90	---	Not Active	0
91	---	Not Active	0
92	---	Not Active	0
93	---	Not Active	0
94	---	Not Active	0
95	---	Not Active	0
96	---	Not Active	0

OUTPUT	Desc	Output Type	Idx
97	---	Not Active	0
98	---	Not Active	0
99	---	Not Active	0
100	---	Not Active	0
101	---	Not Active	0
102	---	Not Active	0
103	---	Not Active	0
104	---	Not Active	0
105	---	Not Active	0
106	---	Not Active	0
107	---	Not Active	0
108	---	Not Active	0
109	---	Not Active	0
110	---	Not Active	0
111	---	Not Active	0
112	---	Not Active	0
113	---	Not Active	0
114	---	Not Active	0
115	---	Not Active	0
116	---	Not Active	0
117	---	Not Active	0
118	---	Not Active	0
119	---	Not Active	0
120	---	Not Active	0
121	---	Not Active	0
122	---	Not Active	0
123	---	Not Active	0
124	---	Not Active	0
125	---	Not Active	0
126	---	Not Active	0
127	---	Not Active	0
128	---	Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-2 IO Module 2: None

INPUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

INPUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-2 IO Module 2: None

OUTPUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUTPUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-3 IO Module 3: None

INPUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0

INPUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0

Output Points

2.9.2.4-3 IO Module 3: None

OUTPUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0

OUTPUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0

23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-4 IO Module 4: **None**

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-4 IO Module 4: **None**

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-5 IO Module 5: **None**

IN PUT	Desc	Input Type	Index

IN PUT	Desc	Input Type	Idx

Output Points

2.9.2.4-5 IO Module 5: **None**

OUT PUT	Desc	Output Type	Idx

OUT PUT	Desc	Output Type	Idx

1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-6 IO Module 6: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-6 IO Module 6: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-7 IO Module 7: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Output Points

2.9.2.4-7 IO Module 7: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0
11		Not Active	0
12		Not Active	0
13		Not Active	0
14		Not Active	0
15		Not Active	0
16		Not Active	0
17		Not Active	0
18		Not Active	0
19		Not Active	0
20		Not Active	0
21		Not Active	0
22		Not Active	0
23		Not Active	0
24		Not Active	0
25		Not Active	0
26		Not Active	0
27		Not Active	0
28		Not Active	0
29		Not Active	0
30		Not Active	0
31		Not Active	0
32		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0
43		Not Active	0
44		Not Active	0
45		Not Active	0
46		Not Active	0
47		Not Active	0
48		Not Active	0
49		Not Active	0
50		Not Active	0
51		Not Active	0
52		Not Active	0
53		Not Active	0
54		Not Active	0
55		Not Active	0
56		Not Active	0
57		Not Active	0
58		Not Active	0
59		Not Active	0
60		Not Active	0
61		Not Active	0
62		Not Active	0
63		Not Active	0
64		Not Active	0

Cabinet Configuration

Input Points

2.9.2.3-8 IO Module 8: None

IN PUT	Desc	Input Type	Index
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0

IN PUT	Desc	Input Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0

Output Points

2.9.2.4-8 IO Module 8: None

OUT PUT	Desc	Output Type	Idx
1		Not Active	0
2		Not Active	0
3		Not Active	0
4		Not Active	0
5		Not Active	0
6		Not Active	0
7		Not Active	0
8		Not Active	0
9		Not Active	0
10		Not Active	0

OUT PUT	Desc	Output Type	Idx
33		Not Active	0
34		Not Active	0
35		Not Active	0
36		Not Active	0
37		Not Active	0
38		Not Active	0
39		Not Active	0
40		Not Active	0
41		Not Active	0
42		Not Active	0

11		Not Active	0	43		Not Active	0	11		Not Active	0	43		Not Active	0
12		Not Active	0	44		Not Active	0	12		Not Active	0	44		Not Active	0
13		Not Active	0	45		Not Active	0	13		Not Active	0	45		Not Active	0
14		Not Active	0	46		Not Active	0	14		Not Active	0	46		Not Active	0
15		Not Active	0	47		Not Active	0	15		Not Active	0	47		Not Active	0
16		Not Active	0	48		Not Active	0	16		Not Active	0	48		Not Active	0
17		Not Active	0	49		Not Active	0	17		Not Active	0	49		Not Active	0
18		Not Active	0	50		Not Active	0	18		Not Active	0	50		Not Active	0
19		Not Active	0	51		Not Active	0	19		Not Active	0	51		Not Active	0
20		Not Active	0	52		Not Active	0	20		Not Active	0	52		Not Active	0
21		Not Active	0	53		Not Active	0	21		Not Active	0	53		Not Active	0
22		Not Active	0	54		Not Active	0	22		Not Active	0	54		Not Active	0
23		Not Active	0	55		Not Active	0	23		Not Active	0	55		Not Active	0
24		Not Active	0	56		Not Active	0	24		Not Active	0	56		Not Active	0
25		Not Active	0	57		Not Active	0	25		Not Active	0	57		Not Active	0
26		Not Active	0	58		Not Active	0	26		Not Active	0	58		Not Active	0
27		Not Active	0	59		Not Active	0	27		Not Active	0	59		Not Active	0
28		Not Active	0	60		Not Active	0	28		Not Active	0	60		Not Active	0
29		Not Active	0	61		Not Active	0	29		Not Active	0	61		Not Active	0
30		Not Active	0	62		Not Active	0	30		Not Active	0	62		Not Active	0
31		Not Active	0	63		Not Active	0	31		Not Active	0	63		Not Active	0
32		Not Active	0	64		Not Active	0	32		Not Active	0	64		Not Active	0

User Programs

User Program 1

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-1 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	Ph Hold	5	R=A Peer B	Ph On	8	Number	1	0.0	1.0	
2	Ph Hold	5	R=A Peer B	Ph Green	2	Number	1	0.0	1.0	
3	Ph Hold	4	R=A Peer B	Ph Green	6	Number	1	0.0	0.0	
4	Pattern Input	254	R=A	Peer Comm	1	None	1	0.0	0.0	
5	Unit Stop Time	1	R=A	Aux Switch State	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

User Program 2

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-2 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	
8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

User Program 3

2.9.7.1 Description:

2.9.7.1 Status: **Enabled**

2.9.7.2-3 Definition

Line	Result	Idx	Operation	Parameter A	Idx	Parameter B	Idx	Dly	Ext	Description
1	None	0	None	None	0	None	0	0.0	0.0	
2	None	0	None	None	0	None	0	0.0	0.0	
3	None	0	None	None	0	None	0	0.0	0.0	
4	None	0	None	None	0	None	0	0.0	0.0	
5	None	0	None	None	0	None	0	0.0	0.0	
6	None	0	None	None	0	None	0	0.0	0.0	
7	None	0	None	None	0	None	0	0.0	0.0	

8	None	0	None	None	0	None	0	0.0	0.0	
9	None	0	None	None	0	None	0	0.0	0.0	
10	None	0	None	None	0	None	0	0.0	0.0	

APPENDIX D

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
1	**Collier Avenue/Central Avenue**		
NBL		37	44
NBT		57	168
NBR		266	547
SBL		712	700
SBT		85	197
SBR		14	42
EBL		40	152
EBT		116	376
EBR		36	49
WBL		407	272
WBT		266	241
WBR		473	631
North Leg			
	Approach	811	939
	Departure	570	951
	Total	1,381	1,890
South Leg			
	Approach	360	759
	Departure	528	518
	Total	888	1,277
East Leg			
	Approach	1,146	1,144
	Departure	1,094	1,623
	Total	2,240	2,767
West Leg			
	Approach	192	577
	Departure	317	327
	Total	509	904
Total Approaches			
	Approach	2,509	3,419
	Departure	2,509	3,419
	Total	5,018	6,838

LSA

Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
2	**Interstate 15 Southbound Ramps/State Route 74 (Central Avenue)**		
NBL		0	0
NBT		0	0
NBR		0	0
SBL		353	672
SBT		2	0
SBR		205	138
EBL		0	0
EBT		563	1,079
EBR		513	534
WBL		563	531
WBT		1,121	1,149
WBR		0	0
North Leg			
	Approach	560	810
	Departure	0	0
	Total	560	810
South Leg			
	Approach	0	0
	Departure	1,078	1,065
	Total	1,078	1,065
East Leg			
	Approach	1,684	1,680
	Departure	916	1,751
	Total	2,600	3,431
West Leg			
	Approach	1,076	1,613
	Departure	1,326	1,287
	Total	2,402	2,900
Total Approaches			
	Approach	3,320	4,103
	Departure	3,320	4,103
	Total	6,640	8,206

Table D.1: Existing Peak Hour PCE Volume Summary

	A.M. Peak Hour	P.M. Peak Hour
	Balanced Existing w/o Project	Balanced Existing w/o Project
3 Interstate 15 Northbound Ramps/State Route 74 (Central Avenue)		
NBL	423	398
NBT	1	4
NBR	419	590
SBL	0	0
SBT	0	0
SBR	0	0
EBL	65	74
EBT	851	1,677
EBR	0	0
WBL	0	0
WBT	1,261	1,282
WBR	514	494
North Leg		
Approach	0	0
Departure	580	572
Total	580	572
South Leg		
Approach	843	992
Departure	0	0
Total	843	992
East Leg		
Approach	1,775	1,776
Departure	1,270	2,267
Total	3,045	4,043
West Leg		
Approach	916	1,751
Departure	1,684	1,680
Total	2,600	3,431
Total Approaches		
Approach	3,534	4,519
Departure	3,534	4,519
Total	7,068	9,038

Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
4	**Dexter Avenue/State Route 74 (Central Avenue)**		
NBL		131	182
NBT		64	123
NBR		26	37
SBL		38	55
SBT		47	102
SBR		225	346
EBL		199	333
EBT		940	1,695
EBR		131	239
WBL		57	81
WBT		1,419	1,248
WBR		93	47
North Leg			
	Approach	310	503
	Departure	356	503
	Total	666	1,006
South Leg			
	Approach	221	342
	Departure	235	422
	Total	456	764
East Leg			
	Approach	1,569	1,376
	Departure	1,004	1,787
	Total	2,573	3,163
West Leg			
	Approach	1,270	2,267
	Departure	1,775	1,776
	Total	3,045	4,043
Total Approaches			
	Approach	3,370	4,488
	Departure	3,370	4,488
	Total	6,740	8,976

Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
5	**Cambern Avenue/State Route 74 (Central Avenue)**		
NBL		60	90
NBT		26	92
NBR		35	145
SBL		64	225
SBT		31	103
SBR		45	77
EBL		52	168
EBT		835	1,370
EBR		26	60
WBL		77	122
WBT		1,447	966
WBR		92	178
North Leg			
	Approach	140	405
	Departure	170	438
	Total	310	843
South Leg			
	Approach	121	327
	Departure	134	285
	Total	255	612
East Leg			
	Approach	1,616	1,266
	Departure	934	1,740
	Total	2,550	3,006
West Leg			
	Approach	913	1,598
	Departure	1,552	1,133
	Total	2,465	2,731
Total Approaches			
	Approach	2,790	3,596
	Departure	2,790	3,596
	Total	5,580	7,192

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
6	**Dexter Avenue/3rd Street**		
NBL		4	6
NBT		158	191
NBR		156	337
SBL		13	33
SBT		100	214
SBR		0	2
EBL		0	7
EBT		0	4
EBR		0	4
WBL		202	261
WBT		0	1
WBR		36	19
North Leg			
	Approach	113	249
	Departure	194	217
	Total	307	466
South Leg			
	Approach	318	534
	Departure	302	479
	Total	620	1,013
East Leg			
	Approach	238	281
	Departure	169	374
	Total	407	655
West Leg			
	Approach	0	15
	Departure	4	9
	Total	4	24
Total Approaches			
	Approach	669	1,079
	Departure	669	1,079
	Total	1,338	2,158

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
7	**Cambern Avenue/3rd Street**		
NBL		0	1
NBT		1	3
NBR		1	2
SBL		26	73
SBT		2	3
SBR		58	131
EBL		37	103
EBT		95	249
EBR		0	1
WBL		1	0
WBT		205	113
WBR		41	40
North Leg			
	Approach	86	207
	Departure	79	146
	Total	165	353
South Leg			
	Approach	2	6
	Departure	3	4
	Total	5	10
East Leg			
	Approach	247	153
	Departure	122	324
	Total	369	477
West Leg			
	Approach	132	353
	Departure	263	245
	Total	395	598
Total Approaches			
	Approach	467	719
	Departure	467	719
	Total	934	1,438

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
8	**Dexter Avenue/2nd Street**		
NBL		0	1
NBT		0	1
NBR		0	0
SBL		3	1
SBT		0	0
SBR		299	478
EBL		315	529
EBT		1	7
EBR		0	0
WBL		0	1
WBT		1	1
WBR		4	4
North Leg			
	Approach	302	479
	Departure	319	534
	Total	621	1,013
South Leg			
	Approach	0	2
	Departure	0	1
	Total	0	3
East Leg			
	Approach	5	6
	Departure	4	8
	Total	9	14
West Leg			
	Approach	316	536
	Departure	300	480
	Total	616	1,016
Total Approaches			
	Approach	623	1,023
	Departure	623	1,023
	Total	1,246	2,046

Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
9	**Interstate 15 Southbound Ramps/Main Street**		
NBL		0	0
NBT		0	0
NBR		0	0
SBL		42	178
SBT		2	0
SBR		115	187
EBL		0	0
EBT		189	272
EBR		322	345
WBL		86	34
WBT		471	415
WBR		0	0
North Leg			
	Approach	159	365
	Departure	0	0
	Total	159	365
South Leg			
	Approach	0	0
	Departure	410	379
	Total	410	379
East Leg			
	Approach	557	449
	Departure	231	450
	Total	788	899
West Leg			
	Approach	511	617
	Departure	586	602
	Total	1,097	1,219
Total Approaches			
	Approach	1,227	1,431
	Departure	1,227	1,431
	Total	2,454	2,862

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
10	**Interstate 15 Northbound Ramps/Main Street**		
NBL		380	261
NBT		2	3
NBR		78	196
SBL		0	0
SBT		0	0
SBR		0	0
EBL		84	105
EBT		147	345
EBR		0	0
WBL		0	0
WBT		177	188
WBR		74	54
North Leg			
	Approach	0	0
	Departure	160	162
	Total	160	162
South Leg			
	Approach	460	460
	Departure	0	0
	Total	460	460
East Leg			
	Approach	251	242
	Departure	225	541
	Total	476	783
West Leg			
	Approach	231	450
	Departure	557	449
	Total	788	899
Total Approaches			
	Approach	942	1,152
	Departure	942	1,152
	Total	1,884	2,304

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Table D.1: Existing Peak Hour PCE Volume Summary

	A.M. Peak Hour	P.M. Peak Hour
	Balanced Existing w/o Project	Balanced Existing w/o Project
11 Camino Del Norte/Main Street		
NBL	110	79
NBT	206	204
NBR	0	0
SBL	0	0
SBT	146	356
SBR	141	163
EBL	141	317
EBT	0	0
EBR	84	224
WBL	0	0
WBT	0	0
WBR	0	0
North Leg		
Approach	287	519
Departure	347	521
Total	634	1,040
South Leg		
Approach	316	283
Departure	230	580
Total	546	863
East Leg		
Approach	0	0
Departure	0	0
Total	0	0
West Leg		
Approach	225	541
Departure	251	242
Total	476	783
Total Approaches		
Approach	828	1,343
Departure	828	1,343
Total	1,656	2,686

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
12	**Project Driveway 1/3rd Street**		
NBL		0	0
NBT		0	0
NBR		0	0
SBL		0	0
SBT		0	0
SBR		0	0
EBL		0	0
EBT		169	374
EBR		0	0
WBL		0	0
WBT		238	281
WBR		0	0
North Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
South Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
East Leg			
	Approach	238	281
	Departure	169	374
	Total	407	655
West Leg			
	Approach	169	374
	Departure	238	281
	Total	407	655
Total Approaches			
	Approach	407	655
	Departure	407	655
	Total	814	1,310

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
13	**Project Driveway 2/3rd Street**		
NBL		0	0
NBT		0	0
NBR		0	0
SBL		0	0
SBT		0	0
SBR		0	0
EBL		0	0
EBT		169	374
EBR		0	0
WBL		0	0
WBT		238	281
WBR		0	0
North Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
South Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
East Leg			
	Approach	238	281
	Departure	169	374
	Total	407	655
West Leg			
	Approach	169	374
	Departure	238	281
	Total	407	655
Total Approaches			
	Approach	407	655
	Departure	407	655
	Total	814	1,310

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
14	**Dexter Avenue/Project Driveway 3**		
NBL		0	0
NBT		319	534
NBR		0	0
SBL		0	0
SBT		302	479
SBR		0	0
EBL		0	0
EBT		0	0
EBR		0	0
WBL		0	0
WBT		0	0
WBR		0	0
North Leg			
	Approach	302	479
	Departure	319	534
	Total	621	1,013
South Leg			
	Approach	319	534
	Departure	302	479
	Total	621	1,013
East Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
West Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
Total Approaches			
	Approach	621	1,013
	Departure	621	1,013
	Total	1,242	2,026

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
15	**Dexter Avenue/Project Driveway 4**		
NBL		0	0
NBT		319	534
NBR		0	0
SBL		0	0
SBT		302	479
SBR		0	0
EBL		0	0
EBT		0	0
EBR		0	0
WBL		0	0
WBT		0	0
WBR		0	0
North Leg			
	Approach	302	479
	Departure	319	534
	Total	621	1,013
South Leg			
	Approach	319	534
	Departure	302	479
	Total	621	1,013
East Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
West Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
Total Approaches			
	Approach	621	1,013
	Departure	621	1,013
	Total	1,242	2,026

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Table D.1: Existing Peak Hour PCE Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Balanced Existing w/o Project	Balanced Existing w/o Project
16	**Project Driveway 5/2nd Street**		
NBL		0	0
NBT		0	0
NBR		0	0
SBL		0	0
SBT		0	0
SBR		0	0
EBL		0	0
EBT		4	8
EBR		0	0
WBL		0	0
WBT		5	6
WBR		0	0
North Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
South Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
East Leg			
	Approach	5	6
	Departure	4	8
	Total	9	14
West Leg			
	Approach	4	8
	Departure	5	6
	Total	9	14
Total Approaches			
	Approach	9	14
	Departure	9	14
	Total	18	28

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
1 Collier Avenue/Central Avenue														
NBL	37	2	39	0	39	25	64	44	3	47	0	47	10	57
NBT	57	3	60	0	60	19	79	168	10	178	0	178	34	212
NBR	266	16	282	3	285	86	371	547	33	580	10	590	157	747
SBL	712	43	755	9	764	251	1,015	700	42	742	27	769	299	1,068
SBT	85	5	90	0	90	33	123	197	12	209	0	209	24	233
SBR	14	1	15	0	15	25	40	42	3	45	0	45	10	55
EBL	40	2	42	0	42	23	65	152	9	161	0	161	10	171
EBT	116	7	123	0	123	41	164	376	23	399	0	399	18	417
EBR	36	2	38	0	38	23	61	49	3	52	0	52	10	62
WBL	407	24	431	10	441	149	590	272	16	288	7	295	101	396
WBT	266	16	282	0	282	45	327	241	14	255	0	255	18	273
WBR	473	28	501	25	526	263	789	631	38	669	17	686	280	966
North Leg														
Approach	811	49	860	9	869	309	1,178	939	57	996	27	1,023	333	1,356
Departure	570	33	603	25	628	305	933	951	57	1,008	17	1,025	324	1,349
Total	1,381	82	1,463	34	1,497	614	2,111	1,890	114	2,004	44	2,048	657	2,705
South Leg														
Approach	360	21	381	3	384	130	514	759	46	805	10	815	201	1,016
Departure	528	31	559	10	569	205	774	518	31	549	7	556	135	691
Total	888	52	940	13	953	335	1,288	1,277	77	1,354	17	1,371	336	1,707
East Leg														
Approach	1,146	68	1,214	35	1,249	457	1,706	1,144	68	1,212	24	1,236	399	1,635
Departure	1,094	66	1,160	12	1,172	378	1,550	1,623	98	1,721	37	1,758	474	2,232
Total	2,240	134	2,374	47	2,421	835	3,256	2,767	166	2,933	61	2,994	873	3,867
West Leg														
Approach	192	11	203	0	203	87	290	577	35	612	0	612	38	650
Departure	317	19	336	0	336	95	431	327	20	347	0	347	38	385
Total	509	30	539	0	539	182	721	904	55	959	0	959	76	1,035
Total Approaches														
Approach	2,509	149	2,658	47	2,705	983	3,688	3,419	206	3,625	61	3,686	971	4,657
Departure	2,509	149	2,658	47	2,705	983	3,688	3,419	206	3,625	61	3,686	971	4,657
Total	5,018	298	5,316	94	5,410	1,966	7,376	6,838	412	7,250	122	7,372	1,942	9,314

Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
2 Interstate 15 Southbound Ramps/State Route 74 (Central Avenue)														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	353	21	374	7	381	258	639	672	40	712	20	732	312	1,044
SBT	2	0	2	0	2	0	2	0	0	0	0	0	0	0
SBR	205	12	217	0	217	77	294	138	8	146	0	146	45	191
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	563	34	597	13	610	218	828	1,079	65	1,144	39	1,183	273	1,456
EBR	513	31	544	0	544	162	706	534	32	566	0	566	202	768
WBL	563	34	597	2	599	145	744	531	32	563	1	564	197	761
WBT	1,121	67	1,188	35	1,223	380	1,603	1,149	69	1,218	23	1,241	354	1,595
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	560	33	593	7	600	335	935	810	48	858	20	878	357	1,235
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	560	33	593	7	600	335	935	810	48	858	20	878	357	1,235
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	1,078	65	1,143	2	1,145	307	1,452	1,065	64	1,129	1	1,130	399	1,529
Total	1,078	65	1,143	2	1,145	307	1,452	1,065	64	1,129	1	1,130	399	1,529
East Leg														
Approach	1,684	101	1,785	37	1,822	525	2,347	1,680	101	1,781	24	1,805	551	2,356
Departure	916	55	971	20	991	476	1,467	1,751	105	1,856	59	1,915	585	2,500
Total	2,600	156	2,756	57	2,813	1,001	3,814	3,431	206	3,637	83	3,720	1,136	4,856
West Leg														
Approach	1,076	65	1,141	13	1,154	380	1,534	1,613	97	1,710	39	1,749	475	2,224
Departure	1,326	79	1,405	35	1,440	457	1,897	1,287	77	1,364	23	1,387	399	1,786
Total	2,402	144	2,546	48	2,594	837	3,431	2,900	174	3,074	62	3,136	874	4,010
Total Approaches														
Approach	3,320	199	3,519	57	3,576	1,240	4,816	4,103	246	4,349	83	4,432	1,383	5,815
Departure	3,320	199	3,519	57	3,576	1,240	4,816	4,103	246	4,349	83	4,432	1,383	5,815
Total	6,640	398	7,038	114	7,152	2,480	9,632	8,206	492	8,698	166	8,864	2,766	11,630

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
3 Interstate 15 Northbound Ramps/State Route 74 (Central Avenue)														
NBL	423	25	448	0	448	195	643	398	24	422	0	422	173	595
NBT	1	0	1	0	1	0	1	4	0	4	0	4	0	4
NBR	419	25	444	0	444	155	599	590	35	625	2	627	193	820
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	65	4	69	0	69	47	116	74	4	78	0	78	71	149
EBT	851	51	902	19	921	427	1,348	1,677	101	1,778	59	1,837	517	2,354
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,261	76	1,337	37	1,374	329	1,703	1,282	77	1,359	25	1,384	376	1,760
WBR	514	31	545	19	564	253	817	494	30	524	13	537	305	842
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	580	35	615	19	634	300	934	572	34	606	13	619	376	995
Total	580	35	615	19	634	300	934	572	34	606	13	619	376	995
South Leg														
Approach	843	50	893	0	893	350	1,243	992	59	1,051	2	1,053	366	1,419
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	843	50	893	0	893	350	1,243	992	59	1,051	2	1,053	366	1,419
East Leg														
Approach	1,775	107	1,882	56	1,938	582	2,520	1,776	107	1,883	38	1,921	681	2,602
Departure	1,270	76	1,346	19	1,365	582	1,947	2,267	136	2,403	61	2,464	710	3,174
Total	3,045	183	3,228	75	3,303	1,164	4,467	4,043	243	4,286	99	4,385	1,391	5,776
West Leg														
Approach	916	55	971	19	990	474	1,464	1,751	105	1,856	59	1,915	588	2,503
Departure	1,684	101	1,785	37	1,822	524	2,346	1,680	101	1,781	25	1,806	549	2,355
Total	2,600	156	2,756	56	2,812	998	3,810	3,431	206	3,637	84	3,721	1,137	4,858
Total Approaches														
Approach	3,534	212	3,746	75	3,821	1,406	5,227	4,519	271	4,790	99	4,889	1,635	6,524
Departure	3,534	212	3,746	75	3,821	1,406	5,227	4,519	271	4,790	99	4,889	1,635	6,524
Total	7,068	424	7,492	150	7,642	2,812	10,454	9,038	542	9,580	198	9,778	3,270	13,048

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
4 Dexter Avenue/State Route 74 (Central Avenue)														
NBL	131	8	139	56	195	56	251	182	11	193	38	231	53	284
NBT	64	4	68	12	80	11	91	123	7	130	8	138	11	149
NBR	26	2	28	0	28	34	62	37	2	39	0	39	39	78
SBL	38	2	40	0	40	13	53	55	3	58	0	58	11	69
SBT	47	3	50	5	55	11	66	102	6	108	13	121	9	130
SBR	225	14	239	0	239	0	239	346	21	367	0	367	0	367
EBL	199	12	211	0	211	0	211	333	20	353	0	353	0	353
EBT	940	56	996	0	996	529	1,525	1,695	102	1,797	0	1,797	652	2,449
EBR	131	8	139	21	160	53	213	239	14	253	60	313	55	368
WBL	57	3	60	0	60	31	91	81	5	86	0	86	38	124
WBT	1,419	85	1,504	0	1,504	526	2,030	1,248	75	1,323	0	1,323	627	1,950
WBR	93	6	99	0	99	13	112	47	3	50	0	50	13	63
North Leg														
Approach	310	19	329	5	334	24	358	503	30	533	13	546	20	566
Departure	356	22	378	12	390	24	414	503	30	533	8	541	24	565
Total	666	41	707	17	724	48	772	1,006	60	1,066	21	1,087	44	1,131
South Leg														
Approach	221	14	235	68	303	101	404	342	20	362	46	408	103	511
Departure	235	14	249	26	275	95	370	422	25	447	73	520	102	622
Total	456	28	484	94	578	196	774	764	45	809	119	928	205	1,133
East Leg														
Approach	1,569	94	1,663	0	1,663	570	2,233	1,376	83	1,459	0	1,459	678	2,137
Departure	1,004	60	1,064	0	1,064	576	1,640	1,787	107	1,894	0	1,894	702	2,596
Total	2,573	154	2,727	0	2,727	1,146	3,873	3,163	190	3,353	0	3,353	1,380	4,733
West Leg														
Approach	1,270	76	1,346	21	1,367	582	1,949	2,267	136	2,403	60	2,463	707	3,170
Departure	1,775	107	1,882	56	1,938	582	2,520	1,776	107	1,883	38	1,921	680	2,601
Total	3,045	183	3,228	77	3,305	1,164	4,469	4,043	243	4,286	98	4,384	1,387	5,771
Total Approaches														
Approach	3,370	203	3,573	94	3,667	1,277	4,944	4,488	269	4,757	119	4,876	1,508	6,384
Departure	3,370	203	3,573	94	3,667	1,277	4,944	4,488	269	4,757	119	4,876	1,508	6,384
Total	6,740	406	7,146	188	7,334	2,554	9,888	8,976	538	9,514	238	9,752	3,016	12,768

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
5 Cambern Avenue/State Route 74 (Central Avenue)														
NBL	60	4	64	0	64	106	170	90	5	95	0	95	154	249
NBT	26	2	28	0	28	21	49	92	6	98	0	98	16	114
NBR	35	2	37	32	69	21	90	145	9	154	21	175	15	190
SBL	64	4	68	0	68	0	68	225	14	239	0	239	0	239
SBT	31	2	33	0	33	9	42	103	6	109	0	109	23	132
SBR	45	3	48	0	48	0	48	77	5	82	0	82	0	82
EBL	52	3	55	0	55	0	55	168	10	178	0	178	0	178
EBT	835	50	885	0	885	444	1,329	1,370	82	1,452	0	1,452	537	1,989
EBR	26	2	28	0	28	132	160	60	4	64	0	64	165	229
WBL	77	5	82	11	93	10	103	122	7	129	35	164	22	186
WBT	1,447	87	1,534	0	1,534	463	1,997	966	58	1,024	0	1,024	523	1,547
WBR	92	6	98	0	98	0	98	178	11	189	0	189	0	189
North Leg														
Approach	140	9	149	0	149	9	158	405	25	430	0	430	23	453
Departure	170	11	181	0	181	21	202	438	27	465	0	465	16	481
Total	310	20	330	0	330	30	360	843	52	895	0	895	39	934
South Leg														
Approach	121	8	129	32	161	148	309	327	20	347	21	368	185	553
Departure	134	9	143	11	154	151	305	285	17	302	35	337	210	547
Total	255	17	272	43	315	299	614	612	37	649	56	705	395	1,100
East Leg														
Approach	1,616	98	1,714	11	1,725	473	2,198	1,266	76	1,342	35	1,377	545	1,922
Departure	934	56	990	32	1,022	465	1,487	1,740	105	1,845	21	1,866	552	2,418
Total	2,550	154	2,704	43	2,747	938	3,685	3,006	181	3,187	56	3,243	1,097	4,340
West Leg														
Approach	913	55	968	0	968	576	1,544	1,598	96	1,694	0	1,694	702	2,396
Departure	1,552	94	1,646	0	1,646	569	2,215	1,133	68	1,201	0	1,201	677	1,878
Total	2,465	149	2,614	0	2,614	1,145	3,759	2,731	164	2,895	0	2,895	1,379	4,274
Total Approaches														
Approach	2,790	170	2,960	43	3,003	1,206	4,209	3,596	217	3,813	56	3,869	1,455	5,324
Departure	2,790	170	2,960	43	3,003	1,206	4,209	3,596	217	3,813	56	3,869	1,455	5,324
Total	5,580	340	5,920	86	6,006	2,412	8,418	7,192	434	7,626	112	7,738	2,910	10,648

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
6 Dexter Avenue/3rd Street														
NBL	4	0	4	0	4	0	4	6	0	6	0	6	0	6
NBT	158	9	167	47	214	63	277	191	11	202	32	234	64	298
NBR	156	9	165	30	195	56	251	337	20	357	43	400	50	450
SBL	13	1	14	9	23	2	25	33	2	35	30	65	2	67
SBT	100	6	106	15	121	47	168	214	13	227	43	270	66	336
SBR	0	0	0	0	0	0	0	2	0	2	0	2	0	2
EBL	0	0	0	0	0	0	0	7	0	7	0	7	0	7
EBT	0	0	0	0	0	0	0	4	0	4	0	4	0	4
EBR	0	0	0	0	0	0	0	4	0	4	0	4	0	4
WBL	202	12	214	35	249	31	280	261	16	277	40	317	64	381
WBT	0	0	0	0	0	0	0	1	0	1	0	1	0	1
WBR	36	2	38	21	59	3	62	19	1	20	13	33	2	35
North Leg														
Approach	113	7	120	24	144	49	193	249	15	264	73	337	68	405
Departure	194	11	205	68	273	66	339	217	12	229	45	274	66	340
Total	307	18	325	92	417	115	532	466	27	493	118	611	134	745
South Leg														
Approach	318	18	336	77	413	119	532	534	31	565	75	640	114	754
Departure	302	18	320	50	370	78	448	479	29	508	83	591	130	721
Total	620	36	656	127	783	197	980	1,013	60	1,073	158	1,231	244	1,475
East Leg														
Approach	238	14	252	56	308	34	342	281	17	298	53	351	66	417
Departure	169	10	179	39	218	58	276	374	22	396	73	469	52	521
Total	407	24	431	95	526	92	618	655	39	694	126	820	118	938
West Leg														
Approach	0	0	0	0	0	0	0	15	0	15	0	15	0	15
Departure	4	0	4	0	4	0	4	9	0	9	0	9	0	9
Total	4	0	4	0	4	0	4	24	0	24	0	24	0	24
Total Approaches														
Approach	669	39	708	157	865	202	1,067	1,079	63	1,142	201	1,343	248	1,591
Departure	669	39	708	157	865	202	1,067	1,079	63	1,142	201	1,343	248	1,591
Total	1,338	78	1,416	314	1,730	404	2,134	2,158	126	2,284	402	2,686	496	3,182

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
7 Cambern Avenue/3rd Street														
NBL	0	0	0	0	0	0	0	1	0	1	0	1	0	1
NBT	1	0	1	0	1	0	1	3	0	3	0	3	0	3
NBR	1	0	1	0	1	0	1	2	0	2	0	2	0	2
SBL	26	2	28	0	28	0	28	73	4	77	0	77	0	77
SBT	2	0	2	0	2	0	2	3	0	3	0	3	0	3
SBR	58	3	61	11	72	31	103	131	8	139	35	174	64	238
EBL	37	2	39	32	71	56	127	103	6	109	21	130	50	180
EBT	95	6	101	3	104	2	106	249	15	264	2	266	2	268
EBR	0	0	0	0	0	0	0	1	0	1	0	1	0	1
WBL	1	0	1	0	1	0	1	0	0	0	0	0	0	0
WBT	205	12	217	1	218	3	221	113	7	120	3	123	2	125
WBR	41	2	43	0	43	0	43	40	2	42	0	42	0	42
North Leg														
Approach	86	5	91	11	102	31	133	207	12	219	35	254	64	318
Departure	79	4	83	32	115	56	171	146	8	154	21	175	50	225
Total	165	9	174	43	217	87	304	353	20	373	56	429	114	543
South Leg														
Approach	2	0	2	0	2	0	2	6	0	6	0	6	0	6
Departure	3	0	3	0	3	0	3	4	0	4	0	4	0	4
Total	5	0	5	0	5	0	5	10	0	10	0	10	0	10
East Leg														
Approach	247	14	261	1	262	3	265	153	9	162	3	165	2	167
Departure	122	8	130	3	133	2	135	324	19	343	2	345	2	347
Total	369	22	391	4	395	5	400	477	28	505	5	510	4	514
West Leg														
Approach	132	8	140	35	175	58	233	353	21	374	23	397	52	449
Departure	263	15	278	12	290	34	324	245	15	260	38	298	66	364
Total	395	23	418	47	465	92	557	598	36	634	61	695	118	813
Total Approaches														
Approach	467	27	494	47	541	92	633	719	42	761	61	822	118	940
Departure	467	27	494	47	541	92	633	719	42	761	61	822	118	940
Total	934	54	988	94	1,082	184	1,266	1,438	84	1,522	122	1,644	236	1,880

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
8 Dexter Avenue/2nd Street														
NBL	0	0	0	0	0	0	0	1	0	1	0	1	0	1
NBT	0	0	0	0	0	0	0	1	0	1	0	1	0	1
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	3	0	3	0	3	0	3	1	0	1	0	1	0	1
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	299	18	317	46	363	79	442	478	29	507	30	537	129	666
EBL	315	19	334	24	358	120	478	529	32	561	71	632	113	745
EBT	1	0	1	0	1	0	1	7	0	7	0	7	0	7
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	1	0	1	0	1	0	1
WBT	1	0	1	20	21	0	21	1	0	1	14	15	0	15
WBR	4	0	4	0	4	0	4	4	0	4	0	4	0	4
North Leg														
Approach	302	18	320	46	366	79	445	479	29	508	30	538	129	667
Departure	319	19	338	24	362	120	482	534	32	566	71	637	113	750
Total	621	37	658	70	728	199	927	1,013	61	1,074	101	1,175	242	1,417
South Leg														
Approach	0	0	0	0	0	0	0	2	0	2	0	2	0	2
Departure	0	0	0	0	0	0	0	1	0	1	0	1	0	1
Total	0	0	0	0	0	0	0	3	0	3	0	3	0	3
East Leg														
Approach	5	0	5	20	25	0	25	6	0	6	14	20	0	20
Departure	4	0	4	0	4	0	4	8	0	8	0	8	0	8
Total	9	0	9	20	29	0	29	14	0	14	14	28	0	28
West Leg														
Approach	316	19	335	24	359	120	479	536	32	568	71	639	113	752
Departure	300	18	318	66	384	79	463	480	29	509	44	553	129	682
Total	616	37	653	90	743	199	942	1,016	61	1,077	115	1,192	242	1,434
Total Approaches														
Approach	623	37	660	90	750	199	949	1,023	61	1,084	115	1,199	242	1,441
Departure	623	37	660	90	750	199	949	1,023	61	1,084	115	1,199	242	1,441
Total	1,246	74	1,320	180	1,500	398	1,898	2,046	122	2,168	230	2,398	484	2,882

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
9 Interstate 15 Southbound Ramps/Main Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	42	3	45	0	45	70	115	178	11	189	0	189	243	432
SBT	2	0	2	0	2	0	2	0	0	0	0	0	0	0
SBR	115	7	122	0	122	106	228	187	11	198	0	198	223	421
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	189	11	200	5	205	187	392	272	16	288	13	301	306	607
EBR	322	19	341	0	341	21	362	345	21	366	0	366	29	395
WBL	86	5	91	52	143	250	393	34	2	36	35	71	165	236
WBT	471	28	499	12	511	131	642	415	25	440	8	448	187	635
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	159	10	169	0	169	176	345	365	22	387	0	387	466	853
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	159	10	169	0	169	176	345	365	22	387	0	387	466	853
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	410	24	434	52	486	271	757	379	23	402	35	437	194	631
Total	410	24	434	52	486	271	757	379	23	402	35	437	194	631
East Leg														
Approach	557	33	590	64	654	381	1,035	449	27	476	43	519	352	871
Departure	231	14	245	5	250	257	507	450	27	477	13	490	549	1,039
Total	788	47	835	69	904	638	1,542	899	54	953	56	1,009	901	1,910
West Leg														
Approach	511	30	541	5	546	208	754	617	37	654	13	667	335	1,002
Departure	586	35	621	12	633	237	870	602	36	638	8	646	410	1,056
Total	1,097	65	1,162	17	1,179	445	1,624	1,219	73	1,292	21	1,313	745	2,058
Total Approaches														
Approach	1,227	73	1,300	69	1,369	765	2,134	1,431	86	1,517	56	1,573	1,153	2,726
Departure	1,227	73	1,300	69	1,369	765	2,134	1,431	86	1,517	56	1,573	1,153	2,726
Total	2,454	146	2,600	138	2,738	1,530	4,268	2,862	172	3,034	112	3,146	2,306	5,452

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
10 Interstate 15 Northbound Ramps/Main Street														
NBL	380	23	403	0	403	17	420	261	16	277	0	277	60	337
NBT	2	0	2	0	2	0	2	3	0	3	0	3	0	3
NBR	78	5	83	19	102	89	191	196	12	208	56	264	274	538
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	84	5	89	0	89	116	205	105	6	111	0	111	165	276
EBT	147	9	156	5	161	141	302	345	21	366	13	379	384	763
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	177	11	188	64	252	366	618	188	11	199	43	242	290	532
WBR	74	4	78	0	78	220	298	54	3	57	0	57	139	196
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	160	9	169	0	169	336	505	162	9	171	0	171	304	475
Total	160	9	169	0	169	336	505	162	9	171	0	171	304	475
South Leg														
Approach	460	28	488	19	507	106	613	460	28	488	56	544	334	878
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	460	28	488	19	507	106	613	460	28	488	56	544	334	878
East Leg														
Approach	251	15	266	64	330	586	916	242	14	256	43	299	429	728
Departure	225	14	239	24	263	230	493	541	33	574	69	643	658	1,301
Total	476	29	505	88	593	816	1,409	783	47	830	112	942	1,087	2,029
West Leg														
Approach	231	14	245	5	250	257	507	450	27	477	13	490	549	1,039
Departure	557	34	591	64	655	383	1,038	449	27	476	43	519	350	869
Total	788	48	836	69	905	640	1,545	899	54	953	56	1,009	899	1,908
Total Approaches														
Approach	942	57	999	88	1,087	949	2,036	1,152	69	1,221	112	1,333	1,312	2,645
Departure	942	57	999	88	1,087	949	2,036	1,152	69	1,221	112	1,333	1,312	2,645
Total	1,884	114	1,998	176	2,174	1,898	4,072	2,304	138	2,442	224	2,666	2,624	5,290

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
11 Camino Del Norte/Main Street														
NBL	110	7	117	0	117	273	390	79	5	84	0	84	205	289
NBT	206	12	218	0	218	53	271	204	12	216	2	218	85	303
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	146	9	155	2	157	69	226	356	21	377	1	378	71	449
SBR	141	8	149	64	213	314	527	163	10	173	43	216	226	442
EBL	141	8	149	23	172	128	300	317	19	336	69	405	345	750
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	84	5	89	0	89	100	189	224	13	237	0	237	313	550
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	287	17	304	66	370	383	753	519	31	550	44	594	297	891
Departure	347	20	367	23	390	181	571	521	31	552	71	623	430	1,053
Total	634	37	671	89	760	564	1,324	1,040	62	1,102	115	1,217	727	1,944
South Leg														
Approach	316	19	335	0	335	326	661	283	17	300	2	302	290	592
Departure	230	14	244	2	246	169	415	580	34	614	1	615	384	999
Total	546	33	579	2	581	495	1,076	863	51	914	3	917	674	1,591
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	225	13	238	23	261	228	489	541	32	573	69	642	658	1,300
Departure	251	15	266	64	330	587	917	242	15	257	43	300	431	731
Total	476	28	504	87	591	815	1,406	783	47	830	112	942	1,089	2,031
Total Approaches														
Approach	828	49	877	89	966	937	1,903	1,343	80	1,423	115	1,538	1,245	2,783
Departure	828	49	877	89	966	937	1,903	1,343	80	1,423	115	1,538	1,245	2,783
Total	1,656	98	1,754	178	1,932	1,874	3,806	2,686	160	2,846	230	3,076	2,490	5,566

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
12 Project Driveway 1/3rd Street														
NBL	0	0	0	48	48	0	48	0	0	0	30	30	0	30
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	8	8	0	8	0	0	0	5	5	0	5
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	169	10	179	21	200	58	258	374	22	396	14	410	52	462
EBR	0	0	0	18	18	0	18	0	0	0	58	58	0	58
WBL	0	0	0	5	5	0	5	0	0	0	16	16	0	16
WBT	238	14	252	8	260	34	294	281	17	298	23	321	66	387
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	56	56	0	56	0	0	0	35	35	0	35
Departure	0	0	0	23	23	0	23	0	0	0	74	74	0	74
Total	0	0	0	79	79	0	79	0	0	0	109	109	0	109
East Leg														
Approach	238	14	252	13	265	34	299	281	17	298	39	337	66	403
Departure	169	10	179	29	208	58	266	374	22	396	19	415	52	467
Total	407	24	431	42	473	92	565	655	39	694	58	752	118	870
West Leg														
Approach	169	10	179	39	218	58	276	374	22	396	72	468	52	520
Departure	238	14	252	56	308	34	342	281	17	298	53	351	66	417
Total	407	24	431	95	526	92	618	655	39	694	125	819	118	937
Total Approaches														
Approach	407	24	431	108	539	92	631	655	39	694	146	840	118	958
Departure	407	24	431	108	539	92	631	655	39	694	146	840	118	958
Total	814	48	862	216	1,078	184	1,262	1,310	78	1,388	292	1,680	236	1,916

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
13 Project Driveway 2/3rd Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	6	6	0	6	0	0	0	4	4	0	4
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	169	10	179	29	208	58	266	374	22	396	19	415	52	467
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	238	14	252	13	265	34	299	281	17	298	39	337	66	403
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	0	0	0	6	6	0	6	0	0	0	4	4	0	4
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	6	6	0	6	0	0	0	4	4	0	4
East Leg														
Approach	238	14	252	13	265	34	299	281	17	298	39	337	66	403
Departure	169	10	179	35	214	58	272	374	22	396	23	419	52	471
Total	407	24	431	48	479	92	571	655	39	694	62	756	118	874
West Leg														
Approach	169	10	179	29	208	58	266	374	22	396	19	415	52	467
Departure	238	14	252	13	265	34	299	281	17	298	39	337	66	403
Total	407	24	431	42	473	92	565	655	39	694	58	752	118	870
Total Approaches														
Approach	407	24	431	48	479	92	571	655	39	694	62	756	118	874
Departure	407	24	431	48	479	92	571	655	39	694	62	756	118	874
Total	814	48	862	96	958	184	1,142	1,310	78	1,388	124	1,512	236	1,748

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
14 Dexter Avenue/Project Driveway 3														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	319	19	338	69	407	120	527	534	32	566	71	637	113	750
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	302	18	320	50	370	79	449	479	29	508	83	591	129	720
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	7	7	0	7	0	0	0	4	4	0	4
North Leg														
Approach	302	18	320	50	370	79	449	479	29	508	83	591	129	720
Departure	319	19	338	76	414	120	534	534	32	566	75	641	113	754
Total	621	37	658	126	784	199	983	1,013	61	1,074	158	1,232	242	1,474
South Leg														
Approach	319	19	338	69	407	120	527	534	32	566	71	637	113	750
Departure	302	18	320	50	370	79	449	479	29	508	83	591	129	720
Total	621	37	658	119	777	199	976	1,013	61	1,074	154	1,228	242	1,470
East Leg														
Approach	0	0	0	7	7	0	7	0	0	0	4	4	0	4
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	7	7	0	7	0	0	0	4	4	0	4
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	621	37	658	126	784	199	983	1,013	61	1,074	158	1,232	242	1,474
Departure	621	37	658	126	784	199	983	1,013	61	1,074	158	1,232	242	1,474
Total	1,242	74	1,316	252	1,568	398	1,966	2,026	122	2,148	316	2,464	484	2,948

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
15 Dexter Avenue/Project Driveway 4														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	319	19	338	9	347	120	467	534	32	566	29	595	113	708
NBR	0	0	0	15	15	0	15	0	0	0	42	42	0	42
SBL	0	0	0	23	23	0	23	0	0	0	66	66	0	66
SBT	302	18	320	27	347	79	426	479	29	508	17	525	129	654
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	19	19	0	19	0	0	0	13	13	0	13
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	60	60	0	60	0	0	0	42	42	0	42
North Leg														
Approach	302	18	320	50	370	79	449	479	29	508	83	591	129	720
Departure	319	19	338	69	407	120	527	534	32	566	71	637	113	750
Total	621	37	658	119	777	199	976	1,013	61	1,074	154	1,228	242	1,470
South Leg														
Approach	319	19	338	24	362	120	482	534	32	566	71	637	113	750
Departure	302	18	320	46	366	79	445	479	29	508	30	538	129	667
Total	621	37	658	70	728	199	927	1,013	61	1,074	101	1,175	242	1,417
East Leg														
Approach	0	0	0	79	79	0	79	0	0	0	55	55	0	55
Departure	0	0	0	38	38	0	38	0	0	0	108	108	0	108
Total	0	0	0	117	117	0	117	0	0	0	163	163	0	163
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches														
Approach	621	37	658	153	811	199	1,010	1,013	61	1,074	209	1,283	242	1,525
Departure	621	37	658	153	811	199	1,010	1,013	61	1,074	209	1,283	242	1,525
Total	1,242	74	1,316	306	1,622	398	2,020	2,026	122	2,148	418	2,566	484	3,050

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Table D.2: Project Completion and Cumulative Conditions Peak Hour PCE Volume Summary

	AM Peak Hour							PM Peak Hour						
	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes	Existing w/o Project Volumes	2025 to 2028 Growth	Project Completion NP Volumes	Net Project Trips	Project Completion WP Volumes	Cumulative Project Trips	Cumulative Volumes
16 Project Driveway 5/2nd Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	20	20	0	20	0	0	0	14	14	0	14
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	4	0	4	0	4	0	4	8	0	8	0	8	0	8
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	5	0	5	0	5	0	5	6	0	6	0	6	0	6
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	20	20	0	20	0	0	0	14	14	0	14
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	20	0	20	0	0	0	14	14	0	14
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	5	0	5	0	5	0	5	6	0	6	0	6	0	6
Departure	4	0	4	0	4	0	4	8	0	8	0	8	0	8
Total	9	0	9	0	9	0	9	14	0	14	0	14	0	14
West Leg														
Approach	4	0	4	0	4	0	4	8	0	8	0	8	0	8
Departure	5	0	5	20	25	0	25	6	0	6	14	20	0	20
Total	9	0	9	20	29	0	29	14	0	14	14	28	0	28
Total Approaches														
Approach	9	0	9	20	29	0	29	14	0	14	14	28	0	28
Departure	9	0	9	20	29	0	29	14	0	14	14	28	0	28
Total	18	0	18	40	58	0	58	28	0	28	28	56	0	56

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
1 Collier Avenue/Central Avenue										
NBL	71	0	71	0	71	60	0	60	0	60
NBT	171	0	171	0	171	222	0	222	0	222
NBR	845	0	845	3	848	801	0	801	10	811
SBL	1,487	0	1,487	9	1,496	1,347	0	1,347	27	1,374
SBT	138	0	138	0	138	296	0	296	0	296
SBR	42	0	42	0	42	58	0	58	0	58
EBL	68	0	68	0	68	180	0	180	0	180
EBT	172	0	172	0	172	454	0	454	0	454
EBR	64	0	64	0	64	65	0	65	0	65
WBL	665	0	665	10	675	465	0	465	7	472
WBT	338	0	338	0	338	282	0	282	0	282
WBR	933	0	933	25	958	1,251	0	1,251	17	1,268
North Leg										
Approach	1,667	0	1,667	9	1,676	1,701	0	1,701	27	1,728
Departure	1,172	0	1,172	25	1,197	1,653	0	1,653	17	1,670
Total	2,839	0	2,839	34	2,873	3,354	0	3,354	44	3,398
South Leg										
Approach	1,087	0	1,087	3	1,090	1,083	0	1,083	10	1,093
Departure	867	0	867	10	877	826	0	826	7	833
Total	1,954	0	1,954	13	1,967	1,909	0	1,909	17	1,926
East Leg										
Approach	1,936	0	1,936	35	1,971	1,998	0	1,998	24	2,022
Departure	2,504	0	2,504	12	2,516	2,602	0	2,602	37	2,639
Total	4,440	0	4,440	47	4,487	4,600	0	4,600	61	4,661
West Leg										
Approach	304	0	304	0	304	699	0	699	0	699
Departure	451	0	451	0	451	400	0	400	0	400
Total	755	0	755	0	755	1,099	0	1,099	0	1,099
Total Approaches										
Approach	4,994	0	4,994	47	5,041	5,481	0	5,481	61	5,542
Departure	4,994	0	4,994	47	5,041	5,481	0	5,481	61	5,542
Total	9,988	0	9,988	94	10,082	10,962	0	10,962	122	11,084

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
2 Interstate 15 Southbound Ramps/State Route 74 (Central Avenue)										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	664	0	664	7	671	1,075	0	1,075	20	1,095
SBT	2	0	2	0	2	0	0	0	0	0
SBR	309	0	309	0	309	197	0	197	0	197
EBL	0	0	0	0	0	0	0	0	0	0
EBT	1,494	0	1,494	13	1,507	1,716	0	1,716	39	1,755
EBR	958	0	958	0	958	872	0	872	0	872
WBL	743	0	743	2	745	798	0	798	1	799
WBT	1,865	0	1,865	35	1,900	1,947	0	1,947	23	1,970
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	975	0	975	7	982	1,272	0	1,272	20	1,292
Departure	0	0	0	0	0	0	0	0	0	0
Total	975	0	975	7	982	1,272	0	1,272	20	1,292
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	1,703	0	1,703	2	1,705	1,670	0	1,670	1	1,671
Total	1,703	0	1,703	2	1,705	1,670	0	1,670	1	1,671
East Leg										
Approach	2,608	0	2,608	37	2,645	2,745	0	2,745	24	2,769
Departure	2,158	0	2,158	20	2,178	2,791	0	2,791	59	2,850
Total	4,766	0	4,766	57	4,823	5,536	0	5,536	83	5,619
West Leg										
Approach	2,452	0	2,452	13	2,465	2,588	0	2,588	39	2,627
Departure	2,174	0	2,174	35	2,209	2,144	0	2,144	23	2,167
Total	4,626	0	4,626	48	4,674	4,732	0	4,732	62	4,794
Total Approaches										
Approach	6,035	0	6,035	57	6,092	6,605	0	6,605	83	6,688
Departure	6,035	0	6,035	57	6,092	6,605	0	6,605	83	6,688
Total	12,070	0	12,070	114	12,184	13,210	0	13,210	166	13,376

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
3 Interstate 15 Northbound Off-Ramps/State Route 74 (Central Avenue)										
NBL	662	(662)	0	0	0	774	(774)	0	0	0
NBT	2	(2)	0	0	0	7	(7)	0	0	0
NBR	629	(89)	540	0	540	859	(106)	753	2	755
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	662	662	0	662	0	774	774	0	774
EBL	373	(373)	0	0	0	173	(173)	0	0	0
EBT	1,785	373	2,158	19	2,177	2,618	173	2,791	59	2,850
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1,946	0	1,946	37	1,983	1,971	0	1,971	25	1,996
WBR	1,059	(1,059)	0	0	0	870	(870)	0	0	0
North Leg										
Approach	0	662	662	0	662	0	774	774	0	774
Departure	1,434	(1,434)	0	0	0	1,050	(1,050)	0	0	0
Total	1,434	(772)	662	0	662	1,050	(276)	774	0	774
South Leg										
Approach	1,293	(753)	540	0	540	1,640	(887)	753	2	755
Departure	0	0	0	0	0	0	0	0	0	0
Total	1,293	(753)	540	0	540	1,640	(887)	753	2	755
East Leg										
Approach	3,005	(1,059)	1,946	37	1,983	2,841	(870)	1,971	25	1,996
Departure	2,414	284	2,698	19	2,717	3,477	67	3,544	61	3,605
Total	5,419	(775)	4,644	56	4,700	6,318	(803)	5,515	86	5,601
West Leg										
Approach	2,158	0	2,158	19	2,177	2,791	0	2,791	59	2,850
Departure	2,608	0	2,608	37	2,645	2,745	0	2,745	25	2,770
Total	4,766	0	4,766	56	4,822	5,536	0	5,536	84	5,620
Total Approaches										
Approach	6,456	(1,150)	5,306	56	5,362	7,272	(983)	6,289	86	6,375
Departure	6,456	(1,150)	5,306	56	5,362	7,272	(983)	6,289	86	6,375
Total	12,912	(2,300)	10,612	112	10,724	14,544	(1,966)	12,578	172	12,750

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
4 Dexter Avenue/State Route 74 (Central Avenue)										
NBL	291	(78)	213	37	250	343	(90)	253	25	278
NBT	83	78	161	30	191	148	90	238	20	258
NBR	65	0	65	0	65	82	0	82	0	82
SBL	56	0	56	0	56	72	0	72	0	72
SBT	64	0	64	5	69	123	0	123	13	136
SBR	245	(134)	111	0	111	409	(169)	240	0	240
EBL	258	284	542	0	542	399	67	466	0	466
EBT	1,858	0	1,858	0	1,858	2,712	0	2,712	0	2,712
EBR	298	0	298	21	319	365	0	365	60	425
WBL	105	0	105	0	105	130	0	130	0	130
WBT	2,469	(847)	1,622	0	1,622	2,090	(611)	1,479	0	1,479
WBR	118	847	965	0	965	66	611	677	0	677
North Leg										
Approach	365	(134)	231	5	236	604	(169)	435	13	448
Departure	459	1,209	1,668	30	1,698	613	768	1,381	20	1,401
Total	824	1,075	1,899	35	1,934	1,217	599	1,816	33	1,849
South Leg										
Approach	439	0	439	67	506	573	0	573	45	618
Departure	467	0	467	26	493	618	0	618	73	691
Total	906	0	906	93	999	1,191	0	1,191	118	1,309
East Leg										
Approach	2,692	0	2,692	0	2,692	2,286	0	2,286	0	2,286
Departure	1,979	0	1,979	0	1,979	2,866	0	2,866	0	2,866
Total	4,671	0	4,671	0	4,671	5,152	0	5,152	0	5,152
West Leg										
Approach	2,414	284	2,698	21	2,719	3,476	67	3,543	60	3,603
Departure	3,005	(1,059)	1,946	37	1,983	2,842	(870)	1,972	25	1,997
Total	5,419	(775)	4,644	58	4,702	6,318	(803)	5,515	85	5,600
Total Approaches										
Approach	5,910	150	6,060	93	6,153	6,939	(102)	6,837	118	6,955
Departure	5,910	150	6,060	93	6,153	6,939	(102)	6,837	118	6,955
Total	11,820	300	12,120	186	12,306	13,878	(204)	13,674	236	13,910

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
5 Cambern Avenue/State Route 74 (Central Avenue)										
NBL	179	0	179	0	179	261	0	261	0	261
NBT	51	0	51	0	51	120	0	120	0	120
NBR	61	0	61	32	93	177	0	177	21	198
SBL	79	0	79	0	79	289	0	289	0	289
SBT	44	0	44	0	44	139	0	139	0	139
SBR	101	0	101	0	101	156	0	156	0	156
EBL	142	0	142	0	142	268	0	268	0	268
EBT	1,395	0	1,395	0	1,395	2,072	0	2,072	0	2,072
EBR	168	0	168	0	168	240	0	240	0	240
WBL	97	0	97	11	108	159	0	159	35	194
WBT	2,497	0	2,497	0	2,497	1,588	0	1,588	0	1,588
WBR	161	0	161	0	161	195	0	195	0	195
North Leg										
Approach	224	0	224	0	224	584	0	584	0	584
Departure	354	0	354	0	354	583	0	583	0	583
Total	578	0	578	0	578	1,167	0	1,167	0	1,167
South Leg										
Approach	291	0	291	32	323	558	0	558	21	579
Departure	309	0	309	11	320	538	0	538	35	573
Total	600	0	600	43	643	1,096	0	1,096	56	1,152
East Leg										
Approach	2,755	0	2,755	11	2,766	1,942	0	1,942	35	1,977
Departure	1,535	0	1,535	32	1,567	2,538	0	2,538	21	2,559
Total	4,290	0	4,290	43	4,333	4,480	0	4,480	56	4,536
West Leg										
Approach	1,705	0	1,705	0	1,705	2,580	0	2,580	0	2,580
Departure	2,777	0	2,777	0	2,777	2,005	0	2,005	0	2,005
Total	4,482	0	4,482	0	4,482	4,585	0	4,585	0	4,585
Total Approaches										
Approach	4,975	0	4,975	43	5,018	5,664	0	5,664	56	5,720
Departure	4,975	0	4,975	43	5,018	5,664	0	5,664	56	5,720
Total	9,950	0	9,950	86	10,036	11,328	0	11,328	112	11,440

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
6 Dexter Avenue/3rd Street										
NBL	4	0	4	0	4	6	0	6	0	6
NBT	267	0	267	47	314	290	0	290	32	322
NBR	230	0	230	30	260	416	0	416	43	459
SBL	78	0	78	9	87	91	0	91	30	121
SBT	202	0	202	15	217	308	0	308	43	351
SBR	0	0	0	0	0	3	0	3	0	3
EBL	0	0	0	0	0	9	0	9	0	9
EBT	0	0	0	0	0	4	0	4	0	4
EBR	0	0	0	0	0	4	0	4	0	4
WBL	257	0	257	35	292	362	0	362	40	402
WBT	0	0	0	0	0	2	0	2	0	2
WBR	119	0	119	21	140	74	0	74	13	87
North Leg										
Approach	280	0	280	24	304	402	0	402	73	475
Departure	386	0	386	68	454	373	0	373	45	418
Total	666	0	666	92	758	775	0	775	118	893
South Leg										
Approach	501	0	501	77	578	712	0	712	75	787
Departure	459	0	459	50	509	674	0	674	83	757
Total	960	0	960	127	1,087	1,386	0	1,386	158	1,544
East Leg										
Approach	376	0	376	56	432	438	0	438	53	491
Departure	308	0	308	39	347	511	0	511	73	584
Total	684	0	684	95	779	949	0	949	126	1,075
West Leg										
Approach	0	0	0	0	0	17	0	17	0	17
Departure	4	0	4	0	4	11	0	11	0	11
Total	4	0	4	0	4	28	0	28	0	28
Total Approaches										
Approach	1,157	0	1,157	157	1,314	1,569	0	1,569	201	1,770
Departure	1,157	0	1,157	157	1,314	1,569	0	1,569	201	1,770
Total	2,314	0	2,314	314	2,628	3,138	0	3,138	402	3,540

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
7 Cambern Avenue/3rd Street										
NBL	0	0	0	0	0	14	0	14	0	14
NBT	79	0	79	0	79	32	0	32	0	32
NBR	290	0	290	0	290	72	0	72	0	72
SBL	29	0	29	0	29	81	0	81	0	81
SBT	64	0	64	0	64	140	0	140	0	140
SBR	97	0	97	11	108	213	0	213	35	248
EBL	100	0	100	32	132	167	0	167	21	188
EBT	182	0	182	3	185	325	0	325	2	327
EBR	0	0	0	0	0	91	0	91	0	91
WBL	81	0	81	0	81	0	0	0	0	0
WBT	267	0	267	1	268	313	0	313	3	316
WBR	45	0	45	0	45	84	0	84	0	84
North Leg										
Approach	190	0	190	11	201	434	0	434	35	469
Departure	224	0	224	32	256	283	0	283	21	304
Total	414	0	414	43	457	717	0	717	56	773
South Leg										
Approach	369	0	369	0	369	118	0	118	0	118
Departure	145	0	145	0	145	231	0	231	0	231
Total	514	0	514	0	514	349	0	349	0	349
East Leg										
Approach	393	0	393	1	394	397	0	397	3	400
Departure	501	0	501	3	504	478	0	478	2	480
Total	894	0	894	4	898	875	0	875	5	880
West Leg										
Approach	282	0	282	35	317	583	0	583	23	606
Departure	364	0	364	12	376	540	0	540	38	578
Total	646	0	646	47	693	1,123	0	1,123	61	1,184
Total Approaches										
Approach	1,234	0	1,234	47	1,281	1,532	0	1,532	61	1,593
Departure	1,234	0	1,234	47	1,281	1,532	0	1,532	61	1,593
Total	2,468	0	2,468	94	2,562	3,064	0	3,064	122	3,186

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
8 Dexter Avenue/2nd Street										
NBL	0	0	0	0	0	2	0	2	0	2
NBT	0	0	0	0	0	1	0	1	0	1
NBR	0	0	0	0	0	0	0	0	0	0
SBL	24	0	24	0	24	1	0	1	0	1
SBT	0	0	0	0	0	0	0	0	0	0
SBR	435	0	435	46	481	673	0	673	30	703
EBL	489	0	489	24	513	664	0	664	71	735
EBT	284	0	284	0	284	78	0	78	0	78
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	1	0	1	0	1
WBT	102	0	102	20	122	125	0	125	14	139
WBR	12	0	12	0	12	47	0	47	0	47
North Leg										
Approach	459	0	459	46	505	674	0	674	30	704
Departure	501	0	501	24	525	712	0	712	71	783
Total	960	0	960	70	1,030	1,386	0	1,386	101	1,487
South Leg										
Approach	0	0	0	0	0	3	0	3	0	3
Departure	0	0	0	0	0	1	0	1	0	1
Total	0	0	0	0	0	4	0	4	0	4
East Leg										
Approach	114	0	114	20	134	173	0	173	14	187
Departure	308	0	308	0	308	79	0	79	0	79
Total	422	0	422	20	442	252	0	252	14	266
West Leg										
Approach	773	0	773	24	797	742	0	742	71	813
Departure	537	0	537	66	603	800	0	800	44	844
Total	1,310	0	1,310	90	1,400	1,542	0	1,542	115	1,657
Total Approaches										
Approach	1,346	0	1,346	90	1,436	1,592	0	1,592	115	1,707
Departure	1,346	0	1,346	90	1,436	1,592	0	1,592	115	1,707
Total	2,692	0	2,692	180	2,872	3,184	0	3,184	230	3,414

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
9 Interstate 15 Southbound Ramps/Main Street										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	121	0	121	0	121	454	0	454	0	454
SBT	7	0	7	0	7	0	0	0	0	0
SBR	239	0	239	0	239	442	0	442	0	442
EBL	0	0	0	0	0	0	0	0	0	0
EBT	406	0	406	5	411	623	0	623	13	636
EBR	385	0	385	0	385	551	0	551	0	551
WBL	423	0	423	52	475	221	0	221	35	256
WBT	783	0	783	12	795	690	0	690	8	698
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	367	0	367	0	367	896	0	896	0	896
Departure	0	0	0	0	0	0	0	0	0	0
Total	367	0	367	0	367	896	0	896	0	896
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	815	0	815	52	867	772	0	772	35	807
Total	815	0	815	52	867	772	0	772	35	807
East Leg										
Approach	1,206	0	1,206	64	1,270	911	0	911	43	954
Departure	527	0	527	5	532	1,077	0	1,077	13	1,090
Total	1,733	0	1,733	69	1,802	1,988	0	1,988	56	2,044
West Leg										
Approach	791	0	791	5	796	1,174	0	1,174	13	1,187
Departure	1,022	0	1,022	12	1,034	1,132	0	1,132	8	1,140
Total	1,813	0	1,813	17	1,830	2,306	0	2,306	21	2,327
Total Approaches										
Approach	2,364	0	2,364	69	2,433	2,981	0	2,981	56	3,037
Departure	2,364	0	2,364	69	2,433	2,981	0	2,981	56	3,037
Total	4,728	0	4,728	138	4,866	5,962	0	5,962	112	6,074

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
10 Interstate 15 Northbound Ramps/Main Street										
NBL	624	0	624	0	624	354	0	354	0	354
NBT	19	0	19	0	19	3	0	3	0	3
NBR	515	0	515	19	534	506	0	506	56	562
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	215	0	215	0	215	290	0	290	0	290
EBT	312	0	312	5	317	787	0	787	13	800
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	582	0	582	64	646	557	0	557	43	600
WBR	488	0	488	0	488	224	0	224	0	224
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	722	0	722	0	722	517	0	517	0	517
Total	722	0	722	0	722	517	0	517	0	517
South Leg										
Approach	1,158	0	1,158	19	1,177	863	0	863	56	919
Departure	0	0	0	0	0	0	0	0	0	0
Total	1,158	0	1,158	19	1,177	863	0	863	56	919
East Leg										
Approach	1,070	0	1,070	64	1,134	781	0	781	43	824
Departure	827	0	827	24	851	1,293	0	1,293	69	1,362
Total	1,897	0	1,897	88	1,985	2,074	0	2,074	112	2,186
West Leg										
Approach	527	0	527	5	532	1,077	0	1,077	13	1,090
Departure	1,206	0	1,206	64	1,270	911	0	911	43	954
Total	1,733	0	1,733	69	1,802	1,988	0	1,988	56	2,044
Total Approaches										
Approach	2,755	0	2,755	88	2,843	2,721	0	2,721	112	2,833
Departure	2,755	0	2,755	88	2,843	2,721	0	2,721	112	2,833
Total	5,510	0	5,510	176	5,686	5,442	0	5,442	224	5,666

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
11 Camino Del Norte/Main Street										
NBL	490	0	490	0	490	303	0	303	0	303
NBT	328	0	328	0	328	316	0	316	2	318
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	235	0	235	2	237	470	0	470	1	471
SBR	580	0	580	64	644	478	0	478	43	521
EBL	592	0	592	23	615	715	0	715	69	784
EBT	0	0	0	0	0	0	0	0	0	0
EBR	235	0	235	0	235	578	0	578	0	578
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	815	0	815	66	881	948	0	948	44	992
Departure	920	0	920	23	943	1,031	0	1,031	71	1,102
Total	1,735	0	1,735	89	1,824	1,979	0	1,979	115	2,094
South Leg										
Approach	818	0	818	0	818	619	0	619	2	621
Departure	470	0	470	2	472	1,048	0	1,048	1	1,049
Total	1,288	0	1,288	2	1,290	1,667	0	1,667	3	1,670
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	827	0	827	23	850	1,293	0	1,293	69	1,362
Departure	1,070	0	1,070	64	1,134	781	0	781	43	824
Total	1,897	0	1,897	87	1,984	2,074	0	2,074	112	2,186
Total Approaches										
Approach	2,460	0	2,460	89	2,549	2,860	0	2,860	115	2,975
Departure	2,460	0	2,460	89	2,549	2,860	0	2,860	115	2,975
Total	4,920	0	4,920	178	5,098	5,720	0	5,720	230	5,950

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
12 Project Driveway 1/3rd Street										
NBL	0	0	0	48	48	0	0	0	30	30
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	8	8	0	0	0	5	5
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	308	0	308	21	329	511	0	511	14	525
EBR	0	0	0	18	18	0	0	0	58	58
WBL	0	0	0	5	5	0	0	0	16	16
WBT	376	0	376	8	384	438	0	438	23	461
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	56	56	0	0	0	35	35
Departure	0	0	0	23	23	0	0	0	74	74
Total	0	0	0	79	79	0	0	0	109	109
East Leg										
Approach	376	0	376	13	389	438	0	438	39	477
Departure	308	0	308	29	337	511	0	511	19	530
Total	684	0	684	42	726	949	0	949	58	1,007
West Leg										
Approach	308	0	308	39	347	511	0	511	72	583
Departure	376	0	376	56	432	438	0	438	53	491
Total	684	0	684	95	779	949	0	949	125	1,074
Total Approaches										
Approach	684	0	684	108	792	949	0	949	146	1,095
Departure	684	0	684	108	792	949	0	949	146	1,095
Total	1,368	0	1,368	216	1,584	1,898	0	1,898	292	2,190

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
13 Project Driveway 2/3rd Street										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	6	6	0	0	0	4	4
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	308	0	308	29	337	511	0	511	19	530
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	376	0	376	13	389	438	0	438	39	477
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
South Leg										
Approach	0	0	0	6	6	0	0	0	4	4
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	6	6	0	0	0	4	4
East Leg										
Approach	376	0	376	13	389	438	0	438	39	477
Departure	308	0	308	35	343	511	0	511	23	534
Total	684	0	684	48	732	949	0	949	62	1,011
West Leg										
Approach	308	0	308	29	337	511	0	511	19	530
Departure	376	0	376	13	389	438	0	438	39	477
Total	684	0	684	42	726	949	0	949	58	1,007
Total Approaches										
Approach	684	0	684	48	732	949	0	949	62	1,011
Departure	684	0	684	48	732	949	0	949	62	1,011
Total	1,368	0	1,368	96	1,464	1,898	0	1,898	124	2,022

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
14 Dexter Avenue/Project Driveway 3										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	501	0	501	69	570	712	0	712	71	783
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	459	0	459	50	509	674	0	674	83	757
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	7	7	0	0	0	4	4
North Leg										
Approach	459	0	459	50	509	674	0	674	83	757
Departure	501	0	501	76	577	712	0	712	75	787
Total	960	0	960	126	1,086	1,386	0	1,386	158	1,544
South Leg										
Approach	501	0	501	69	570	712	0	712	71	783
Departure	459	0	459	50	509	674	0	674	83	757
Total	960	0	960	119	1,079	1,386	0	1,386	154	1,540
East Leg										
Approach	0	0	0	7	7	0	0	0	4	4
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	7	7	0	0	0	4	4
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	960	0	960	126	1,086	1,386	0	1,386	158	1,544
Departure	960	0	960	126	1,086	1,386	0	1,386	158	1,544
Total	1,920	0	1,920	252	2,172	2,772	0	2,772	316	3,088

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
15 Dexter Avenue/Project Driveway 4										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	501	0	501	9	510	712	0	712	29	741
NBR	0	0	0	15	15	0	0	0	42	42
SBL	0	0	0	23	23	0	0	0	66	66
SBT	459	0	459	27	486	674	0	674	17	691
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	19	19	0	0	0	13	13
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	60	60	0	0	0	42	42
North Leg										
Approach	459	0	459	50	509	674	0	674	83	757
Departure	501	0	501	69	570	712	0	712	71	783
Total	960	0	960	119	1,079	1,386	0	1,386	154	1,540
South Leg										
Approach	501	0	501	24	525	712	0	712	71	783
Departure	459	0	459	46	505	674	0	674	30	704
Total	960	0	960	70	1,030	1,386	0	1,386	101	1,487
East Leg										
Approach	0	0	0	79	79	0	0	0	55	55
Departure	0	0	0	38	38	0	0	0	108	108
Total	0	0	0	117	117	0	0	0	163	163
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	960	0	960	153	1,113	1,386	0	1,386	209	1,595
Departure	960	0	960	153	1,113	1,386	0	1,386	209	1,595
Total	1,920	0	1,920	306	2,226	2,772	0	2,772	418	3,190

Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
16 Project Driveway 5/2nd Street										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	20	20	0	0	0	14	14
EBL	0	0	0	0	0	0	0	0	0	0
EBT	308	0	308	0	308	79	0	79	0	79
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	114	0	114	0	114	173	0	173	0	173
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	0	0	0	20	20	0	0	0	14	14
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	20	20	0	0	0	14	14
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	114	0	114	0	114	173	0	173	0	173
Departure	308	0	308	0	308	79	0	79	0	79
Total	422	0	422	0	422	252	0	252	0	252
West Leg										
Approach	308	0	308	0	308	79	0	79	0	79
Departure	114	0	114	20	134	173	0	173	14	187
Total	422	0	422	20	442	252	0	252	14	266
Total Approaches										
Approach	422	0	422	20	442	252	0	252	14	266
Departure	422	0	422	20	442	252	0	252	14	266
Total	844	0	844	40	884	504	0	504	28	532

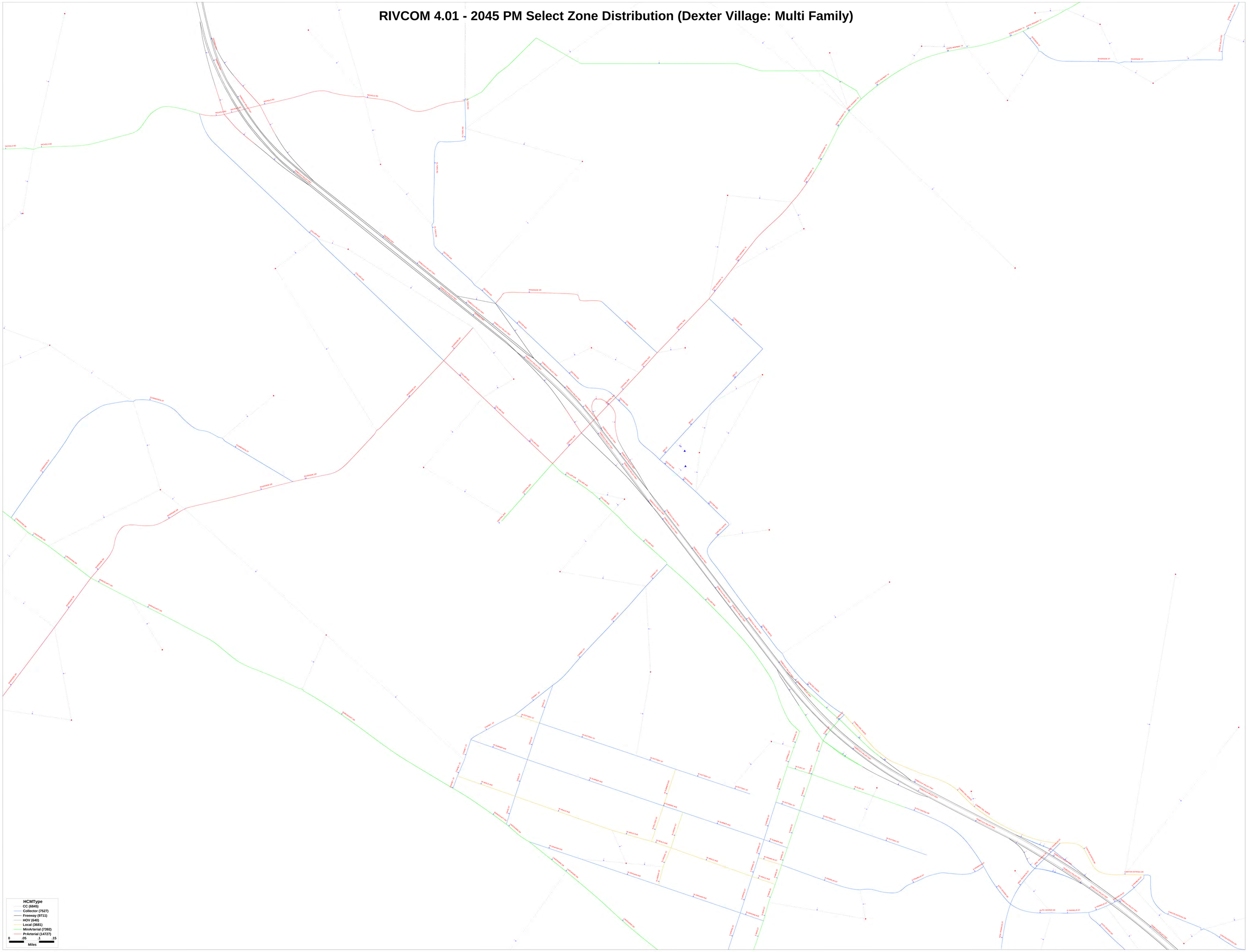
Table D.3: General Plan Build-Out with I-15/SR-74 Interchange Improvement Peak Hour PCE Volume Summary

	AM Peak Hour					PM Peak Hour				
	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes	Unadjusted Build-Out NP Volumes	I-15/SR-74 Int Imp Adjustment	Adjusted Build-Out NP Volumes	Net Project Trips	Build-Out w/ Project Volumes
17 Dexter Avenue/Interstate 15 Northbound Ramps										
NBL	0	1,311	1,311	19	1,330	0	920	920	13	933
NBT	569	(84)	485	12	497	258	(75)	183	8	191
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	486	(81)	405	5	410	292	(38)	254	13	267
SBR	0	81	81	0	81	0	38	38	0	38
EBL	0	84	84	0	84	0	51	51	0	51
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	7	7	0	7	0	38	38	0	38
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	486	0	486	5	491	292	0	292	13	305
Departure	569	0	569	12	581	258	(24)	234	8	242
Total	1,055	0	1,055	17	1,072	550	(24)	526	21	547
South Leg										
Approach	569	1,227	1,796	31	1,827	258	845	1,103	21	1,124
Departure	486	(74)	412	5	417	292	0	292	13	305
Total	1,055	1,153	2,208	36	2,244	550	845	1,395	34	1,429
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	0	91	91	0	91	0	89	89	0	89
Departure	0	1,392	1,392	19	1,411	0	958	958	13	971
Total	0	1,483	1,483	19	1,502	0	1,047	1,047	13	1,060
Total Approaches										
Approach	1,055	1,318	2,373	36	2,409	550	934	1,484	34	1,518
Departure	1,055	1,318	2,373	36	2,409	550	934	1,484	34	1,518
Total	2,110	2,636	4,746	72	4,818	1,100	1,868	2,968	68	3,036

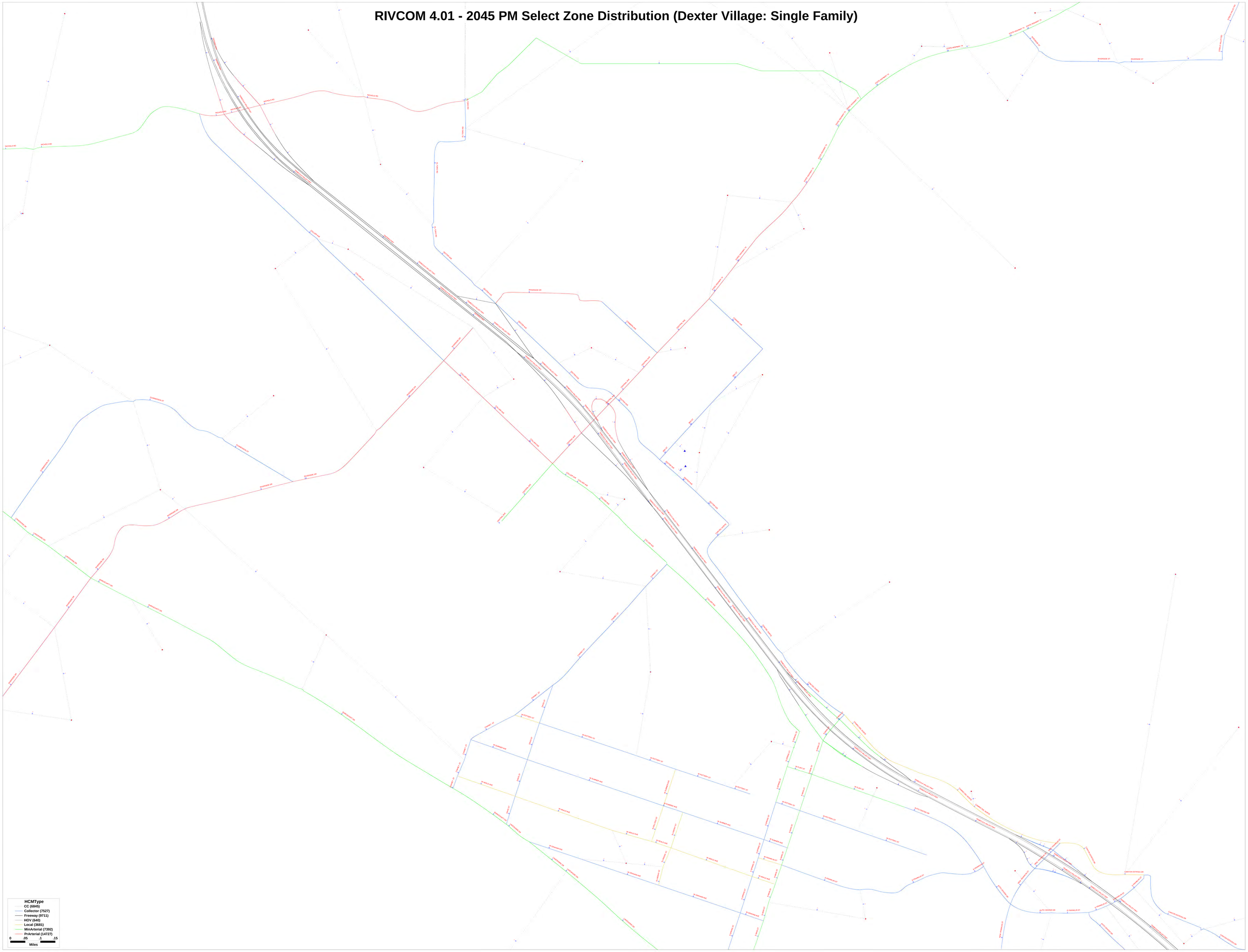
APPENDIX E

SELECT ZONE MODEL PLOTS

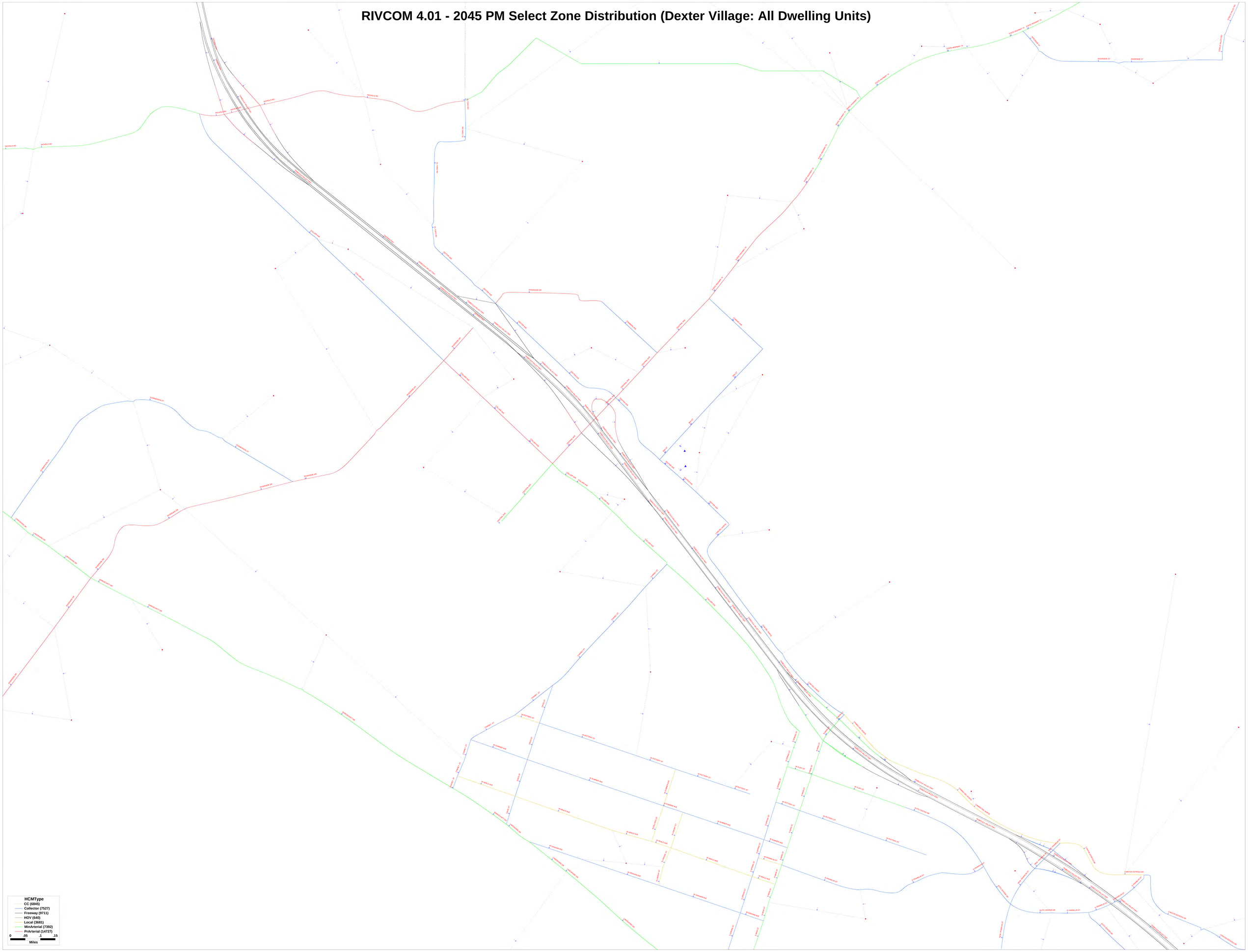
RIVCOM 4.01 - 2045 PM Select Zone Distribution (Dexter Village: Multi Family)


HCMType
CC (6845)
Collector (7527)
Freeway (9711)
HOV (640)
Local (3681)
MinArterial (7392)
PrArterial (14727)
0 .05 .1 .15
Miles
NICHOLS RD
RIVERSIDE DR
CANYON ST
MAIN ST
DEXTER-HORTONVILLE RD
DEXTER-PINCKNEY RD
DEXTER-ANN ARBOR RD
HUDSON DR
CHANNING WAY
CANYON ESTATES DR
AUTO CENTER DR
S MAIN PL ST
W HUTTERY ST
W SUMNER AVE
W HEALD AVE
W GRAND AVE
S MAPLE ST
S FRANKLIN ST
S CHERRY ST
S ELM ST
S ANN ARBOR ST
S MAIN ST
S CLINTON ST
S ROSE ST
S DEXTER-YPSILANTI RD
S DEXTER-DEXTER TOWNSHIP TL
S DEXTER-ANN ARBOR RD
S DEXTER-DEXTER TOWNSHIP TL
S DEXTER-HORTONVILLE RD
S DEXTER-DEXTER TOWNSHIP TL
S DEXTER-PINCKNEY

RIVCOM 4.01 - 2045 PM Select Zone Distribution (Dexter Village: Single Family)



RIVCOM 4.01 - 2045 PM Select Zone Distribution (Dexter Village: All Dwelling Units)



APPENDIX F

LEVEL OF SERVICE WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	116	36	407	266	473	37	57	266	712	85	14
Future Volume (veh/h)	40	116	36	407	266	473	37	57	266	712	85	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	129	40	452	296	526	41	63	296	791	94	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	130	247	73	523	385	1801	64	361	700	1526	1801	799
Arrive On Green	0.04	0.09	0.09	0.15	0.20	0.20	0.04	0.10	0.10	0.43	0.50	0.50
Sat Flow, veh/h	3510	2716	805	3510	1900	2806	1810	3610	2783	3510	3610	1600
Grp Volume(v), veh/h	44	84	85	452	296	526	41	63	296	791	94	16
Grp Sat Flow(s),veh/h/ln	1755	1805	1716	1755	1900	1403	1810	1805	1391	1755	1805	1600
Q Serve(g_s), s	1.1	4.0	4.3	11.3	13.2	7.5	2.0	1.4	8.0	14.8	1.2	0.5
Cycle Q Clear(g_c), s	1.1	4.0	4.3	11.3	13.2	7.5	2.0	1.4	8.0	14.8	1.2	0.5
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	164	156	523	385	1801	64	361	700	1526	1801	799
V/C Ratio(X)	0.34	0.51	0.55	0.86	0.77	0.29	0.64	0.17	0.42	0.52	0.05	0.02
Avail Cap(c_a), veh/h	390	361	343	546	464	1917	201	361	700	1526	1801	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	39.0	39.1	37.4	33.9	7.3	42.8	37.1	28.4	18.6	11.6	11.4
Incr Delay (d2), s/veh	0.6	0.9	1.1	10.8	4.2	0.0	3.8	0.1	0.2	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.7	1.8	5.4	6.3	1.9	0.9	0.6	2.6	5.4	0.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	39.9	40.2	48.2	38.1	7.3	46.6	37.2	28.6	18.7	11.7	11.5
LnGrp LOS	D	D	D	D	D	A	D	D	C	B	B	B
Approach Vol, veh/h		213			1274			400			901	
Approach Delay, s/veh		40.6			29.0			31.8			17.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.7	14.3	18.0	14.0	7.8	50.2	7.9	24.1
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.8	4.6	5.3	4.6	5.8
Max Green Setting (Gmax), s	28.7	9.0	14.0	* 18	10.0	26.0	10.0	22.0
Max Q Clear Time (g_c+I1), s	16.8	10.0	13.3	6.3	4.0	3.2	3.1	15.2
Green Ext Time (p_c), s	1.3	0.0	0.1	0.4	0.0	0.3	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	563	513	563	1121	0	0	0	0	353	2	205
Future Volume (veh/h)	0	563	513	563	1121	0	0	0	0	353	2	205
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	633	576	633	1260	0				469	0	154
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2301	714	750	2592	0				565	0	252
Arrive On Green	0.00	0.44	0.44	0.21	0.72	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	633	576	633	1260	0				469	0	154
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	6.9	27.6	15.4	13.5	0.0				11.2	0.0	7.9
Cycle Q Clear(g_c), s	0.0	6.9	27.6	15.4	13.5	0.0				11.2	0.0	7.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2301	714	750	2592	0				565	0	252
V/C Ratio(X)	0.00	0.28	0.81	0.84	0.49	0.00				0.83	0.00	0.61
Avail Cap(c_a), veh/h	0	2301	714	1026	2592	0				651	0	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.90	0.81	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.7	21.5	33.6	5.4	0.0				36.4	0.0	35.0
Incr Delay (d2), s/veh	0.0	0.3	8.6	4.0	0.5	0.0				7.9	0.0	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	11.1	6.6	3.7	0.0				5.4	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	16.0	30.1	37.5	6.0	0.0				44.3	0.0	38.0
LnGrp LOS		B	C	D	A					D		D
Approach Vol, veh/h		1209			1893						623	
Approach Delay, s/veh		22.7			16.5						42.7	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.4	44.9		19.7		69.3
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	26.6	30.0		16.0		62.0
Max Q Clear Time (g_c+I1), s	17.4	29.6		13.2		15.5
Green Ext Time (p_c), s	1.6	0.3		0.7		11.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	851	0	0	1261	514	423	1	419	0	0	0
Future Volume (veh/h)	65	851	0	0	1261	514	423	1	419	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	68	886	0	0	1314	535	577	0	291			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	107	3433	0	0	2832	877	757	0	337			
Arrive On Green	0.06	0.66	0.00	0.00	0.18	0.18	0.21	0.00	0.21			
Sat Flow, veh/h	1810	5358	0	0	5358	1606	3619	0	1610			
Grp Volume(v), veh/h	68	886	0	0	1314	535	577	0	291			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1606	1810	0	1610			
Q Serve(g_s), s	3.3	6.3	0.0	0.0	20.4	27.6	13.5	0.0	15.7			
Cycle Q Clear(g_c), s	3.3	6.3	0.0	0.0	20.4	27.6	13.5	0.0	15.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	107	3433	0	0	2832	877	757	0	337			
V/C Ratio(X)	0.63	0.26	0.00	0.00	0.46	0.61	0.76	0.00	0.86			
Avail Cap(c_a), veh/h	201	3433	0	0	2832	877	965	0	429			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	0.90	0.90	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.4	6.2	0.0	0.0	25.1	28.1	33.5	0.0	34.3			
Incr Delay (d2), s/veh	2.1	0.2	0.0	0.0	0.5	2.8	1.9	0.0	11.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	1.9	0.0	0.0	9.4	12.4	5.9	0.0	7.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	6.4	0.0	0.0	25.6	30.9	35.4	0.0	45.9			
LnGrp LOS	D	A			C	C	D		D			
Approach Vol, veh/h		954			1849			868				
Approach Delay, s/veh		9.0			27.1			38.9				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.4			10.4	54.9		24.6				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		54.0			10.0	38.0		24.0				
Max Q Clear Time (g_c+I1), s		8.3			5.3	29.6		17.7				
Green Ext Time (p_c), s		4.3			0.0	4.7		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	940	131	57	1419	93	131	64	26	38	47	225
Future Volume (veh/h)	199	940	131	57	1419	93	131	64	26	38	47	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	203	959	134	58	1448	95	134	65	27	39	48	230
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	3044	943	139	3490	858	242	213	88	241	319	475
Arrive On Green	0.26	1.00	1.00	0.08	0.53	0.53	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1810	5187	1606	1810	6536	1607	1110	1270	527	1312	1900	1590
Grp Volume(v), veh/h	203	959	134	58	1448	95	134	0	92	39	48	230
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1634	1607	1110	0	1797	1312	1900	1590
Q Serve(g_s), s	9.6	0.0	0.0	2.8	11.9	2.6	10.6	0.0	4.0	2.4	1.9	10.7
Cycle Q Clear(g_c), s	9.6	0.0	0.0	2.8	11.9	2.6	12.5	0.0	4.0	6.5	1.9	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	234	3044	943	139	3490	858	242	0	301	241	319	475
V/C Ratio(X)	0.87	0.32	0.14	0.42	0.41	0.11	0.55	0.00	0.31	0.16	0.15	0.48
Avail Cap(c_a), veh/h	290	3044	943	181	3490	858	475	0	679	517	718	809
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	0.0	39.6	12.6	10.4	37.3	0.0	32.9	35.7	32.0	26.0
Incr Delay (d2), s/veh	16.7	0.3	0.3	0.7	0.4	0.3	0.7	0.0	0.2	0.1	0.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.1	0.1	1.2	3.7	0.9	2.8	0.0	1.7	0.8	0.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.3	0.3	0.3	40.4	12.9	10.6	38.0	0.0	33.1	35.8	32.1	26.3
LnGrp LOS	D	A	A	D	B	B	D		C	D	C	C
Approach Vol, veh/h		1296			1601			226			317	
Approach Delay, s/veh		7.9			13.8			36.0			28.3	
Approach LOS		A			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	58.1		20.4	16.2	53.4		20.4				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	9.6	31.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	4.8	2.0		12.7	11.6	13.9		14.5				
Green Ext Time (p_c), s	0.0	4.8		0.6	0.1	5.3		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	14.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	835	26	77	1447	92	60	26	35	64	31	45
Future Volume (veh/h)	52	835	26	77	1447	92	60	26	35	64	31	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	888	28	82	1539	98	64	28	37	68	33	48
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	1604	843	193	1689	753	280	501	424	259	93	135
Arrive On Green	0.08	0.44	0.44	0.11	0.47	0.47	0.08	0.26	0.26	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1609	1810	3610	1610	3510	1900	1607	1352	697	1015
Grp Volume(v), veh/h	55	888	28	82	1539	98	64	28	37	68	0	81
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1810	1805	1610	1755	1900	1607	1352	0	1712
Q Serve(g_s), s	1.3	16.3	0.8	3.8	35.6	3.1	1.5	1.0	1.6	4.1	0.0	3.9
Cycle Q Clear(g_c), s	1.3	16.3	0.8	3.8	35.6	3.1	1.5	1.0	1.6	4.1	0.0	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	291	1604	843	193	1689	753	280	501	424	259	0	227
V/C Ratio(X)	0.19	0.55	0.03	0.43	0.91	0.13	0.23	0.06	0.09	0.26	0.00	0.36
Avail Cap(c_a), veh/h	433	1604	843	221	1689	753	351	654	553	341	0	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	18.4	10.4	37.6	22.2	13.6	38.8	24.8	25.0	35.6	0.0	35.5
Incr Delay (d2), s/veh	0.1	1.4	0.1	0.6	8.9	0.4	0.2	0.0	0.0	0.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.3	0.3	1.6	14.9	1.1	0.6	0.4	0.6	1.3	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.6	19.8	10.4	38.2	31.2	13.9	39.0	24.8	25.0	35.8	0.0	35.9
LnGrp LOS	D	B	B	D	C	B	D	C	C	D		D
Approach Vol, veh/h		971			1719			129			149	
Approach Delay, s/veh		20.6			30.5			31.9			35.9	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	14.7	46.2	11.8	17.3	12.6	48.3		29.1
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	11.6	31.2	9.0	17.4	11.1	31.2		31.0
Max Q Clear Time (g_c+I1), s	5.8	18.3	3.5	6.1	3.3	37.6		3.6
Green Ext Time (p_c), s	0.0	3.1	0.0	0.2	0.0	0.0		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.6
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	202	0	36	4	158	156	13	100	0
Future Vol, veh/h	0	0	0	202	0	36	4	158	156	13	100	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	238	0	42	5	186	184	15	118	0
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	0	11.9	13.1	9.7
HCM LOS	-	B	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	85%	100%	0%
Vol Thru, %	0%	50%	100%	0%	0%	100%
Vol Right, %	0%	50%	0%	15%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	314	0	238	13	100
LT Vol	4	0	0	202	13	0
Through Vol	0	158	0	0	0	100
RT Vol	0	156	0	36	0	0
Lane Flow Rate	5	369	0	280	15	118
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.008	0.519	0	0.406	0.027	0.188
Departure Headway (Hd)	5.91	5.053	5.743	5.22	6.255	5.748
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	601	706	0	683	576	628
Service Time	3.695	2.838	3.752	3.309	3.955	3.448
HCM Lane V/C Ratio	0.008	0.523	0	0.41	0.026	0.188
HCM Control Delay, s/veh	8.7	13.2	8.8	11.9	9.1	9.8
HCM Lane LOS	A	B	N	B	A	A
HCM 95th-tile Q	0	3	0	2	0.1	0.7

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	95	0	1	205	41	0	1	1	26	2	58
Future Vol, veh/h	37	95	0	1	205	41	0	1	1	26	2	58
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	114	0	1	247	49	0	1	1	31	2	70
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	8.7	10.6	8.5	8.5
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%	93%	0%
Vol Thru, %	50%	0%	100%	0%	83%	7%	0%
Vol Right, %	50%	0%	0%	0%	17%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	37	95	1	246	28	58
LT Vol	0	37	0	1	0	26	0
Through Vol	1	0	95	0	205	2	0
RT Vol	1	0	0	0	41	0	58
Lane Flow Rate	2	45	114	1	296	34	70
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.004	0.068	0.16	0.002	0.395	0.057	0.095
Departure Headway (Hd)	5.454	5.522	5.02	5.422	4.803	6.064	4.893
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	654	649	714	661	750	591	732
Service Time	3.501	3.254	2.751	3.15	2.531	3.799	2.628
HCM Lane V/C Ratio	0.003	0.069	0.16	0.002	0.395	0.058	0.096
HCM Control Delay, s/veh	8.5	8.7	8.7	8.2	10.6	9.2	8.1
HCM Lane LOS	A	A	A	A	B	A	A
HCM 95th-tile Q	0	0.2	0.6	0	1.9	0.2	0.3

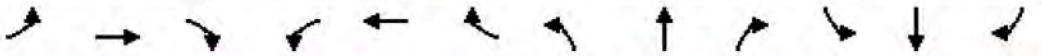
Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	315	1	0	0	1	4	0	1	0	3	0	299
Future Vol, veh/h	315	1	0	0	1	4	0	1	0	3	0	299
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	375	1	0	0	1	5	0	1	0	4	0	356

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	187	186	178	9	364	1	356	0	0	1	0	0
Stage 1	185	185	-	1	1	-	-	-	-	-	-	-
Stage 2	2	1	-	8	363	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	778	712	870	1015	567	1089	1214	-	-	1635	-	-
Stage 1	821	750	-	1027	899	-	-	-	-	-	-	-
Stage 2	1026	899	-	1019	628	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	771	710	870	1010	565	1089	1214	-	-	1635	-	-
Mov Cap-2 Maneuver	771	710	-	1010	565	-	-	-	-	-	-	-
Stage 1	819	748	-	1027	899	-	-	-	-	-	-	-
Stage 2	1021	899	-	1014	626	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.04	8.94	0	0.07
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1214	-	-	771	919	15	-	-
HCM Lane V/C Ratio	-	-	-	0.488	0.006	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	14	8.9	7.2	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.7	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	189	322	86	471	0	0	0	0	42	2	115
Future Volume (veh/h)	0	189	322	86	471	0	0	0	0	42	2	115
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	215	366	98	535	0				49	0	131
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1137	994	129	1442	0				380	0	169
Arrive On Green	0.00	0.63	0.63	0.07	0.76	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	1900	1577	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	215	366	98	535	0				49	0	131
Grp Sat Flow(s),veh/h/ln	0	1805	1577	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	4.0	8.9	4.3	7.6	0.0				1.0	0.0	6.3
Cycle Q Clear(g_c), s	0.0	4.0	8.9	4.3	7.6	0.0				1.0	0.0	6.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1137	994	129	1442	0				380	0	169
V/C Ratio(X)	0.00	0.19	0.37	0.76	0.37	0.00				0.13	0.00	0.77
Avail Cap(c_a), veh/h	0	1137	994	439	1442	0				597	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.77	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.2	7.1	36.5	3.2	0.0				32.5	0.0	34.9
Incr Delay (d2), s/veh	0.0	0.4	1.1	7.0	0.6	0.0				0.2	0.0	7.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.4	2.7	2.1	1.9	0.0				0.4	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	6.6	8.2	43.4	3.8	0.0				32.6	0.0	42.2
LnGrp LOS		A	A	D	A					C		D
Approach Vol, veh/h		581			633						180	
Approach Delay, s/veh		7.6			9.9						39.6	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.3	55.5		14.2		65.8						
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1						
Max Green Setting (Gmax), s	19.4	31.9		13.2		55.9						
Max Q Clear Time (g_c+I1), s	6.3	10.9		8.3		9.6						
Green Ext Time (p_c), s	0.2	3.7		0.2		3.8						

Intersection Summary												
HCM 7th Control Delay, s/veh			12.8									
HCM 7th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

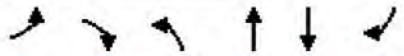


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	147	0	0	177	74	380	2	78	0	0	0
Future Volume (veh/h)	84	147	0	0	177	74	380	2	78	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	90	158	0	0	190	80	409	2	84			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	763	1522	0	0	263	222	432	2	386			
Arrive On Green	0.84	0.84	0.00	0.00	0.14	0.14	0.24	0.24	0.24			
Sat Flow, veh/h	1810	3705	0	0	1900	1607	1801	9	1610			
Grp Volume(v), veh/h	90	158	0	0	190	80	411	0	84			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1607	1810	0	1610			
Q Serve(g_s), s	0.7	0.6	0.0	0.0	7.7	3.6	17.9	0.0	3.3			
Cycle Q Clear(g_c), s	0.7	0.6	0.0	0.0	7.7	3.6	17.9	0.0	3.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	763	1522	0	0	263	222	434	0	386			
V/C Ratio(X)	0.12	0.10	0.00	0.00	0.72	0.36	0.95	0.00	0.22			
Avail Cap(c_a), veh/h	763	1522	0	0	805	681	434	0	386			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.14	0.14	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.7	3.7	0.0	0.0	33.0	31.2	29.9	0.0	24.4			
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.0	0.5	0.1	29.9	0.0	0.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.0	0.0	3.4	1.4	10.9	0.0	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.0	3.8	0.0	0.0	33.5	31.4	59.8	0.0	24.7			
LnGrp LOS	A	A			C	C	E		C			
Approach Vol, veh/h		248			270			495				
Approach Delay, s/veh		3.9			32.9			53.8				
Approach LOS		A			C			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		38.8				16.2		25.0				
Change Period (Y+Rc), s		5.1				5.1		5.8				
Max Green Setting (Gmax), s		10.9				33.9		19.2				
Max Q Clear Time (g_c+I1), s		2.7				9.7		19.9				
Green Ext Time (p_c), s		0.7				1.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	36.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	141	84	110	206	146	141
Future Volume (veh/h)	141	84	110	206	146	141
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	174	104	136	254	180	174
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	955	850	261	633	296	286
Arrive On Green	0.53	0.53	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1810	1610	1043	1900	888	858
Grp Volume(v), veh/h	174	104	136	254	0	354
Grp Sat Flow(s),veh/h/ln	1810	1610	1043	1900	0	1746
Q Serve(g_s), s	4.0	2.6	10.0	8.2	0.0	13.6
Cycle Q Clear(g_c), s	4.0	2.6	23.6	8.2	0.0	13.6
Prop In Lane	1.00	1.00	1.00			0.49
Lane Grp Cap(c), veh/h	955	850	261	633	0	582
V/C Ratio(X)	0.18	0.12	0.52	0.40	0.00	0.61
Avail Cap(c_a), veh/h	955	850	341	779	0	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	9.5	32.2	20.5	0.0	22.3
Incr Delay (d2), s/veh	0.4	0.3	1.6	0.4	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.9	2.4	3.3	0.0	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.3	9.8	33.8	20.9	0.0	23.3
LnGrp LOS	B	A	C	C		C
Approach Vol, veh/h	278			390	354	
Approach Delay, s/veh	10.1			25.4	23.3	
Approach LOS	B			C	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	46.8	33.2	33.2
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	36.4	32.5	* 33
Max Q Clear Time (g_c+I1), s	6.0	15.6	25.6
Green Ext Time (p_c), s	0.8	1.7	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	376	49	272	241	631	44	168	547	700	197	42
Future Volume (veh/h)	152	376	49	272	241	631	44	168	547	700	197	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	427	56	309	274	717	50	191	622	795	224	48
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	245	495	65	389	371	1681	71	427	648	1398	1724	768
Arrive On Green	0.07	0.15	0.15	0.11	0.20	0.20	0.04	0.12	0.12	0.40	0.48	0.48
Sat Flow, veh/h	3510	3208	418	3510	1900	2827	1810	3610	2827	3510	3610	1607
Grp Volume(v), veh/h	173	239	244	309	274	717	50	191	622	795	224	48
Grp Sat Flow(s),veh/h/ln	1755	1805	1822	1755	1900	1413	1810	1805	1413	1755	1805	1607
Q Serve(g_s), s	4.5	12.0	12.2	8.0	12.6	12.8	2.5	4.6	11.0	16.4	3.2	1.5
Cycle Q Clear(g_c), s	4.5	12.0	12.2	8.0	12.6	12.8	2.5	4.6	11.0	16.4	3.2	1.5
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	279	281	389	371	1681	71	427	648	1398	1724	768
V/C Ratio(X)	0.70	0.86	0.87	0.80	0.74	0.43	0.71	0.45	0.96	0.57	0.13	0.06
Avail Cap(c_a), veh/h	377	291	294	604	429	1767	195	427	648	1398	1724	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	38.3	38.4	40.3	35.2	10.3	44.2	38.2	35.4	21.8	13.5	13.1
Incr Delay (d2), s/veh	1.4	20.0	21.2	1.5	3.7	0.1	4.8	0.3	25.5	0.3	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	6.6	6.9	3.4	6.0	3.4	1.2	2.0	8.9	6.2	1.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.7	58.3	59.6	41.8	38.9	10.3	49.0	38.4	61.0	22.1	13.7	13.2
LnGrp LOS	D	E	E	D	D	B	D	D	E	C	B	B
Approach Vol, veh/h		656			1300			863			1067	
Approach Delay, s/veh		54.9			23.9			55.3			19.9	
Approach LOS		D			C			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.6	16.3	14.9	20.2	8.2	49.7	11.1	24.0
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.8	4.6	5.3	4.6	5.8
Max Green Setting (Gmax), s	30.0	11.0	16.0	* 15	10.0	32.0	10.0	21.0
Max Q Clear Time (g_c+I1), s	18.4	13.0	10.0	14.2	4.5	5.2	6.5	14.8
Green Ext Time (p_c), s	1.3	0.0	0.3	0.2	0.0	0.9	0.1	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	35.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1079	534	531	1149	0	0	0	0	672	0	138
Future Volume (veh/h)	0	1079	534	531	1149	0	0	0	0	672	0	138
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1173	580	577	1249	0				777	0	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2132	662	663	2373	0				809	0	360
Arrive On Green	0.00	0.41	0.41	0.19	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1173	580	577	1249	0				777	0	100
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	16.2	31.2	15.0	17.0	0.0				20.0	0.0	4.8
Cycle Q Clear(g_c), s	0.0	16.2	31.2	15.0	17.0	0.0				20.0	0.0	4.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2132	662	663	2373	0				809	0	360
V/C Ratio(X)	0.00	0.55	0.88	0.87	0.53	0.00				0.96	0.00	0.28
Avail Cap(c_a), veh/h	0	2132	662	896	2381	0				809	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.64	0.77	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.1	25.5	37.0	8.4	0.0				36.1	0.0	30.2
Incr Delay (d2), s/veh	0.0	0.7	10.4	4.5	0.6	0.0				22.4	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	12.8	6.6	5.6	0.0				11.0	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.7	35.9	41.5	9.1	0.0				58.5	0.0	30.4
LnGrp LOS		C	D	D	A					E		C
Approach Vol, veh/h		1753			1826						877	
Approach Delay, s/veh		26.4			19.3						55.3	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	13.2	44.0		26.8		67.2			
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4			
Max Green Setting (Gmax), s	24.6	32.0		21.0		62.0			
Max Q Clear Time (g_c+I1), s	17.0	33.2		22.0		19.0			
Green Ext Time (p_c), s	0.8	0.0		0.0		6.9			

Intersection Summary	
HCM 7th Control Delay, s/veh	29.2
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1677	0	0	1282	494	398	4	590	0	0	0
Future Volume (veh/h)	74	1677	0	0	1282	494	398	4	590	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	78	1765	0	0	1349	520	281	0	772			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	115	3243	0	0	2635	795	457	0	814			
Arrive On Green	0.06	0.63	0.00	0.00	0.17	0.17	0.25	0.00	0.25			
Sat Flow, veh/h	1810	5358	0	0	5358	1565	1810	0	3220			
Grp Volume(v), veh/h	78	1765	0	0	1349	520	281	0	772			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1565	1810	0	1610			
Q Serve(g_s), s	4.0	18.4	0.0	0.0	22.5	29.5	13.1	0.0	22.4			
Cycle Q Clear(g_c), s	4.0	18.4	0.0	0.0	22.5	29.5	13.1	0.0	22.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	115	3243	0	0	2635	795	457	0	814			
V/C Ratio(X)	0.68	0.54	0.00	0.00	0.51	0.65	0.61	0.00	0.95			
Avail Cap(c_a), veh/h	210	3243	0	0	2635	795	457	0	814			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.68	0.68	0.00	0.00	0.84	0.84	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.5	10.1	0.0	0.0	28.8	31.7	31.4	0.0	34.9			
Incr Delay (d2), s/veh	1.8	0.4	0.0	0.0	0.6	3.5	1.8	0.0	19.9			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	6.0	0.0	0.0	10.4	13.0	5.7	0.0	10.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.3	10.6	0.0	0.0	29.4	35.2	33.2	0.0	54.8			
LnGrp LOS	D	B			C	D	C		D			
Approach Vol, veh/h		1843			1869			1053				
Approach Delay, s/veh		12.0			31.0			49.1				
Approach LOS		B			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.2			11.1	54.1		29.8				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		59.0			11.0	42.0		24.0				
Max Q Clear Time (g_c+I1), s		20.4			6.0	31.5		24.4				
Green Ext Time (p_c), s		11.3			0.0	5.5		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	333	1695	239	81	1248	47	182	123	37	55	102	346
Future Volume (veh/h)	333	1695	239	81	1248	47	182	123	37	55	102	346
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.98		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	351	1784	252	85	1314	49	192	129	39	58	107	364
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	379	2727	846	136	2561	624	254	331	100	271	454	708
Arrive On Green	0.42	1.00	1.00	0.08	0.39	0.39	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1609	1810	6536	1592	922	1387	419	1212	1900	1554
Grp Volume(v), veh/h	351	1784	252	85	1314	49	192	0	168	58	107	364
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1810	1634	1592	922	0	1806	1212	1900	1554
Q Serve(g_s), s	17.5	0.0	0.0	4.3	14.5	1.8	18.4	0.0	7.4	4.0	4.3	16.0
Cycle Q Clear(g_c), s	17.5	0.0	0.0	4.3	14.5	1.8	22.7	0.0	7.4	11.4	4.3	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	379	2727	846	136	2561	624	254	0	432	271	454	708
V/C Ratio(X)	0.93	0.65	0.30	0.62	0.51	0.08	0.76	0.00	0.39	0.21	0.24	0.51
Avail Cap(c_a), veh/h	541	2727	846	251	2561	624	254	0	432	271	454	708
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	0.0	42.6	22.0	18.1	39.0	0.0	30.3	35.1	29.2	18.9
Incr Delay (d2), s/veh	12.3	1.0	0.7	1.7	0.7	0.2	11.0	0.0	0.2	0.1	0.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.2	0.2	1.9	5.2	0.7	5.2	0.0	3.2	1.2	1.9	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	1.0	0.7	44.4	22.7	18.4	49.9	0.0	30.5	35.3	29.3	19.2
LnGrp LOS	D	A	A	D	C	B	D		C	D	C	B
Approach Vol, veh/h		2387			1448			360			529	
Approach Delay, s/veh		6.6			23.8			40.9			23.0	
Approach LOS		A			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	55.2		28.0	24.5	42.5		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.2	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	6.3	2.0		18.0	19.5	16.5		24.7				
Green Ext Time (p_c), s	0.0	12.6		0.6	0.4	4.7		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1370	60	122	966	178	90	92	145	225	103	77
Future Volume (veh/h)	168	1370	60	122	966	178	90	92	145	225	103	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	1457	64	130	1028	189	96	98	154	239	110	82
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	366	1515	813	203	1543	685	306	556	467	254	157	117
Arrive On Green	0.10	0.42	0.42	0.11	0.43	0.43	0.09	0.29	0.29	0.16	0.16	0.16
Sat Flow, veh/h	3510	3610	1603	1810	3610	1603	3510	1900	1597	1133	1004	748
Grp Volume(v), veh/h	179	1457	64	130	1028	189	96	98	154	239	0	192
Grp Sat Flow(s),veh/h/ln	1755	1805	1603	1810	1805	1603	1755	1900	1597	1133	0	1752
Q Serve(g_s), s	4.6	37.3	1.9	6.5	21.7	7.3	2.4	3.7	7.2	14.9	0.0	9.9
Cycle Q Clear(g_c), s	4.6	37.3	1.9	6.5	21.7	7.3	2.4	3.7	7.2	14.9	0.0	9.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	366	1515	813	203	1543	685	306	556	467	254	0	275
V/C Ratio(X)	0.49	0.96	0.08	0.64	0.67	0.28	0.31	0.18	0.33	0.94	0.00	0.70
Avail Cap(c_a), veh/h	370	1515	813	210	1543	685	333	556	467	254	0	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.2	26.8	12.0	40.4	21.8	17.7	40.7	25.1	26.3	42.0	0.0	37.9
Incr Delay (d2), s/veh	0.4	15.6	0.2	4.7	2.3	1.0	0.2	0.1	0.2	40.6	0.0	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	17.4	0.7	3.0	8.6	2.6	1.0	1.6	2.6	8.4	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	42.5	12.2	45.0	24.1	18.7	40.9	25.1	26.5	82.6	0.0	44.4
LnGrp LOS	D	D	B	D	C	B	D	C	C	F		D
Approach Vol, veh/h		1700			1347			348			431	
Approach Delay, s/veh		41.1			25.3			30.1			65.6	
Approach LOS		D			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.7	46.1	12.9	20.3	15.0	46.8		33.2
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	10.6	38.8	9.0	14.9	10.0	39.8		19.6
Max Q Clear Time (g_c+I1), s	8.5	39.3	4.4	16.9	6.6	23.7		9.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	4.2		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	37.3
HCM 7th LOS	D

Intersection	
Intersection Delay, s/veh	33.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	4	4	261	1	19	6	191	337	33	214	2
Future Vol, veh/h	7	4	4	261	1	19	6	191	337	33	214	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	5	5	300	1	22	7	220	387	38	246	2
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	10.8	18.8	49.9	14.4
HCM LOS	B	C	E	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	47%	93%	100%	0%
Vol Thru, %	0%	36%	27%	0%	0%	99%
Vol Right, %	0%	64%	27%	7%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	528	15	281	33	216
LT Vol	6	0	7	261	33	0
Through Vol	0	191	4	1	0	214
RT Vol	0	337	4	19	0	2
Lane Flow Rate	7	607	17	323	38	248
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.013	0.96	0.036	0.594	0.076	0.46
Departure Headway (Hd)	6.769	5.805	7.462	6.618	7.191	6.672
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	631	481	549	499	541
Service Time	4.469	3.505	5.497	4.618	4.92	4.401
HCM Lane V/C Ratio	0.013	0.962	0.035	0.588	0.076	0.458
HCM Control Delay, s/veh	9.6	50.4	10.8	18.8	10.5	15
HCM Lane LOS	A	F	B	C	B	B
HCM 95th-tile Q	0	13.5	0.1	3.9	0.2	2.4

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	249	1	0	113	40	1	3	2	73	3	131
Future Vol, veh/h	103	249	1	0	113	40	1	3	2	73	3	131
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	120	290	1	0	131	47	1	3	2	85	3	152
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	11.6	10.3	9.4	9.9
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	17%	100%	0%	0%	0%	96%	0%
Vol Thru, %	50%	0%	100%	100%	74%	4%	0%
Vol Right, %	33%	0%	0%	0%	26%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	103	250	0	153	76	131
LT Vol	1	103	0	0	0	73	0
Through Vol	3	0	249	0	113	3	0
RT Vol	2	0	1	0	40	0	131
Lane Flow Rate	7	120	291	0	178	88	152
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.012	0.195	0.432	0	0.269	0.158	0.222
Departure Headway (Hd)	6.286	5.853	5.347	5.622	5.437	6.443	5.25
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	573	608	669	0	653	552	676
Service Time	4.286	3.635	3.128	3.42	3.235	4.236	3.042
HCM Lane V/C Ratio	0.012	0.197	0.435	0	0.273	0.159	0.225
HCM Control Delay, s/veh	9.4	10.1	12.2	8.4	10.3	10.5	9.6
HCM Lane LOS	A	B	B	N	B	B	A
HCM 95th-tile Q	0	0.7	2.2	0	1.1	0.6	0.8

Intersection	
Int Delay, s/veh	24.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	529	7	0	1	1	4	1	1	0	1	0	478
Future Vol, veh/h	529	7	0	1	1	4	1	1	0	1	0	478
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	615	8	0	1	1	5	1	1	0	1	0	556

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	284	284	278	10	562	1	556	0	0	1	0	0
Stage 1	280	280	-	3	3	-	-	-	-	-	-	-
Stage 2	4	3	-	6	558	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	672	629	766	1014	439	1089	1025	-	-	1635	-	-
Stage 1	731	683	-	1024	897	-	-	-	-	-	-	-
Stage 2	1024	897	-	1021	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	666	627	766	998	438	1089	1025	-	-	1635	-	-
Mov Cap-2 Maneuver	666	627	-	998	438	-	-	-	-	-	-	-
Stage 1	730	682	-	1023	896	-	-	-	-	-	-	-
Stage 2	1017	896	-	1007	514	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	46.02	9.21	4.26	0.02
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	665	862	3	-	-
HCM Lane V/C Ratio	0.001	-	-	0.937	0.008	0.001	-	-
HCM Ctrl Dly (s/v)	8.5	0	-	46	9.2	7.2	0	-
HCM Lane LOS	A	A	-	E	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	12.9	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	272	345	34	415	0	0	0	0	178	0	187
Future Volume (veh/h)	0	272	345	34	415	0	0	0	0	178	0	187
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	313	397	39	477	0				205	0	215
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1207	1077	57	1410	0				574	0	255
Arrive On Green	0.00	0.67	0.67	0.03	0.74	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	1900	1610	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	313	397	39	477	0				205	0	215
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	7.6	11.9	2.3	9.5	0.0				5.6	0.0	14.3
Cycle Q Clear(g_c), s	0.0	7.6	11.9	2.3	9.5	0.0				5.6	0.0	14.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1207	1077	57	1410	0				574	0	255
V/C Ratio(X)	0.00	0.26	0.37	0.68	0.34	0.00				0.36	0.00	0.84
Avail Cap(c_a), veh/h	0	1207	1077	418	1410	0				961	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.69	0.69	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.3	8.0	52.7	4.9	0.0				41.3	0.0	44.9
Incr Delay (d2), s/veh	0.0	0.5	1.0	9.4	0.4	0.0				0.4	0.0	7.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	4.0	1.2	3.2	0.0				2.5	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.8	9.0	62.1	5.3	0.0				41.6	0.0	52.4
LnGrp LOS		A	A	E	A					D		D
Approach Vol, veh/h		710			516						420	
Approach Delay, s/veh		8.5			9.6						47.2	
Approach LOS		A			A						D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	8.1	78.7		23.3		86.7						
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1						
Max Green Setting (Gmax), s	25.4	39.9		29.2		69.9						
Max Q Clear Time (g_c+I1), s	4.3	13.9		16.3		11.5						
Green Ext Time (p_c), s	0.1	4.8		1.2		3.3						

Intersection Summary												
HCM 7th Control Delay, s/veh			18.7									
HCM 7th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

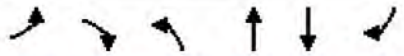


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	345	0	0	188	54	261	3	196	0	0	0
Future Volume (veh/h)	105	345	0	0	188	54	261	3	196	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	111	363	0	0	198	57	275	3	206			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	980	1955	0	0	250	209	326	4	293			
Arrive On Green	0.18	0.18	0.00	0.00	0.13	0.13	0.18	0.18	0.18			
Sat Flow, veh/h	1810	3705	0	0	1900	1588	1791	20	1610			
Grp Volume(v), veh/h	111	363	0	0	198	57	278	0	206			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1588	1810	0	1610			
Q Serve(g_s), s	5.7	9.4	0.0	0.0	11.1	3.6	16.3	0.0	13.2			
Cycle Q Clear(g_c), s	5.7	9.4	0.0	0.0	11.1	3.6	16.3	0.0	13.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	980	1955	0	0	250	209	329	0	293			
V/C Ratio(X)	0.11	0.19	0.00	0.00	0.79	0.27	0.84	0.00	0.70			
Avail Cap(c_a), veh/h	980	1955	0	0	879	735	464	0	413			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.51	0.51	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.0	24.6	0.0	0.0	46.3	43.0	43.5	0.0	42.2			
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	3.0	0.4	9.7	0.0	3.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	4.4	0.0	0.0	5.4	1.4	8.1	0.0	5.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.3	24.8	0.0	0.0	49.3	43.4	53.2	0.0	45.3			
LnGrp LOS	C	C			D	D	D		D			
Approach Vol, veh/h		474			255			484				
Approach Delay, s/veh		24.4			48.0			49.8				
Approach LOS		C			D			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		64.7				19.5		25.8				
Change Period (Y+Rc), s		5.1				5.1		5.8				
Max Green Setting (Gmax), s		14.9				50.9		28.2				
Max Q Clear Time (g_c+I1), s		11.4				13.1		18.3				
Green Ext Time (p_c), s		0.9				1.3		1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	39.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	317	224	79	204	356	163
Future Volume (veh/h)	317	224	79	204	356	163
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	345	243	86	222	387	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	906	807	171	757	491	225
Arrive On Green	0.50	0.50	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1810	1610	860	1900	1234	564
Grp Volume(v), veh/h	345	243	86	222	0	564
Grp Sat Flow(s),veh/h/ln	1810	1610	860	1900	0	1798
Q Serve(g_s), s	12.9	9.8	10.7	8.8	0.0	30.2
Cycle Q Clear(g_c), s	12.9	9.8	41.0	8.8	0.0	30.2
Prop In Lane	1.00	1.00	1.00			0.31
Lane Grp Cap(c), veh/h	906	807	171	757	0	716
V/C Ratio(X)	0.38	0.30	0.50	0.29	0.00	0.79
Avail Cap(c_a), veh/h	906	807	218	860	0	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	16.1	47.0	22.6	0.0	29.0
Incr Delay (d2), s/veh	1.2	0.9	2.3	0.2	0.0	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.7	2.3	3.7	0.0	12.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.1	17.1	49.2	22.8	0.0	33.7
LnGrp LOS	B	B	D	C		C
Approach Vol, veh/h	588			308	564	
Approach Delay, s/veh	17.7			30.2	33.7	
Approach LOS	B			C	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	59.7	50.3	50.3
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	49.4	49.5	* 50
Max Q Clear Time (g_c+I1), s	14.9	32.2	43.0
Green Ext Time (p_c), s	1.9	3.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	123	38	441	282	526	39	60	285	764	90	15
Future Volume (veh/h)	42	123	38	441	282	526	39	60	285	764	90	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	47	137	42	490	313	584	43	67	317	849	100	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	255	75	546	401	1797	66	361	719	1493	1764	782
Arrive On Green	0.04	0.09	0.09	0.16	0.21	0.21	0.04	0.10	0.10	0.43	0.49	0.49
Sat Flow, veh/h	3510	2724	800	3510	1900	2807	1810	3610	2783	3510	3610	1600
Grp Volume(v), veh/h	47	89	90	490	313	584	43	67	317	849	100	17
Grp Sat Flow(s),veh/h/ln	1755	1805	1718	1755	1900	1404	1810	1805	1391	1755	1805	1600
Q Serve(g_s), s	1.2	4.2	4.5	12.3	14.0	8.6	2.1	1.5	8.6	16.5	1.3	0.5
Cycle Q Clear(g_c), s	1.2	4.2	4.5	12.3	14.0	8.6	2.1	1.5	8.6	16.5	1.3	0.5
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	169	161	546	401	1797	66	361	719	1493	1764	782
V/C Ratio(X)	0.35	0.53	0.56	0.90	0.78	0.33	0.65	0.19	0.44	0.57	0.06	0.02
Avail Cap(c_a), veh/h	390	361	344	546	464	1891	201	361	719	1493	1764	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	38.9	39.0	37.3	33.6	7.5	42.8	37.1	28.1	19.6	12.1	11.9
Incr Delay (d2), s/veh	0.6	0.9	1.1	14.4	5.0	0.0	3.9	0.1	0.2	0.3	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.8	1.9	6.1	6.7	2.1	1.0	0.6	2.7	6.1	0.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	39.8	40.2	51.7	38.5	7.6	46.7	37.2	28.3	19.9	12.2	11.9
LnGrp LOS	D	D	D	D	D	A	D	D	C	B	B	B
Approach Vol, veh/h		226			1387			427			966	
Approach Delay, s/veh		40.6			30.1			31.6			19.0	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.9	14.3	18.6	14.2	7.9	49.3	8.1	24.8
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.8	4.6	5.3	4.6	5.8
Max Green Setting (Gmax), s	28.7	9.0	14.0	* 18	10.0	26.0	10.0	22.0
Max Q Clear Time (g_c+I1), s	18.5	10.6	14.3	6.5	4.1	3.3	3.2	16.0
Green Ext Time (p_c), s	1.4	0.0	0.0	0.4	0.0	0.3	0.0	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	610	544	599	1223	0	0	0	0	381	2	217
Future Volume (veh/h)	0	610	544	599	1223	0	0	0	0	381	2	217
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	685	611	673	1374	0				505	0	163
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89				0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2201	683	789	2562	0				595	0	265
Arrive On Green	0.00	0.42	0.42	0.22	0.71	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	685	611	673	1374	0				505	0	163
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	7.8	31.3	16.4	15.9	0.0				12.1	0.0	8.4
Cycle Q Clear(g_c), s	0.0	7.8	31.3	16.4	15.9	0.0				12.1	0.0	8.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2201	683	789	2562	0				595	0	265
V/C Ratio(X)	0.00	0.31	0.89	0.85	0.54	0.00				0.85	0.00	0.62
Avail Cap(c_a), veh/h	0	2201	683	1026	2562	0				651	0	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	0.76	0.76	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.0	23.8	33.1	6.1	0.0				36.1	0.0	34.6
Incr Delay (d2), s/veh	0.0	0.3	14.8	4.4	0.6	0.0				9.7	0.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	13.5	7.1	4.5	0.0				5.9	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.3	38.5	37.4	6.7	0.0				45.8	0.0	37.9
LnGrp LOS		B	D	D	A					D		D
Approach Vol, veh/h		1296			2047						668	
Approach Delay, s/veh		27.3			16.8						43.9	
Approach LOS		C			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.4	43.2		20.4		68.6
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	20.0	30.0		16.0		62.0
Max Q Clear Time (g_c+I1), s	18.4	33.3		14.1		17.9
Green Ext Time (p_c), s	1.6	0.0		0.6		13.6

Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	921	0	0	1374	564	448	1	444	0	0	0
Future Volume (veh/h)	69	921	0	0	1374	564	448	1	444	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	72	959	0	0	1431	588	611	0	308			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	111	3381	0	0	2769	857	794	0	353			
Arrive On Green	0.06	0.65	0.00	0.00	0.18	0.18	0.22	0.00	0.22			
Sat Flow, veh/h	1810	5358	0	0	5358	1606	3619	0	1610			
Grp Volume(v), veh/h	72	959	0	0	1431	588	611	0	308			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1606	1810	0	1610			
Q Serve(g_s), s	3.5	7.1	0.0	0.0	22.5	30.9	14.3	0.0	16.6			
Cycle Q Clear(g_c), s	3.5	7.1	0.0	0.0	22.5	30.9	14.3	0.0	16.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	111	3381	0	0	2769	857	794	0	353			
V/C Ratio(X)	0.65	0.28	0.00	0.00	0.52	0.69	0.77	0.00	0.87			
Avail Cap(c_a), veh/h	201	3381	0	0	2769	857	965	0	429			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	0.85	0.85	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.3	6.7	0.0	0.0	26.6	30.0	33.0	0.0	33.9			
Incr Delay (d2), s/veh	2.1	0.2	0.0	0.0	0.6	3.8	2.4	0.0	13.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.6	2.2	0.0	0.0	10.4	13.9	6.3	0.0	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	6.9	0.0	0.0	27.1	33.8	35.4	0.0	47.5			
LnGrp LOS	D	A			C	C	D		D			
Approach Vol, veh/h		1031			2019			919				
Approach Delay, s/veh		9.4			29.1			39.4				
Approach LOS		A			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		64.5			10.6	53.8		25.5				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		54.0			10.0	38.0		24.0				
Max Q Clear Time (g_c+I1), s		9.1			5.5	32.9		18.6				
Green Ext Time (p_c), s		4.7			0.0	3.4		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	26.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	996	160	60	1504	99	195	80	28	40	55	239
Future Volume (veh/h)	211	996	160	60	1504	99	195	80	28	40	55	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	215	1016	163	61	1535	101	199	82	29	41	56	244
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	2709	838	142	3037	746	306	308	109	314	438	587
Arrive On Green	0.27	1.00	1.00	0.08	0.46	0.46	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	5187	1606	1810	6536	1606	1090	1337	473	1295	1900	1596
Grp Volume(v), veh/h	215	1016	163	61	1535	101	199	0	111	41	56	244
Grp Sat Flow(s),veh/h/ln	1810	1729	1606	1810	1634	1606	1090	0	1810	1295	1900	1596
Q Serve(g_s), s	10.2	0.0	0.0	2.9	14.8	3.2	15.9	0.0	4.5	2.4	2.1	10.3
Cycle Q Clear(g_c), s	10.2	0.0	0.0	2.9	14.8	3.2	18.0	0.0	4.5	6.9	2.1	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	246	2709	838	142	3037	746	306	0	417	314	438	587
V/C Ratio(X)	0.87	0.38	0.19	0.43	0.51	0.14	0.65	0.00	0.27	0.13	0.13	0.42
Avail Cap(c_a), veh/h	290	2709	838	181	3037	746	466	0	684	504	718	821
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	0.0	39.6	16.9	13.8	34.6	0.0	28.4	31.2	27.4	21.3
Incr Delay (d2), s/veh	18.8	0.4	0.5	0.8	0.6	0.4	0.9	0.0	0.1	0.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.1	0.1	1.2	4.9	1.1	4.1	0.0	1.9	0.7	0.9	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.8	0.4	0.5	40.3	17.5	14.1	35.5	0.0	28.5	31.3	27.5	21.5
LnGrp LOS	D	A	A	D	B	B	D		C	C	C	C
Approach Vol, veh/h		1394			1697			310			341	
Approach Delay, s/veh		8.2			18.1			33.0			23.7	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	52.3		26.1	16.8	47.1		26.1				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	9.6	31.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	14.9	2.0		12.3	12.2	16.8		20.0				
Green Ext Time (p_c), s	0.0	5.2		0.6	0.1	4.9		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	885	28	93	1534	98	64	28	69	68	33	48
Future Volume (veh/h)	55	885	28	93	1534	98	64	28	69	68	33	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	941	30	99	1632	104	68	30	73	72	35	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	1576	834	203	1671	745	287	505	427	254	93	135
Arrive On Green	0.09	0.44	0.44	0.11	0.46	0.46	0.08	0.27	0.27	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1609	1810	3610	1610	3510	1900	1607	1307	697	1015
Grp Volume(v), veh/h	59	941	30	99	1632	104	68	30	73	72	0	86
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1810	1805	1610	1755	1900	1607	1307	0	1712
Q Serve(g_s), s	1.4	17.9	0.8	4.6	39.9	3.3	1.6	1.1	3.1	4.5	0.0	4.1
Cycle Q Clear(g_c), s	1.4	17.9	0.8	4.6	39.9	3.3	1.6	1.1	3.1	4.5	0.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	301	1576	834	203	1671	745	287	505	427	254	0	228
V/C Ratio(X)	0.20	0.60	0.04	0.49	0.98	0.14	0.24	0.06	0.17	0.28	0.00	0.38
Avail Cap(c_a), veh/h	433	1576	834	221	1671	745	351	654	553	333	0	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	19.3	10.6	37.5	23.7	13.9	38.7	24.6	25.4	35.8	0.0	35.6
Incr Delay (d2), s/veh	0.1	1.7	0.1	0.7	17.2	0.4	0.2	0.0	0.1	0.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.9	0.3	2.0	18.4	1.2	0.7	0.5	1.2	1.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	21.0	10.7	38.2	40.9	14.3	38.9	24.7	25.5	36.0	0.0	36.0
LnGrp LOS	D	C	B	D	D	B	D	C	C	D		D
Approach Vol, veh/h		1030			1835			171			158	
Approach Delay, s/veh		21.7			39.2			30.6			36.0	
Approach LOS		C			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.2	45.5	12.0	17.4	12.8	47.8		29.3
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	10.0	31.2	9.0	17.4	11.1	31.2		31.0
Max Q Clear Time (g_c+I1), s	6.6	19.9	3.6	6.5	3.4	41.9		5.1
Green Ext Time (p_c), s	0.0	3.1	0.0	0.3	0.0	0.0		0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	33.0
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	249	0	59	4	214	195	23	121	0
Future Vol, veh/h	0	0	0	249	0	59	4	214	195	23	121	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	293	0	69	5	252	229	27	142	0
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	0	16.2	23.6	11.1
HCM LOS	-	C	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%
Vol Thru, %	0%	52%	100%	0%	0%	0%	100%
Vol Right, %	0%	48%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	409	0	249	59	23	121
LT Vol	4	0	0	249	0	23	0
Through Vol	0	214	0	0	0	0	121
RT Vol	0	195	0	0	59	0	0
Lane Flow Rate	5	481	0	293	69	27	142
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.008	0.754	0	0.556	0.108	0.052	0.253
Departure Headway (Hd)	6.489	5.643	7.22	6.836	5.623	6.917	6.406
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	551	640	0	527	636	517	559
Service Time	4.232	3.386	5.303	4.583	3.369	4.674	4.163
HCM Lane V/C Ratio	0.009	0.752	0	0.556	0.108	0.052	0.254
HCM Control Delay, s/veh	9.3	23.7	10.3	17.9	9.1	10.1	11.3
HCM Lane LOS	A	C	N	C	A	B	B
HCM 95th-tile Q	0	6.8	0	3.4	0.4	0.2	1

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	104	0	1	218	43	0	1	1	28	2	72
Future Vol, veh/h	71	104	0	1	218	43	0	1	1	28	2	72
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	86	125	0	1	263	52	0	1	1	34	2	87
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	9	11.3	8.8	8.8
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%	93%	0%
Vol Thru, %	50%	0%	100%	0%	84%	7%	0%
Vol Right, %	50%	0%	0%	0%	16%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	71	104	1	261	30	72
LT Vol	0	71	0	1	0	28	0
Through Vol	1	0	104	0	218	2	0
RT Vol	1	0	0	0	43	0	72
Lane Flow Rate	2	86	125	1	314	36	87
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.004	0.133	0.177	0.002	0.429	0.063	0.122
Departure Headway (Hd)	5.66	5.602	5.099	5.534	4.916	6.236	5.061
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	629	639	702	646	730	573	706
Service Time	3.728	3.347	2.844	3.276	2.657	3.985	2.809
HCM Lane V/C Ratio	0.003	0.135	0.178	0.002	0.43	0.063	0.123
HCM Control Delay, s/veh	8.8	9.2	8.9	8.3	11.3	9.4	8.5
HCM Lane LOS	A	A	A	A	B	A	A
HCM 95th-tile Q	0	0.5	0.6	0	2.2	0.2	0.4

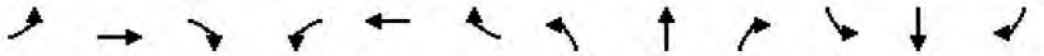
Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	358	1	0	0	21	4	0	1	0	3	1	363
Future Vol, veh/h	358	1	0	0	21	4	0	1	0	3	1	363
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	426	1	0	0	25	5	0	1	0	4	1	432

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	22	10	1	10	442	1	433	0	0	1	0	0
Stage 1	8	8	-	1	1	-	-	-	-	-	-	-
Stage 2	14	1	-	9	440	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	995	889	1089	1013	513	1089	1137	-	-	1635	-	-
Stage 1	1018	893	-	1027	899	-	-	-	-	-	-	-
Stage 2	1012	899	-	1018	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	941	887	1089	1010	512	1089	1137	-	-	1635	-	-
Mov Cap-2 Maneuver	941	887	-	1010	512	-	-	-	-	-	-	-
Stage 1	1016	891	-	1027	899	-	-	-	-	-	-	-
Stage 2	979	899	-	1014	579	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.98	11.74	0	0.06
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	941	512	1089	1350	-	-
HCM Lane V/C Ratio	-	-	-	0.454	0.049	0.004	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	12	12.4	8.3	7.2	0	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.2	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	205	341	143	511	0	0	0	0	45	2	122
Future Volume (veh/h)	0	205	341	143	511	0	0	0	0	45	2	122
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	233	388	162	581	0				52	0	139
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1053	920	204	1432	0				399	0	178
Arrive On Green	0.00	0.58	0.58	0.11	0.75	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	1900	1577	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	233	388	162	581	0				52	0	139
Grp Sat Flow(s),veh/h/ln	0	1805	1577	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	4.9	10.9	7.0	8.7	0.0				1.0	0.0	6.7
Cycle Q Clear(g_c), s	0.0	4.9	10.9	7.0	8.7	0.0				1.0	0.0	6.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1053	920	204	1432	0				399	0	178
V/C Ratio(X)	0.00	0.22	0.42	0.79	0.41	0.00				0.13	0.00	0.78
Avail Cap(c_a), veh/h	0	1053	920	439	1432	0				597	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.69	0.69	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.0	9.2	34.6	3.5	0.0				32.1	0.0	34.7
Incr Delay (d2), s/veh	0.0	0.5	1.4	4.8	0.6	0.0				0.1	0.0	8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	3.5	3.2	2.2	0.0				0.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	8.5	10.6	39.4	4.1	0.0				32.3	0.0	43.2
LnGrp LOS		A	B	D	A					C		D
Approach Vol, veh/h		621			743						191	
Approach Delay, s/veh		9.8			11.8						40.2	
Approach LOS		A			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.6	51.8		14.6		65.4
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1
Max Green Setting (Gmax), s	19.4	31.9		13.2		55.9
Max Q Clear Time (g_c+I1), s	9.0	12.9		8.7		10.7
Green Ext Time (p_c), s	0.3	3.9		0.2		4.2

Intersection Summary		
HCM 7th Control Delay, s/veh		14.5
HCM 7th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



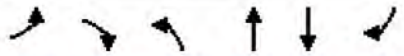
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	161	0	0	252	78	403	2	102	0	0	0
Future Volume (veh/h)	89	161	0	0	252	78	403	2	102	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	96	173	0	0	271	84	433	2	110			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	681	1358	0	0	349	295	432	2	386			
Arrive On Green	0.75	0.75	0.00	0.00	0.18	0.18	0.24	0.24	0.24			
Sat Flow, veh/h	1810	3705	0	0	1900	1608	1802	8	1610			
Grp Volume(v), veh/h	96	173	0	0	271	84	435	0	110			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1608	1810	0	1610			
Q Serve(g_s), s	1.2	1.0	0.0	0.0	10.9	3.6	19.2	0.0	4.5			
Cycle Q Clear(g_c), s	1.2	1.0	0.0	0.0	10.9	3.6	19.2	0.0	4.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	681	1358	0	0	349	295	434	0	386			
V/C Ratio(X)	0.14	0.13	0.00	0.00	0.78	0.28	1.00	0.00	0.28			
Avail Cap(c_a), veh/h	681	1358	0	0	805	681	434	0	386			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	6.3	6.3	0.0	0.0	31.1	28.1	30.4	0.0	24.8			
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.0	0.3	0.0	43.5	0.0	0.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.0	0.0	4.8	1.3	13.1	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	6.5	0.0	0.0	31.4	28.2	73.9	0.0	25.2			
LnGrp LOS	A	A			C	C	F		C			
Approach Vol, veh/h		269			355			545				
Approach Delay, s/veh		6.6			30.7			64.1				
Approach LOS		A			C			E				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	35.2	19.8	25.0
Change Period (Y+Rc), s	5.1	5.1	5.8
Max Green Setting (Gmax), s	10.9	33.9	19.2
Max Q Clear Time (g_c+I1), s	3.2	12.9	21.2
Green Ext Time (p_c), s	0.7	1.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	89	117	218	157	213
Future Volume (veh/h)	172	89	117	218	157	213
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	212	110	144	269	194	263
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	844	751	258	751	289	391
Arrive On Green	0.47	0.47	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1810	1610	949	1900	731	991
Grp Volume(v), veh/h	212	110	144	269	0	457
Grp Sat Flow(s),veh/h/ln	1810	1610	949	1900	0	1722
Q Serve(g_s), s	5.7	3.1	11.8	8.0	0.0	17.5
Cycle Q Clear(g_c), s	5.7	3.1	29.3	8.0	0.0	17.5
Prop In Lane	1.00	1.00	1.00			0.58
Lane Grp Cap(c), veh/h	844	751	258	751	0	680
V/C Ratio(X)	0.25	0.15	0.56	0.36	0.00	0.67
Avail Cap(c_a), veh/h	844	751	272	779	0	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	12.2	32.0	17.1	0.0	19.9
Incr Delay (d2), s/veh	0.7	0.4	2.3	0.3	0.0	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.1	2.6	3.1	0.0	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.6	12.6	34.3	17.3	0.0	22.4
LnGrp LOS	B	B	C	B		C
Approach Vol, veh/h	322			413	457	
Approach Delay, s/veh	13.3			23.2	22.4	
Approach LOS	B			C	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	41.9	38.1	38.1
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	36.4	32.5	* 33
Max Q Clear Time (g_c+I1), s	7.7	19.5	31.3
Green Ext Time (p_c), s	1.0	2.1	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	20.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	18	5	260	48	8
Future Vol, veh/h	200	18	5	260	48	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	211	19	5	274	51	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	504	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1350	-	531	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1350	-	529	825
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	12.23
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	557	-	-	34	-
HCM Lane V/C Ratio	0.106	-	-	0.004	-
HCM Ctrl Dly (s/v)	12.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	208	0	0	265	0	6
Future Vol, veh/h	208	0	0	265	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	219	0	0	279	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	219
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	826
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	826
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.39
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	826	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Ctrl Dly (s/v)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	407	0	0	370
Future Vol, veh/h	0	7	407	0	0	370
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	428	0	0	389

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	818	428	0	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	348	631	-	0	0	-
Stage 1	661	-	-	0	0	-
Stage 2	689	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	348	631	-	-	-	-
Mov Cap-2 Maneuver	537	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.78	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	631	-
HCM Lane V/C Ratio	-	0.012	-
HCM Ctrl Dly (s/v)	-	10.8	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	60	347	15	23	347
Future Vol, veh/h	19	60	347	15	23	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	63	365	16	24	365

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	787	373	0	0	381	0
Stage 1	373	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	363	677	-	-	1188	-
Stage 1	701	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	356	677	-	-	1188	-
Mov Cap-2 Maneuver	541	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.48	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	639	1188	-
HCM Lane V/C Ratio	-	-	0.13	0.02	-
HCM Ctrl Dly (s/v)	-	-	11.5	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	5	0	0	20
Future Vol, veh/h	0	4	5	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	5	0	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	3
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	1087
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.38
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1087
HCM Lane V/C Ratio	-	-	-	0.019
HCM Ctrl Dly (s/v)	-	-	-	8.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	399	52	295	255	686	47	178	590	769	209	45
Future Volume (veh/h)	161	399	52	295	255	686	47	178	590	769	209	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	183	453	59	335	290	780	53	202	670	874	238	51
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	515	67	414	391	1672	73	427	669	1351	1672	744
Arrive On Green	0.07	0.16	0.16	0.12	0.21	0.21	0.04	0.12	0.12	0.38	0.46	0.46
Sat Flow, veh/h	3510	3211	416	3510	1900	2827	1810	3610	2827	3510	3610	1607
Grp Volume(v), veh/h	183	254	258	335	290	780	53	202	670	874	238	51
Grp Sat Flow(s),veh/h/ln	1755	1805	1822	1755	1900	1414	1810	1805	1413	1755	1805	1607
Q Serve(g_s), s	4.7	12.8	12.9	8.7	13.3	14.5	2.7	4.9	11.0	19.0	3.5	1.6
Cycle Q Clear(g_c), s	4.7	12.8	12.9	8.7	13.3	14.5	2.7	4.9	11.0	19.0	3.5	1.6
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	290	292	414	391	1672	73	427	669	1351	1672	744
V/C Ratio(X)	0.72	0.88	0.88	0.81	0.74	0.47	0.73	0.47	1.00	0.65	0.14	0.07
Avail Cap(c_a), veh/h	377	291	294	604	429	1729	195	427	669	1351	1672	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	38.1	38.2	40.0	34.6	10.8	44.1	38.3	35.5	23.4	14.3	13.8
Incr Delay (d2), s/veh	1.4	23.5	24.7	2.6	4.1	0.1	5.2	0.3	35.3	0.8	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.3	7.5	3.7	6.3	3.9	1.3	2.1	10.4	7.3	1.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.6	61.6	62.9	42.6	38.8	10.8	49.3	38.6	70.8	24.3	14.5	14.0
LnGrp LOS	D	E	E	D	D	B	D	D	F	C	B	B
Approach Vol, veh/h		695			1405			925			1163	
Approach Delay, s/veh		57.3			24.2			62.5			21.8	
Approach LOS		E			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.4	16.3	15.6	20.7	8.3	48.4	11.4	24.9
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.8	4.6	5.3	4.6	5.8
Max Green Setting (Gmax), s	30.0	11.0	16.0	* 15	10.0	32.0	10.0	21.0
Max Q Clear Time (g_c+I1), s	21.0	13.0	10.7	14.9	4.7	5.5	6.7	16.5
Green Ext Time (p_c), s	1.4	0.0	0.3	0.0	0.0	0.9	0.1	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	37.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1183	566	564	1241	0	0	0	0	732	0	146
Future Volume (veh/h)	0	1183	566	564	1241	0	0	0	0	732	0	146
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1286	615	613	1349	0				845	0	106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2081	646	698	2373	0				809	0	360
Arrive On Green	0.00	0.40	0.40	0.20	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1286	615	613	1349	0				845	0	106
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	18.6	34.8	15.9	19.2	0.0				21.0	0.0	5.1
Cycle Q Clear(g_c), s	0.0	18.6	34.8	15.9	19.2	0.0				21.0	0.0	5.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2081	646	698	2373	0				809	0	360
V/C Ratio(X)	0.00	0.62	0.95	0.88	0.57	0.00				1.05	0.00	0.29
Avail Cap(c_a), veh/h	0	2081	646	896	2381	0				809	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.57	0.57	0.71	0.71	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.4	27.3	36.6	8.8	0.0				36.5	0.0	30.3
Incr Delay (d2), s/veh	0.0	0.8	17.4	5.1	0.7	0.0				44.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.2	15.3	7.0	6.3	0.0				13.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	23.2	44.7	41.6	9.5	0.0				80.6	0.0	30.5
LnGrp LOS		C	D	D	A					F		C
Approach Vol, veh/h		1901			1962						951	
Approach Delay, s/veh		30.2			19.5						75.0	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.1	43.1		26.8		67.2
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	24.6	32.0		21.0		62.0
Max Q Clear Time (g_c+I1), s	17.9	36.8		23.0		21.2
Green Ext Time (p_c), s	0.8	0.0		0.0		7.7

Intersection Summary	
HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1837	0	0	1384	537	422	4	627	0	0	0
Future Volume (veh/h)	78	1837	0	0	1384	537	422	4	627	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	82	1934	0	0	1457	565	297	0	820			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	119	3243	0	0	2624	792	457	0	814			
Arrive On Green	0.07	0.63	0.00	0.00	0.17	0.17	0.25	0.00	0.25			
Sat Flow, veh/h	1810	5358	0	0	5358	1565	1810	0	3220			
Grp Volume(v), veh/h	82	1934	0	0	1457	565	297	0	820			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1565	1810	0	1610			
Q Serve(g_s), s	4.2	21.2	0.0	0.0	24.5	32.4	13.9	0.0	24.0			
Cycle Q Clear(g_c), s	4.2	21.2	0.0	0.0	24.5	32.4	13.9	0.0	24.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	119	3243	0	0	2624	792	457	0	814			
V/C Ratio(X)	0.69	0.60	0.00	0.00	0.56	0.71	0.65	0.00	1.01			
Avail Cap(c_a), veh/h	210	3243	0	0	2624	792	457	0	814			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.57	0.57	0.00	0.00	0.78	0.78	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.4	10.6	0.0	0.0	29.8	33.1	31.7	0.0	35.5			
Incr Delay (d2), s/veh	1.5	0.5	0.0	0.0	0.7	4.3	2.6	0.0	33.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.9	6.9	0.0	0.0	11.4	14.3	6.2	0.0	12.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.0	11.1	0.0	0.0	30.4	37.3	34.3	0.0	69.0			
LnGrp LOS	D	B			C	D	C		F			
Approach Vol, veh/h		2016			2022			1117				
Approach Delay, s/veh		12.5			32.4			59.8				
Approach LOS		B			C			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.2			11.3	53.9		29.8				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		59.0			11.0	42.0		24.0				
Max Q Clear Time (g_c+I1), s		23.2			6.2	34.4		26.0				
Green Ext Time (p_c), s		12.9			0.0	4.7		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	353	1797	313	86	1323	50	231	138	39	58	121	367
Future Volume (veh/h)	353	1797	313	86	1323	50	231	138	39	58	121	367
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.98		0.96	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	1892	329	91	1393	53	243	145	41	61	127	386
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	405	2720	844	139	2467	600	240	337	95	257	454	731
Arrive On Green	0.30	0.70	0.70	0.08	0.38	0.38	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1609	1810	6536	1591	888	1411	399	1195	1900	1554
Grp Volume(v), veh/h	372	1892	329	91	1393	53	243	0	186	61	127	386
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1810	1634	1591	888	0	1810	1195	1900	1554
Q Serve(g_s), s	18.9	20.4	8.1	4.6	16.0	2.0	17.5	0.0	8.3	4.3	5.2	16.9
Cycle Q Clear(g_c), s	18.9	20.4	8.1	4.6	16.0	2.0	22.7	0.0	8.3	12.6	5.2	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	405	2720	844	139	2467	600	240	0	433	257	454	731
V/C Ratio(X)	0.92	0.70	0.39	0.66	0.56	0.09	1.01	0.00	0.43	0.24	0.28	0.53
Avail Cap(c_a), veh/h	541	2720	844	251	2467	600	240	0	433	257	454	731
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	9.9	8.1	42.6	23.4	19.0	41.5	0.0	30.7	36.0	29.5	18.3
Incr Delay (d2), s/veh	11.9	1.1	1.0	2.0	0.9	0.3	62.0	0.0	0.3	0.2	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	5.1	2.4	2.0	5.8	0.7	9.7	0.0	3.5	1.2	2.3	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	11.0	9.0	44.6	24.3	19.3	103.5	0.0	30.9	36.2	29.6	18.6
LnGrp LOS	D	B	A	D	C	B	F		C	D	C	B
Approach Vol, veh/h		2593			1537			429			574	
Approach Delay, s/veh		15.5			25.4			72.0			22.9	
Approach LOS		B			C			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	55.1		28.0	25.8	41.2		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.3	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	6.6	22.4		18.9	20.9	18.0		24.7				
Green Ext Time (p_c), s	0.0	11.0		0.6	0.4	4.7		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1452	64	164	1024	189	95	98	175	239	109	82
Future Volume (veh/h)	178	1452	64	164	1024	189	95	98	175	239	109	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	189	1545	68	174	1089	201	101	104	186	254	116	87
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	1502	809	207	1539	683	309	557	469	248	157	118
Arrive On Green	0.10	0.42	0.42	0.11	0.43	0.43	0.09	0.29	0.29	0.16	0.16	0.16
Sat Flow, veh/h	3510	3610	1603	1810	3610	1603	3510	1900	1597	1095	1001	750
Grp Volume(v), veh/h	189	1545	68	174	1089	201	101	104	186	254	0	203
Grp Sat Flow(s),veh/h/ln	1755	1805	1603	1810	1805	1603	1755	1900	1597	1095	0	1751
Q Serve(g_s), s	4.8	39.5	2.1	8.9	23.5	7.8	2.6	3.9	8.8	14.9	0.0	10.5
Cycle Q Clear(g_c), s	4.8	39.5	2.1	8.9	23.5	7.8	2.6	3.9	8.8	14.9	0.0	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	367	1502	809	207	1539	683	309	557	469	248	0	275
V/C Ratio(X)	0.51	1.03	0.08	0.84	0.71	0.29	0.33	0.19	0.40	1.03	0.00	0.74
Avail Cap(c_a), veh/h	370	1502	809	210	1539	683	333	557	469	248	0	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	27.7	12.2	41.2	22.4	17.9	40.7	25.1	26.8	42.3	0.0	38.2
Incr Delay (d2), s/veh	0.5	30.8	0.2	23.5	2.8	1.1	0.2	0.1	0.2	64.1	0.0	9.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	21.4	0.7	5.1	9.5	2.8	1.1	1.7	3.2	10.1	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.8	58.5	12.4	64.7	25.2	19.0	40.9	25.1	27.0	106.4	0.0	47.2
LnGrp LOS	D	F	B	E	C	B	D	C	C	F		D
Approach Vol, veh/h		1802			1464			391			457	
Approach Delay, s/veh		54.9			29.0			30.1			80.1	
Approach LOS		D			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	45.7	13.0	20.3	15.0	46.7		33.3
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	10.9	38.8	9.0	14.9	10.0	39.8		19.6
Max Q Clear Time (g_c+I1), s	10.9	41.5	4.6	16.9	6.8	25.5		10.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	4.4		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	46.1
HCM 7th LOS	D

Intersection	
Intersection Delay, s/veh	95.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	4	4	317	1	33	6	234	400	65	270	2
Future Vol, veh/h	7	4	4	317	1	33	6	234	400	65	270	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	5	5	364	1	38	7	269	460	75	310	2
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	13.2	33.2	171.7	20.2
HCM LOS	B	D	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	47%	100%	0%	100%	0%
Vol Thru, %	0%	37%	27%	0%	3%	0%	99%
Vol Right, %	0%	63%	27%	0%	97%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	634	15	317	34	65	272
LT Vol	6	0	7	317	0	65	0
Through Vol	0	234	4	0	1	0	270
RT Vol	0	400	4	0	33	0	2
Lane Flow Rate	7	729	17	364	39	75	313
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.014	1.312	0.042	0.786	0.072	0.159	0.621
Departure Headway (Hd)	7.447	6.483	9.789	8.391	7.176	8.197	7.674
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	480	561	368	434	502	440	475
Service Time	5.209	4.244	7.789	6.091	4.876	5.897	5.374
HCM Lane V/C Ratio	0.015	1.299	0.046	0.839	0.078	0.17	0.659
HCM Control Delay, s/veh	10.3	173.2	13.2	35.6	10.4	12.4	22.1
HCM Lane LOS	B	F	B	E	B	B	C
HCM 95th-tile Q	0	30.4	0.1	6.9	0.2	0.6	4.1

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	266	1	0	123	42	1	3	2	77	3	174
Future Vol, veh/h	130	266	1	0	123	42	1	3	2	77	3	174
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	151	309	1	0	143	49	1	3	2	90	3	202
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	12.7	11.1	9.7	10.8
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	17%	100%	0%	0%	0%	96%	0%
Vol Thru, %	50%	0%	100%	100%	75%	4%	0%
Vol Right, %	33%	0%	0%	0%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	130	267	0	165	80	174
LT Vol	1	130	0	0	0	77	0
Through Vol	3	0	266	0	123	3	0
RT Vol	2	0	1	0	42	0	174
Lane Flow Rate	7	151	310	0	192	93	202
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.013	0.258	0.486	0	0.31	0.174	0.311
Departure Headway (Hd)	6.596	6.142	5.635	5.992	5.811	6.728	5.532
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	542	587	640	0	620	534	649
Service Time	4.642	3.868	3.361	3.726	3.545	4.461	3.264
HCM Lane V/C Ratio	0.013	0.257	0.484	0	0.31	0.174	0.311
HCM Control Delay, s/veh	9.7	11	13.6	8.7	11.1	10.9	10.8
HCM Lane LOS	A	B	B	N	B	B	B
HCM 95th-tile Q	0	1	2.7	0	1.3	0.6	1.3

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	632	7	0	1	15	4	1	1	0	1	1	537
Future Vol, veh/h	632	7	0	1	15	4	1	1	0	1	1	537
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	735	8	0	1	17	5	1	1	0	1	1	624

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	16	7	1	11	631	1	626	0	0	1	0	0
Stage 1	3	3	-	3	3	-	-	-	-	-	-	-
Stage 2	12	3	-	8	628	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1005	892	1089	1012	401	1089	966	-	-	1635	-	-
Stage 1	1024	897	-	1024	897	-	-	-	-	-	-	-
Stage 2	1014	897	-	1019	479	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	955	890	1089	1001	400	1089	966	-	-	1635	-	-
Mov Cap-2 Maneuver	955	890	-	1001	400	-	-	-	-	-	-	-
Stage 1	1023	896	-	1023	896	-	-	-	-	-	-	-
Stage 2	988	896	-	1009	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.62	12.92	4.37	0.01
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	954	415	1089	900	-	-
HCM Lane V/C Ratio	0.001	-	-	0.779	0.045	0.004	0.001	-	-
HCM Ctrl Dly (s/v)	8.7	0	-	20.6	14.1	8.3	7.2	0	-
HCM Lane LOS	A	A	-	C	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	8.1	0.1	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	301	366	71	448	0	0	0	0	189	0	198
Future Volume (veh/h)	0	301	366	71	448	0	0	0	0	189	0	198
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	346	421	82	515	0				217	0	228
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1143	1020	107	1395	0				604	0	269
Arrive On Green	0.00	0.63	0.63	0.06	0.73	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	1900	1610	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	346	421	82	515	0				217	0	228
Grp Sat Flow(s),veh/h/ln	0	1805	1610	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	9.6	14.3	4.9	10.9	0.0				5.8	0.0	15.1
Cycle Q Clear(g_c), s	0.0	9.6	14.3	4.9	10.9	0.0				5.8	0.0	15.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1143	1020	107	1395	0				604	0	269
V/C Ratio(X)	0.00	0.30	0.41	0.77	0.37	0.00				0.36	0.00	0.85
Avail Cap(c_a), veh/h	0	1143	1020	418	1395	0				961	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.63	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	10.0	51.0	5.3	0.0				40.6	0.0	44.5
Incr Delay (d2), s/veh	0.0	0.7	1.2	7.1	0.5	0.0				0.4	0.0	8.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	5.0	2.4	3.7	0.0				2.6	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	9.8	11.3	58.1	5.8	0.0				41.0	0.0	53.4
LnGrp LOS		A	B	E	A					D		D
Approach Vol, veh/h		767			597						445	
Approach Delay, s/veh		10.6			13.0						47.3	
Approach LOS		B			B						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.1	74.8		24.2		85.8
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1
Max Green Setting (Gmax), s	25.4	39.9		29.2		69.9
Max Q Clear Time (g_c+I1), s	6.9	16.3		17.1		12.9
Green Ext Time (p_c), s	0.2	5.2		1.2		3.6

Intersection Summary		
HCM 7th Control Delay, s/veh		20.4
HCM 7th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

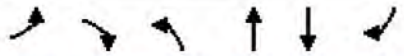


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	379	0	0	242	57	277	3	264	0	0	0
Future Volume (veh/h)	111	379	0	0	242	57	277	3	264	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	117	399	0	0	255	60	292	3	278			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	888	1771	0	0	310	259	360	4	323			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.20	0.20	0.20			
Sat Flow, veh/h	1810	3705	0	0	1900	1589	1792	18	1610			
Grp Volume(v), veh/h	117	399	0	0	255	60	295	0	278			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1589	1810	0	1610			
Q Serve(g_s), s	6.1	10.6	0.0	0.0	14.3	3.6	17.1	0.0	18.3			
Cycle Q Clear(g_c), s	6.1	10.6	0.0	0.0	14.3	3.6	17.1	0.0	18.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	888	1771	0	0	310	259	363	0	323			
V/C Ratio(X)	0.13	0.23	0.00	0.00	0.82	0.23	0.81	0.00	0.86			
Avail Cap(c_a), veh/h	888	1771	0	0	879	735	464	0	413			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.17	0.17	1.00	0.00	1.00			
Uniform Delay (d), s/veh	26.0	27.9	0.0	0.0	44.5	40.0	42.0	0.0	42.5			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	1.0	0.1	8.3	0.0	13.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.8	5.1	0.0	0.0	6.7	1.4	8.4	0.0	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.3	28.2	0.0	0.0	45.4	40.1	50.3	0.0	56.2			
LnGrp LOS	C	C			D	D	D		E			
Approach Vol, veh/h		516			315			573				
Approach Delay, s/veh		27.8			44.4			53.2				
Approach LOS		C			D			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		59.1				23.1		27.9				
Change Period (Y+Rc), s		5.1				5.1		5.8				
Max Green Setting (Gmax), s		14.9				50.9		28.2				
Max Q Clear Time (g_c+I1), s		12.6				16.3		20.3				
Green Ext Time (p_c), s		0.7				1.7		1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	41.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	405	237	84	218	378	216
Future Volume (veh/h)	405	237	84	218	378	216
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	440	258	91	237	411	235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	820	729	170	848	506	289
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	1610	797	1900	1135	649
Grp Volume(v), veh/h	440	258	91	237	0	646
Grp Sat Flow(s),veh/h/ln	1810	1610	797	1900	0	1783
Q Serve(g_s), s	19.3	11.5	12.3	8.7	0.0	34.6
Cycle Q Clear(g_c), s	19.3	11.5	46.9	8.7	0.0	34.6
Prop In Lane	1.00	1.00	1.00			0.36
Lane Grp Cap(c), veh/h	820	729	170	848	0	796
V/C Ratio(X)	0.54	0.35	0.53	0.28	0.00	0.81
Avail Cap(c_a), veh/h	820	729	176	860	0	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	19.6	46.8	19.3	0.0	26.5
Incr Delay (d2), s/veh	2.4	1.3	2.9	0.2	0.0	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	4.4	2.5	3.6	0.0	14.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.1	20.9	49.8	19.5	0.0	32.8
LnGrp LOS	C	C	D	B		C
Approach Vol, veh/h	698			328	646	
Approach Delay, s/veh	22.9			27.9	32.8	
Approach LOS	C			C	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	54.4	55.6	55.6
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	49.4	49.5	* 50
Max Q Clear Time (g_c+I1), s	21.3	36.6	48.9
Green Ext Time (p_c), s	2.3	3.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	410	58	16	321	30	5
Future Vol, veh/h	410	58	16	321	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	432	61	17	338	32	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	493	0	834	462
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1081	-	341	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1081	-	334	604
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.4	16.23
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	357	-	-	85	-
HCM Lane V/C Ratio	0.103	-	-	0.016	-
HCM Ctrl Dly (s/v)	16.2	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	415	0	0	337	0	4
Future Vol, veh/h	415	0	0	337	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	437	0	0	355	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	437
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	624
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	624
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.81
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	624	-	-
HCM Lane V/C Ratio	0.007	-	-
HCM Ctrl Dly (s/v)	10.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	637	0	0	591
Future Vol, veh/h	0	4	637	0	0	591
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	671	0	0	622

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1293	671	0	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	182	460	-	0	0	-
Stage 1	512	-	-	0	0	-
Stage 2	539	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	182	460	-	-	-	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	460	-
HCM Lane V/C Ratio	-	0.009	-
HCM Ctrl Dly (s/v)	-	12.9	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	42	595	42	66	525
Future Vol, veh/h	13	42	595	42	66	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	44	626	44	69	553

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1340	648	0	0	671	0
Stage 1	648	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	170	474	-	-	929	-
Stage 1	524	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	474	-	-	929	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.4	0	1.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	441	929	-
HCM Lane V/C Ratio	-	-	0.131	0.075	-
HCM Ctrl Dly (s/v)	-	-	14.4	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	6	0	0	14
Future Vol, veh/h	0	8	6	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	6	0	0	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	3
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	1086
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	1086
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.36
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1086
HCM Lane V/C Ratio	-	-	-	0.014
HCM Ctrl Dly (s/v)	-	-	-	8.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	164	61	590	327	789	64	79	371	1015	123	40
Future Volume (veh/h)	65	164	61	590	327	789	64	79	371	1015	123	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	173	64	621	344	831	67	83	391	1068	129	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	284	101	546	418	1777	87	361	719	1436	1665	738
Arrive On Green	0.05	0.11	0.11	0.16	0.22	0.22	0.05	0.10	0.10	0.41	0.46	0.46
Sat Flow, veh/h	3510	2587	916	3510	1900	2808	1810	3610	2783	3510	3610	1600
Grp Volume(v), veh/h	68	118	119	621	344	831	67	83	391	1068	129	42
Grp Sat Flow(s),veh/h/ln	1755	1805	1698	1755	1900	1404	1810	1805	1391	1755	1805	1600
Q Serve(g_s), s	1.7	5.6	6.0	14.0	15.5	14.0	3.3	1.9	9.0	23.3	1.8	1.3
Cycle Q Clear(g_c), s	1.7	5.6	6.0	14.0	15.5	14.0	3.3	1.9	9.0	23.3	1.8	1.3
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	198	186	546	418	1777	87	361	719	1436	1665	738
V/C Ratio(X)	0.43	0.60	0.64	1.14	0.82	0.47	0.77	0.23	0.54	0.74	0.08	0.06
Avail Cap(c_a), veh/h	390	361	340	546	464	1846	201	361	719	1436	1665	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	38.2	38.3	38.0	33.4	8.8	42.4	37.3	29.0	22.6	13.5	13.4
Incr Delay (d2), s/veh	0.7	1.1	1.3	76.1	6.3	0.0	5.3	0.1	0.5	1.9	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.5	2.5	11.5	7.5	3.5	1.5	0.8	3.5	9.0	0.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	39.2	39.7	114.1	39.8	8.8	47.7	37.4	29.5	24.5	13.6	13.6
LnGrp LOS	D	D	D	F	D	A	D	D	C	C	B	B
Approach Vol, veh/h		305			1796			541			1239	
Approach Delay, s/veh		40.1			51.2			33.0			23.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.4	14.3	18.6	15.7	8.9	46.8	8.7	25.6
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.8	4.6	5.3	4.6	5.8
Max Green Setting (Gmax), s	28.7	9.0	14.0	* 18	10.0	26.0	10.0	22.0
Max Q Clear Time (g_c+I1), s	25.3	11.0	16.0	8.0	5.3	3.8	3.7	17.5
Green Ext Time (p_c), s	1.0	0.0	0.0	0.5	0.0	0.5	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	38.8
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	828	706	744	1603	0	0	0	0	639	2	294
Future Volume (veh/h)	0	828	706	744	1603	0	0	0	0	639	2	294
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	872	743	783	1687	0				770	0	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1973	613	889	2507	0				651	0	289
Arrive On Green	0.00	0.38	0.38	0.25	0.69	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	872	743	783	1687	0				770	0	207
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	11.1	33.9	19.1	23.9	0.0				16.0	0.0	10.8
Cycle Q Clear(g_c), s	0.0	11.1	33.9	19.1	23.9	0.0				16.0	0.0	10.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1973	613	889	2507	0				651	0	289
V/C Ratio(X)	0.00	0.44	1.21	0.88	0.67	0.00				1.18	0.00	0.72
Avail Cap(c_a), veh/h	0	1973	613	1026	2515	0				651	0	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.72	0.48	0.48	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.5	27.6	31.9	7.8	0.0				36.5	0.0	34.4
Incr Delay (d2), s/veh	0.0	0.5	106.7	4.2	0.7	0.0				97.7	0.0	8.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	30.0	8.1	6.9	0.0				15.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.1	134.2	36.1	8.5	0.0				134.2	0.0	42.5
LnGrp LOS		C	F	D	A					F		D
Approach Vol, veh/h		1615			2470						977	
Approach Delay, s/veh		73.1			17.3						114.7	
Approach LOS		E			B						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	27.9	39.3		21.8		67.2
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	26.6	30.0		16.0		62.0
Max Q Clear Time (g_c+I1), s	21.1	35.9		18.0		25.9
Green Ext Time (p_c), s	1.5	0.0		0.0		17.5

Intersection Summary	
HCM 7th Control Delay, s/veh	53.9
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1348	0	0	1703	817	643	1	599	0	0	0
Future Volume (veh/h)	116	1348	0	0	1703	817	643	1	599	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	121	1404	0	0	1774	851	865	0	416			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	159	3135	0	0	2385	738	965	0	429			
Arrive On Green	0.09	0.60	0.00	0.00	0.46	0.46	0.27	0.00	0.27			
Sat Flow, veh/h	1810	5358	0	0	5358	1605	3619	0	1610			
Grp Volume(v), veh/h	121	1404	0	0	1774	851	865	0	416			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1605	1810	0	1610			
Q Serve(g_s), s	5.9	13.2	0.0	0.0	25.3	41.4	20.7	0.0	23.0			
Cycle Q Clear(g_c), s	5.9	13.2	0.0	0.0	25.3	41.4	20.7	0.0	23.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	159	3135	0	0	2385	738	965	0	429			
V/C Ratio(X)	0.76	0.45	0.00	0.00	0.74	1.15	0.90	0.00	0.97			
Avail Cap(c_a), veh/h	201	3135	0	0	2385	738	965	0	429			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	0.64	0.64	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.1	9.7	0.0	0.0	20.0	24.3	31.8	0.0	32.6			
Incr Delay (d2), s/veh	6.5	0.3	0.0	0.0	1.4	79.1	10.6	0.0	35.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.8	4.3	0.0	0.0	9.5	30.1	10.1	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	10.0	0.0	0.0	21.3	103.4	42.4	0.0	67.7			
LnGrp LOS	D	A			C	F	D		E			
Approach Vol, veh/h		1525			2625			1281				
Approach Delay, s/veh		12.9			47.9			50.6				
Approach LOS		B			D			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.2			13.0	47.2		29.8				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		54.0			10.0	38.0		24.0				
Max Q Clear Time (g_c+I1), s		15.2			7.9	43.4		25.0				
Green Ext Time (p_c), s		7.9			0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	38.7
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	1525	213	91	2030	112	251	91	62	53	66	239
Future Volume (veh/h)	211	1525	213	91	2030	112	251	91	62	53	66	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	215	1556	217	93	2071	114	256	93	63	54	67	244
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	246	2353	728	163	2666	655	362	302	205	352	546	678
Arrive On Green	0.27	0.91	0.91	0.09	0.41	0.41	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1810	5187	1605	1810	6536	1605	1080	1052	713	1246	1900	1598
Grp Volume(v), veh/h	215	1556	217	93	2071	114	256	0	156	54	67	244
Grp Sat Flow(s),veh/h/ln	1810	1729	1605	1810	1634	1605	1080	0	1765	1246	1900	1598
Q Serve(g_s), s	10.2	6.3	1.5	4.4	24.7	4.1	20.6	0.0	6.2	3.2	2.3	9.4
Cycle Q Clear(g_c), s	10.2	6.3	1.5	4.4	24.7	4.1	23.0	0.0	6.2	9.4	2.3	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	246	2353	728	163	2666	655	362	0	507	352	546	678
V/C Ratio(X)	0.87	0.66	0.30	0.57	0.78	0.17	0.71	0.00	0.31	0.15	0.12	0.36
Avail Cap(c_a), veh/h	290	2353	728	181	2666	655	460	0	667	465	718	823
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	2.6	2.4	39.3	23.1	17.0	32.2	0.0	25.1	28.7	23.7	17.7
Incr Delay (d2), s/veh	17.0	1.2	0.9	1.5	2.3	0.6	2.2	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.2	0.6	1.9	8.8	1.5	5.4	0.0	2.5	0.9	1.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.0	3.8	3.2	40.8	25.4	17.6	34.4	0.0	25.2	28.8	23.7	17.8
LnGrp LOS	D	A	A	D	C	B	C		C	C	C	B
Approach Vol, veh/h		1988			2278			412			365	
Approach Delay, s/veh		8.6			25.6			30.9			20.5	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	46.1		31.2	16.8	42.0		31.2				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	9.6	31.8		34.0	14.4	26.4		34.0				
Max Q Clear Time (g_c+I1), s	6.4	8.3		11.4	12.2	26.7		25.0				
Green Ext Time (p_c), s	0.0	8.7		0.7	0.1	0.0		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1329	160	103	1997	98	170	49	90	68	42	48
Future Volume (veh/h)	55	1329	160	103	1997	98	170	49	90	68	42	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	1399	168	108	2102	103	179	52	95	72	44	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	1506	830	206	1611	718	347	538	455	247	107	124
Arrive On Green	0.09	0.42	0.42	0.11	0.45	0.45	0.10	0.28	0.28	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1609	1810	3610	1610	3510	1900	1607	1256	800	928
Grp Volume(v), veh/h	58	1399	168	108	2102	103	179	52	95	72	0	95
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1810	1805	1610	1755	1900	1607	1256	0	1728
Q Serve(g_s), s	1.4	33.2	5.1	5.1	40.2	3.4	4.4	1.8	4.1	4.7	0.0	4.5
Cycle Q Clear(g_c), s	1.4	33.2	5.1	5.1	40.2	3.4	4.4	1.8	4.1	4.7	0.0	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	299	1506	830	206	1611	718	347	538	455	247	0	230
V/C Ratio(X)	0.19	0.93	0.20	0.52	1.31	0.14	0.52	0.10	0.21	0.29	0.00	0.41
Avail Cap(c_a), veh/h	433	1506	830	221	1611	718	351	654	553	323	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	25.0	11.8	37.6	24.9	14.7	38.5	23.8	24.6	35.9	0.0	35.8
Incr Delay (d2), s/veh	0.1	11.5	0.5	0.8	141.9	0.4	0.5	0.0	0.1	0.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.7	1.8	2.2	46.4	1.2	1.8	0.8	1.5	1.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	36.4	12.3	38.3	166.9	15.2	39.0	23.8	24.7	36.1	0.0	36.2
LnGrp LOS	D	D	B	D	F	B	D	C	C	D		D
Approach Vol, veh/h		1625			2313			326			167	
Approach Delay, s/veh		34.0			154.1			32.4			36.2	
Approach LOS		C			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.4	43.7	13.5	17.4	12.8	46.4		30.9
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	10.3	31.2	9.0	17.4	11.1	31.2		31.0
Max Q Clear Time (g_c+I1), s	7.1	35.2	6.4	6.7	3.4	42.2		6.1
Green Ext Time (p_c), s	0.0	0.0	0.1	0.3	0.0	0.0		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	96.7
HCM 7th LOS	F

Intersection	
Intersection Delay, s/veh	26.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	280	0	62	4	277	251	25	168	0
Future Vol, veh/h	0	0	0	280	0	62	4	277	251	25	168	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	295	0	65	4	292	264	26	177	0
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	0	17.8	37.5	12.2
HCM LOS	-	C	E	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%
Vol Thru, %	0%	52%	100%	0%	0%	0%	100%
Vol Right, %	0%	48%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	528	0	280	62	25	168
LT Vol	4	0	0	280	0	25	0
Through Vol	0	277	0	0	0	0	168
RT Vol	0	251	0	0	62	0	0
Lane Flow Rate	4	556	0	295	65	26	177
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.008	0.888	0	0.585	0.107	0.052	0.323
Departure Headway (Hd)	6.597	5.752	7.782	7.146	5.929	7.092	6.58
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	541	628	0	504	602	502	543
Service Time	4.357	3.511	5.782	4.908	3.691	4.87	4.359
HCM Lane V/C Ratio	0.007	0.885	0	0.585	0.108	0.052	0.326
HCM Control Delay, s/veh	9.4	37.7	10.8	19.6	9.4	10.3	12.5
HCM Lane LOS	A	E	N	C	A	B	B
HCM 95th-tile Q	0	10.7	0	3.7	0.4	0.2	1.4

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	127	106	0	1	221	43	0	1	1	28	2	103
Future Vol, veh/h	127	106	0	1	221	43	0	1	1	28	2	103
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	134	112	0	1	233	45	0	1	1	29	2	108
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	9.4	10.9	8.8	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%	93%	0%
Vol Thru, %	50%	0%	100%	0%	84%	7%	0%
Vol Right, %	50%	0%	0%	0%	16%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	127	106	1	264	30	103
LT Vol	0	127	0	1	0	28	0
Through Vol	1	0	106	0	221	2	0
RT Vol	1	0	0	0	43	0	103
Lane Flow Rate	2	134	112	1	278	32	108
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.003	0.209	0.159	0.002	0.386	0.055	0.153
Departure Headway (Hd)	5.686	5.619	5.116	5.618	5	6.242	5.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	625	638	698	635	717	572	705
Service Time	3.764	3.368	2.864	3.365	2.747	3.996	2.82
HCM Lane V/C Ratio	0.003	0.21	0.16	0.002	0.388	0.056	0.153
HCM Control Delay, s/veh	8.8	9.9	8.8	8.4	10.9	9.4	8.7
HCM Lane LOS	A	A	A	A	B	A	A
HCM 95th-tile Q	0	0.8	0.6	0	1.8	0.2	0.5

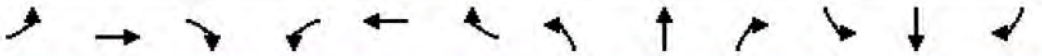
Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	478	1	0	0	21	4	0	1	0	3	1	442
Future Vol, veh/h	478	1	0	0	21	4	0	1	0	3	1	442
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	503	1	0	0	22	4	0	1	0	3	1	465

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	19	8	1	9	474	1	466	0	0	1	0	0
Stage 1	7	7	-	1	1	-	-	-	-	-	-	-
Stage 2	12	1	-	8	473	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	999	891	1089	1015	492	1089	1106	-	-	1635	-	-
Stage 1	1019	894	-	1027	899	-	-	-	-	-	-	-
Stage 2	1014	899	-	1019	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	949	889	1089	1012	491	1089	1106	-	-	1635	-	-
Mov Cap-2 Maneuver	949	889	-	1012	491	-	-	-	-	-	-	-
Stage 1	1017	892	-	1027	899	-	-	-	-	-	-	-
Stage 2	985	899	-	1016	561	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.02	11.98	0	0.05
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1106	-	-	949	491	1089	1350	-	-
HCM Lane V/C Ratio	-	-	-	0.532	0.045	0.004	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	13	12.7	8.3	7.2	0	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.2	0.1	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	392	362	393	642	0	0	0	0	115	2	228
Future Volume (veh/h)	0	392	362	393	642	0	0	0	0	115	2	228
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	413	381	414	676	0				122	0	240
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	720	629	439	1328	0				597	0	266
Arrive On Green	0.00	0.40	0.40	0.24	0.70	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	1900	1576	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	413	381	414	676	0				122	0	240
Grp Sat Flow(s),veh/h/ln	0	1805	1576	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	14.3	15.3	18.0	13.3	0.0				2.3	0.0	11.7
Cycle Q Clear(g_c), s	0.0	14.3	15.3	18.0	13.3	0.0				2.3	0.0	11.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	720	629	439	1328	0				597	0	266
V/C Ratio(X)	0.00	0.57	0.61	0.94	0.51	0.00				0.20	0.00	0.90
Avail Cap(c_a), veh/h	0	720	629	439	1328	0				597	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.38	0.38	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.8	19.1	29.8	5.6	0.0				28.9	0.0	32.8
Incr Delay (d2), s/veh	0.0	3.3	4.3	14.9	0.5	0.0				0.2	0.0	31.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	5.9	9.2	4.0	0.0				1.0	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	22.1	23.4	44.7	6.2	0.0				29.0	0.0	64.0
LnGrp LOS		C	C	D	A					C		E
Approach Vol, veh/h		794			1090						362	
Approach Delay, s/veh		22.7			20.8						52.2	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.0	37.0		19.0		61.0
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1
Max Green Setting (Gmax), s	19.4	31.9		13.2		55.9
Max Q Clear Time (g_c+I1), s	20.0	17.3		13.7		15.3
Green Ext Time (p_c), s	0.0	4.5		0.0		5.2

Intersection Summary	
HCM 7th Control Delay, s/veh	26.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



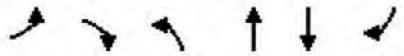
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	302	0	0	618	298	420	2	191	0	0	0
Future Volume (veh/h)	205	302	0	0	618	298	420	2	191	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	216	318	0	0	651	314	442	2	201			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	322	643	0	0	726	614	432	2	386			
Arrive On Green	0.36	0.36	0.00	0.00	0.38	0.38	0.24	0.24	0.24			
Sat Flow, veh/h	1810	3705	0	0	1900	1609	1802	8	1610			
Grp Volume(v), veh/h	216	318	0	0	651	314	444	0	201			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1609	1810	0	1610			
Q Serve(g_s), s	8.1	5.5	0.0	0.0	25.8	12.0	19.2	0.0	8.7			
Cycle Q Clear(g_c), s	8.1	5.5	0.0	0.0	25.8	12.0	19.2	0.0	8.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	322	643	0	0	726	614	434	0	386			
V/C Ratio(X)	0.67	0.49	0.00	0.00	0.90	0.51	1.02	0.00	0.52			
Avail Cap(c_a), veh/h	322	643	0	0	805	682	434	0	386			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.8	22.9	0.0	0.0	23.2	19.0	30.4	0.0	26.4			
Incr Delay (d2), s/veh	9.1	2.3	0.0	0.0	1.3	0.1	48.9	0.0	1.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	2.2	0.0	0.0	10.8	4.2	13.8	0.0	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	25.2	0.0	0.0	24.6	19.0	79.3	0.0	27.6			
LnGrp LOS	C	C			C	B	F		C			
Approach Vol, veh/h		534			965			645				
Approach Delay, s/veh		28.3			22.8			63.2				
Approach LOS		C			C			E				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	19.3	35.7	25.0
Change Period (Y+Rc), s	5.1	5.1	5.8
Max Green Setting (Gmax), s	10.9	33.9	19.2
Max Q Clear Time (g_c+I1), s	10.1	27.8	21.2
Green Ext Time (p_c), s	0.2	2.8	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	300	189	390	271	226	527
Future Volume (veh/h)	300	189	390	271	226	527
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	199	411	285	238	555
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	817	727	90	779	208	484
Arrive On Green	0.45	0.45	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	1610	695	1900	506	1181
Grp Volume(v), veh/h	316	199	411	285	0	793
Grp Sat Flow(s),veh/h/ln	1810	1610	695	1900	0	1687
Q Serve(g_s), s	9.3	6.2	0.0	8.3	0.0	32.8
Cycle Q Clear(g_c), s	9.3	6.2	32.8	8.3	0.0	32.8
Prop In Lane	1.00	1.00	1.00			0.70
Lane Grp Cap(c), veh/h	817	727	90	779	0	692
V/C Ratio(X)	0.39	0.27	4.57	0.37	0.00	1.15
Avail Cap(c_a), veh/h	823	733	90	779	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	13.7	40.0	16.4	0.0	23.6
Incr Delay (d2), s/veh	1.2	0.8	1630.2	0.3	0.0	82.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	2.2	42.4	3.2	0.0	26.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.8	14.5	1670.2	16.7	0.0	105.7
LnGrp LOS	B	B	F	B		F
Approach Vol, veh/h	515			696	793	
Approach Delay, s/veh	15.3			993.1	105.7	
Approach LOS	B			F	F	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	40.7	39.3	39.3
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	36.4	32.5	* 33
Max Q Clear Time (g_c+I1), s	11.3	34.8	34.8
Green Ext Time (p_c), s	1.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	390.7
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	258	18	5	294	48	8
Future Vol, veh/h	258	18	5	294	48	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	272	19	5	309	51	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	291	0	601	281
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1283	-	467	763
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1283	-	464	763
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.13	13.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	30	-
HCM Lane V/C Ratio	0.12	-	-	0.004	-
HCM Ctrl Dly (s/v)	13.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	266	0	0	299	0	6
Future Vol, veh/h	266	0	0	299	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	280	0	0	315	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	280
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	764
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	764
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.75
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	764	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Ctrl Dly (s/v)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	527	0	0	449
Future Vol, veh/h	0	7	527	0	0	449
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	555	0	0	473

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1027	555	0	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	262	535	-	0	0	-
Stage 1	579	-	-	0	0	-
Stage 2	631	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	262	535	-	-	-	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.82	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	535	-
HCM Lane V/C Ratio	-	0.014	-
HCM Ctrl Dly (s/v)	-	11.8	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	60	467	15	23	426
Future Vol, veh/h	19	60	467	15	23	426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	63	492	16	24	448

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	996	499	0	0	507	0
Stage 1	499	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	273	575	-	-	1068	-
Stage 1	614	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	267	575	-	-	1068	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.78	0	0.43
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	545	1068	-
HCM Lane V/C Ratio	-	-	0.152	0.023	-
HCM Ctrl Dly (s/v)	-	-	12.8	8.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	5	0	0	20
Future Vol, veh/h	0	4	5	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	5	0	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	3
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	1087
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.38
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1087
HCM Lane V/C Ratio	-	-	-	0.019
HCM Ctrl Dly (s/v)	-	-	-	8.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	417	62	396	273	966	57	212	747	1068	233	55
Future Volume (veh/h)	171	417	62	396	273	966	57	212	747	1068	233	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	180	439	65	417	287	1017	60	223	786	1124	245	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	502	74	494	433	1675	78	427	733	1277	1585	705
Arrive On Green	0.07	0.16	0.16	0.14	0.23	0.23	0.04	0.12	0.12	0.36	0.44	0.44
Sat Flow, veh/h	3510	3154	464	3510	1900	2828	1810	3610	2827	3510	3610	1607
Grp Volume(v), veh/h	180	250	254	417	287	1017	60	223	786	1124	245	58
Grp Sat Flow(s),veh/h/ln	1755	1805	1813	1755	1900	1414	1810	1805	1413	1755	1805	1607
Q Serve(g_s), s	4.7	12.6	12.7	10.8	12.8	21.2	3.1	5.4	11.0	27.9	3.8	2.0
Cycle Q Clear(g_c), s	4.7	12.6	12.7	10.8	12.8	21.2	3.1	5.4	11.0	27.9	3.8	2.0
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	287	289	494	433	1675	78	427	733	1277	1585	705
V/C Ratio(X)	0.71	0.87	0.88	0.84	0.66	0.61	0.77	0.52	1.07	0.88	0.15	0.08
Avail Cap(c_a), veh/h	377	291	292	604	433	1675	195	427	733	1277	1585	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	38.2	38.2	39.0	32.7	12.1	44.1	38.5	34.5	27.7	15.7	15.2
Incr Delay (d2), s/veh	1.4	22.5	24.0	5.3	2.1	0.3	5.9	0.6	54.5	7.1	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	7.1	7.3	4.8	5.9	5.8	1.4	2.3	13.4	11.9	1.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.6	60.7	62.2	44.3	34.7	12.4	50.0	39.1	88.9	34.8	15.9	15.4
LnGrp LOS	D	E	E	D	C	B	D	D	F	C	B	B
Approach Vol, veh/h		684			1721			1069			1427	
Approach Delay, s/veh		56.7			23.9			76.3			30.8	
Approach LOS		E			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.4	16.3	17.7	20.6	8.6	46.1	11.3	27.0
Change Period (Y+Rc), s	4.6	5.3	4.6	* 5.8	4.6	5.3	4.6	5.8
Max Green Setting (Gmax), s	30.0	11.0	16.0	* 15	10.0	32.0	10.0	21.0
Max Q Clear Time (g_c+I1), s	29.9	13.0	12.8	14.7	5.1	5.8	6.7	23.2
Green Ext Time (p_c), s	0.1	0.0	0.3	0.1	0.0	1.0	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	41.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1456	768	761	1595	0	0	0	0	1044	0	191
Future Volume (veh/h)	0	1456	768	761	1595	0	0	0	0	1044	0	191
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1533	808	801	1679	0				1162	0	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1832	569	867	2373	0				809	0	360
Arrive On Green	0.00	0.35	0.35	0.25	0.66	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5358	1610	3510	3705	0				3619	0	1610
Grp Volume(v), veh/h	0	1533	808	801	1679	0				1162	0	134
Grp Sat Flow(s),veh/h/ln	0	1729	1610	1755	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	25.5	33.2	20.9	28.0	0.0				21.0	0.0	6.6
Cycle Q Clear(g_c), s	0.0	25.5	33.2	20.9	28.0	0.0				21.0	0.0	6.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1832	569	867	2373	0				809	0	360
V/C Ratio(X)	0.00	0.84	1.42	0.92	0.71	0.00				1.44	0.00	0.37
Avail Cap(c_a), veh/h	0	1832	569	896	2381	0				809	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.34	0.34	0.37	0.37	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.9	30.4	34.5	10.3	0.0				36.5	0.0	30.9
Incr Delay (d2), s/veh	0.0	1.7	193.0	6.4	0.7	0.0				203.8	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.1	42.4	9.2	9.0	0.0				31.8	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	29.6	223.4	40.9	11.0	0.0				240.3	0.0	31.2
LnGrp LOS		C	F	D	B					F		C
Approach Vol, veh/h		2341			2480						1296	
Approach Delay, s/veh		96.5			20.6						218.7	
Approach LOS		F			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.6	38.6		26.8		67.2
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	24.6	32.0		21.0		62.0
Max Q Clear Time (g_c+I1), s	22.9	35.2		23.0		30.0
Green Ext Time (p_c), s	0.3	0.0		0.0		10.6

Intersection Summary	
HCM 7th Control Delay, s/veh	91.6
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	2354	0	0	1760	842	595	4	820	0	0	0
Future Volume (veh/h)	149	2354	0	0	1760	842	595	4	820	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	157	2478	0	0	1853	886	933	0	537			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	192	3243	0	0	2414	728	914	0	407			
Arrive On Green	0.11	0.63	0.00	0.00	0.15	0.15	0.25	0.00	0.25			
Sat Flow, veh/h	1810	5358	0	0	5358	1564	3619	0	1610			
Grp Volume(v), veh/h	157	2478	0	0	1853	886	933	0	537			
Grp Sat Flow(s),veh/h/ln	1810	1729	0	0	1729	1564	1810	0	1610			
Q Serve(g_s), s	8.1	32.6	0.0	0.0	32.6	44.2	24.0	0.0	24.0			
Cycle Q Clear(g_c), s	8.1	32.6	0.0	0.0	32.6	44.2	24.0	0.0	24.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	192	3243	0	0	2414	728	914	0	407			
V/C Ratio(X)	0.82	0.76	0.00	0.00	0.77	1.22	1.02	0.00	1.32			
Avail Cap(c_a), veh/h	210	3243	0	0	2414	728	914	0	407			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.43	0.43	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.6	12.8	0.0	0.0	35.3	40.2	35.5	0.0	35.5			
Incr Delay (d2), s/veh	2.0	0.2	0.0	0.0	1.0	103.4	35.0	0.0	160.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	10.4	0.0	0.0	15.1	39.2	14.6	0.0	27.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.5	12.9	0.0	0.0	36.3	143.6	70.5	0.0	195.9			
LnGrp LOS	D	B			D	F	F		F			
Approach Vol, veh/h		2635			2739			1470				
Approach Delay, s/veh		14.8			71.0			116.3				
Approach LOS		B			E			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.2			15.2	50.0		29.8				
Change Period (Y+Rc), s		5.8			5.1	5.8		5.8				
Max Green Setting (Gmax), s		59.0			11.0	42.0		24.0				
Max Q Clear Time (g_c+I1), s		34.6			10.1	46.2		26.0				
Green Ext Time (p_c), s		15.6			0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	59.1
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	353	2449	368	124	1950	63	284	149	78	69	130	367
Future Volume (veh/h)	353	2449	368	124	1950	63	284	149	78	69	130	367
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		0.96	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	372	2578	387	131	2053	66	299	157	82	73	137	386
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	411	2652	822	162	2445	595	234	277	145	213	454	737
Arrive On Green	0.15	0.34	0.34	0.09	0.37	0.37	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1810	5187	1609	1810	6536	1591	880	1159	605	1145	1900	1554
Grp Volume(v), veh/h	372	2578	387	131	2053	66	299	0	239	73	137	386
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1810	1634	1591	880	0	1764	1145	1900	1554
Q Serve(g_s), s	19.2	46.5	17.9	6.7	27.2	2.6	17.1	0.0	11.3	5.7	5.6	16.8
Cycle Q Clear(g_c), s	19.2	46.5	17.9	6.7	27.2	2.6	22.7	0.0	11.3	17.0	5.6	16.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	411	2652	822	162	2445	595	234	0	422	213	454	737
V/C Ratio(X)	0.91	0.97	0.47	0.81	0.84	0.11	1.28	0.00	0.57	0.34	0.30	0.52
Avail Cap(c_a), veh/h	541	2652	822	251	2445	595	234	0	422	213	454	737
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	30.6	21.1	42.4	27.1	19.4	41.7	0.0	31.8	39.3	29.6	18.0
Incr Delay (d2), s/veh	7.2	7.1	0.9	5.2	3.7	0.4	153.8	0.0	1.1	0.4	0.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	21.2	7.2	3.1	10.1	0.9	15.4	0.0	4.8	1.6	2.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	37.7	22.1	47.6	30.8	19.8	195.5	0.0	33.0	39.7	29.8	18.4
LnGrp LOS	D	D	C	D	C	B	F		C	D	C	B
Approach Vol, veh/h		3337			2250			538			596	
Approach Delay, s/veh		36.8			31.5			123.3			23.6	
Approach LOS		D			C			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	53.9		28.0	26.2	40.8		28.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	13.3	43.9		22.7	28.4	28.7		22.7				
Max Q Clear Time (g_c+I1), s	8.7	48.5		19.0	21.2	29.2		24.7				
Green Ext Time (p_c), s	0.1	0.0		0.6	0.4	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	40.8
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1989	229	186	1547	189	249	114	190	239	132	82
Future Volume (veh/h)	178	1989	229	186	1547	189	249	114	190	239	132	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	2094	241	196	1628	199	262	120	200	252	139	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	1475	807	210	1515	673	332	570	479	243	171	106
Arrive On Green	0.10	0.41	0.41	0.12	0.42	0.42	0.09	0.30	0.30	0.16	0.16	0.16
Sat Flow, veh/h	3510	3610	1603	1810	3610	1603	3510	1900	1597	1066	1091	675
Grp Volume(v), veh/h	187	2094	241	196	1628	199	262	120	200	252	0	225
Grp Sat Flow(s),veh/h/ln	1755	1805	1603	1810	1805	1603	1755	1900	1597	1066	0	1766
Q Serve(g_s), s	4.8	38.8	8.4	10.2	39.9	7.8	6.9	4.5	9.5	14.9	0.0	11.7
Cycle Q Clear(g_c), s	4.8	38.8	8.4	10.2	39.9	7.8	6.9	4.5	9.5	14.9	0.0	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	367	1475	807	210	1515	673	332	570	479	243	0	277
V/C Ratio(X)	0.51	1.42	0.30	0.94	1.07	0.30	0.79	0.21	0.42	1.04	0.00	0.81
Avail Cap(c_a), veh/h	370	1475	807	210	1515	673	333	570	479	243	0	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.2	28.1	13.8	41.6	27.6	18.3	42.1	24.9	26.6	42.4	0.0	38.7
Incr Delay (d2), s/veh	0.5	193.0	0.9	43.8	45.9	1.1	11.0	0.1	0.2	67.8	0.0	15.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	54.3	3.0	6.8	24.7	2.8	3.4	1.9	3.5	10.2	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.7	221.1	14.7	85.4	73.5	19.4	53.1	24.9	26.8	110.1	0.0	54.2
LnGrp LOS	D	F	B	F	F	B	D	C	C	F		D
Approach Vol, veh/h		2522			2023			582			477	
Approach Delay, s/veh		188.0			69.3			38.3			83.8	
Approach LOS		F			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	45.0	13.6	20.3	15.0	46.1		33.9				
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4				
Max Green Setting (Gmax), s	11.0	38.8	9.0	14.9	10.0	39.8		19.6				
Max Q Clear Time (g_c+I1), s	12.2	40.8	8.9	16.9	6.8	41.9		11.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	0.0		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	120.7
HCM 7th LOS	F

Intersection	
Intersection Delay, s/veh	135.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	4	4	381	1	35	6	298	450	67	336	2
Future Vol, veh/h	7	4	4	381	1	35	6	298	450	67	336	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	4	4	401	1	37	6	314	474	71	354	2
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	14.1	45.4	246.1	26.8
HCM LOS	B	E	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	47%	100%	0%	100%	0%
Vol Thru, %	0%	40%	27%	0%	3%	0%	99%
Vol Right, %	0%	60%	27%	0%	97%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	748	15	381	36	67	338
LT Vol	6	0	7	381	0	67	0
Through Vol	0	298	4	0	1	0	336
RT Vol	0	450	4	0	35	0	2
Lane Flow Rate	6	787	16	401	38	71	356
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.014	1.487	0.04	0.877	0.07	0.154	0.727
Departure Headway (Hd)	7.744	6.797	10.669	8.739	7.516	8.651	8.126
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	460	535	338	417	479	418	448
Service Time	5.519	4.571	8.669	6.439	5.216	6.351	5.826
HCM Lane V/C Ratio	0.013	1.471	0.047	0.962	0.079	0.17	0.795
HCM Control Delay, s/veh	10.6	248	14.1	48.7	10.8	12.9	29.6
HCM Lane LOS	B	F	B	E	B	B	D
HCM 95th-tile Q	0	39.3	0.1	8.9	0.2	0.5	5.8

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	180	268	1	0	125	42	1	3	2	77	3	238
Future Vol, veh/h	180	268	1	0	125	42	1	3	2	77	3	238
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	189	282	1	0	132	44	1	3	2	81	3	251
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	12.7	11.1	9.8	11.4
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	17%	100%	0%	0%	0%	96%	0%
Vol Thru, %	50%	0%	100%	100%	75%	4%	0%
Vol Right, %	33%	0%	0%	0%	25%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	180	269	0	167	80	238
LT Vol	1	180	0	0	0	77	0
Through Vol	3	0	268	0	125	3	0
RT Vol	2	0	1	0	42	0	238
Lane Flow Rate	6	189	283	0	176	84	251
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.012	0.328	0.451	0	0.291	0.157	0.385
Departure Headway (Hd)	6.653	6.236	5.729	6.137	5.959	6.733	5.536
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	578	629	0	603	533	649
Service Time	4.702	3.964	3.456	3.872	3.693	4.467	3.27
HCM Lane V/C Ratio	0.011	0.327	0.45	0	0.292	0.158	0.387
HCM Control Delay, s/veh	9.8	12	13.1	8.9	11.1	10.7	11.7
HCM Lane LOS	A	B	B	N	B	B	B
HCM 95th-tile Q	0	1.4	2.3	0	1.2	0.6	1.8

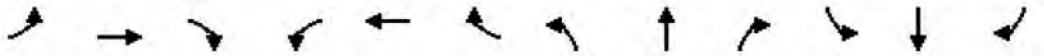
Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	745	7	0	1	15	4	1	1	0	1	1	666
Future Vol, veh/h	745	7	0	1	15	4	1	1	0	1	1	666
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	784	7	0	1	16	4	1	1	0	1	1	701

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	14	6	1	10	707	1	702	0	0	1	0	0
Stage 1	3	3	-	3	3	-	-	-	-	-	-	-
Stage 2	11	3	-	7	704	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1007	893	1089	1013	362	1089	905	-	-	1635	-	-
Stage 1	1025	897	-	1025	897	-	-	-	-	-	-	-
Stage 2	1015	897	-	1020	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	958	891	1089	1003	362	1089	905	-	-	1635	-	-
Mov Cap-2 Maneuver	958	891	-	1003	362	-	-	-	-	-	-	-
Stage 1	1024	897	-	1023	896	-	-	-	-	-	-	-
Stage 2	992	896	-	1011	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.84	13.67	4.49	0.01
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	957	377	1089	900	-	-
HCM Lane V/C Ratio	0.001	-	-	0.827	0.045	0.004	0.001	-	-
HCM Ctrl Dly (s/v)	9	0	-	23.8	15	8.3	7.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	9.8	0.1	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	607	395	236	635	0	0	0	0	432	0	421
Future Volume (veh/h)	0	607	395	236	635	0	0	0	0	432	0	421
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	639	416	248	668	0				455	0	443
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	917	596	283	1207	0				961	0	427
Arrive On Green	0.00	0.44	0.44	0.16	0.64	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	2191	1363	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	550	505	248	668	0				455	0	443
Grp Sat Flow(s),veh/h/ln	0	1805	1655	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	27.1	27.2	14.7	21.7	0.0				11.6	0.0	29.2
Cycle Q Clear(g_c), s	0.0	27.1	27.2	14.7	21.7	0.0				11.6	0.0	29.2
Prop In Lane	0.00		0.82	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	789	724	283	1207	0				961	0	427
V/C Ratio(X)	0.00	0.70	0.70	0.88	0.55	0.00				0.47	0.00	1.04
Avail Cap(c_a), veh/h	0	789	724	418	1207	0				961	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.48	0.48	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.0	25.1	45.4	11.3	0.0				33.9	0.0	40.4
Incr Delay (d2), s/veh	0.0	5.1	5.5	7.0	0.9	0.0				0.4	0.0	53.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.3	11.3	7.1	8.6	0.0				5.1	0.0	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.1	30.6	52.4	12.2	0.0				34.3	0.0	93.7
LnGrp LOS		C	C	D	B					C		F
Approach Vol, veh/h		1055			916						898	
Approach Delay, s/veh		30.3			23.1						63.6	
Approach LOS		C			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.8	53.2		35.0		75.0
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1
Max Green Setting (Gmax), s	25.4	39.9		29.2		69.9
Max Q Clear Time (g_c+I1), s	16.7	29.2		31.2		23.7
Green Ext Time (p_c), s	0.5	5.0		0.0		5.2

Intersection Summary		
HCM 7th Control Delay, s/veh		38.4
HCM 7th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.



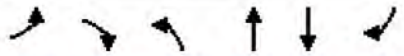
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	763	0	0	532	196	337	3	538	0	0	0
Future Volume (veh/h)	276	763	0	0	532	196	337	3	538	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	291	803	0	0	560	206	355	3	566			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	478	954	0	0	634	531	460	4	413			
Arrive On Green	0.09	0.09	0.00	0.00	0.33	0.33	0.26	0.26	0.26			
Sat Flow, veh/h	1810	3705	0	0	1900	1590	1795	15	1610			
Grp Volume(v), veh/h	291	803	0	0	560	206	358	0	566			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1590	1810	0	1610			
Q Serve(g_s), s	17.1	24.1	0.0	0.0	30.6	10.9	20.2	0.0	28.2			
Cycle Q Clear(g_c), s	17.1	24.1	0.0	0.0	30.6	10.9	20.2	0.0	28.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	478	954	0	0	634	531	464	0	413			
V/C Ratio(X)	0.61	0.84	0.00	0.00	0.88	0.39	0.77	0.00	1.37			
Avail Cap(c_a), veh/h	478	954	0	0	879	736	464	0	413			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	44.7	47.9	0.0	0.0	34.6	28.0	37.9	0.0	40.9			
Incr Delay (d2), s/veh	4.2	6.8	0.0	0.0	0.8	0.0	7.8	0.0	181.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.8	12.5	0.0	0.0	13.8	4.1	9.8	0.0	31.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.9	54.7	0.0	0.0	35.4	28.1	45.7	0.0	222.7			
LnGrp LOS	D	D			D	C	D		F			
Approach Vol, veh/h		1094			766			924				
Approach Delay, s/veh		53.2			33.5			154.1				
Approach LOS		D			C			F				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	34.2	41.8	34.0
Change Period (Y+Rc), s	5.1	5.1	5.8
Max Green Setting (Gmax), s	14.9	50.9	28.2
Max Q Clear Time (g_c+I1), s	26.1	32.6	30.2
Green Ext Time (p_c), s	0.0	4.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	81.3
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	750	550	289	303	449	442
Future Volume (veh/h)	750	550	289	303	449	442
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	789	579	304	319	473	465
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	818	728	65	860	398	391
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	1610	607	1900	880	865
Grp Volume(v), veh/h	789	579	304	319	0	938
Grp Sat Flow(s),veh/h/ln	1810	1610	607	1900	0	1744
Q Serve(g_s), s	46.6	33.8	0.0	12.1	0.0	49.8
Cycle Q Clear(g_c), s	46.6	33.8	49.8	12.1	0.0	49.8
Prop In Lane	1.00	1.00	1.00			0.50
Lane Grp Cap(c), veh/h	818	728	65	860	0	790
V/C Ratio(X)	0.96	0.80	4.64	0.37	0.00	1.19
Avail Cap(c_a), veh/h	818	728	65	860	0	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	25.8	55.0	19.8	0.0	30.1
Incr Delay (d2), s/veh	14.4	4.2	1674.3	0.3	0.0	97.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.3	13.2	32.2	5.0	0.0	39.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	43.7	30.0	1729.3	20.1	0.0	127.2
LnGrp LOS	D	C	F	C		F
Approach Vol, veh/h	1368			623	938	
Approach Delay, s/veh	37.9			854.1	127.2	
Approach LOS	D			F	F	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	54.3	56.3	56.3
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	49.4	49.5	* 50
Max Q Clear Time (g_c+I1), s	48.6	51.8	51.8
Green Ext Time (p_c), s	0.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	240.1
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	462	58	16	387	30	5
Future Vol, veh/h	462	58	16	387	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	486	61	17	407	32	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	547	0	958	517
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1032	-	288	562
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1032	-	282	562
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.34	18.49
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	303	-	-	71	-
HCM Lane V/C Ratio	0.121	-	-	0.016	-
HCM Ctrl Dly (s/v)	18.5	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	467	0	0	403	0	4
Future Vol, veh/h	467	0	0	403	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	492	0	0	424	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	492
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	581
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	581
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.24
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	581	-	-
HCM Lane V/C Ratio	0.007	-	-
HCM Ctrl Dly (s/v)	11.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	750	0	0	720
Future Vol, veh/h	0	4	750	0	0	720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	789	0	0	758

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1547	789	0	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	127	394	-	0	0	-
Stage 1	451	-	-	0	0	-
Stage 2	466	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	127	394	-	-	-	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.25	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	394	-
HCM Lane V/C Ratio	-	0.011	-
HCM Ctrl Dly (s/v)	-	14.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	42	708	42	66	654
Future Vol, veh/h	13	42	708	42	66	654
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	44	745	44	69	688

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1595	767	0	0	789	0
Stage 1	767	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	119	405	-	-	839	-
Stage 1	462	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	405	-	-	839	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.33	0	0.89
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	839	-
HCM Lane V/C Ratio	-	-	0.154	0.083	-
HCM Ctrl Dly (s/v)	-	-	16.3	9.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	6	0	0	14
Future Vol, veh/h	0	8	6	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	6	0	0	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	3
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	1086
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	1086
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.36
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1086
HCM Lane V/C Ratio	-	-	-	0.014
HCM Ctrl Dly (s/v)	-	-	-	8.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	172	64	665	338	933	71	171	845	1487	138	42
Future Volume (veh/h)	68	172	64	665	338	933	71	171	845	1487	138	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	181	67	700	356	982	75	180	889	1565	145	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	264	94	776	550	2041	96	256	822	2207	1625	720
Arrive On Green	0.04	0.10	0.10	0.07	0.10	0.10	0.05	0.07	0.07	0.43	0.45	0.45
Sat Flow, veh/h	3510	2584	917	3510	1900	2814	1810	3610	2762	5103	3610	1599
Grp Volume(v), veh/h	72	124	124	700	356	982	75	180	889	1565	145	44
Grp Sat Flow(s),veh/h/ln	1755	1805	1696	1755	1900	1407	1810	1805	1381	1701	1805	1599
Q Serve(g_s), s	2.4	8.0	8.5	23.7	21.7	16.7	4.9	5.9	8.5	30.1	2.8	1.9
Cycle Q Clear(g_c), s	2.4	8.0	8.5	23.7	21.7	16.7	4.9	5.9	8.5	30.1	2.8	1.9
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	185	173	776	550	2041	96	256	822	2207	1625	720
V/C Ratio(X)	0.54	0.67	0.71	0.90	0.65	0.48	0.78	0.70	1.08	0.71	0.09	0.06
Avail Cap(c_a), veh/h	170	271	254	898	668	2215	172	256	822	2207	1625	720
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	51.9	52.2	54.3	48.3	8.9	56.1	54.5	28.1	27.9	18.9	18.6
Incr Delay (d2), s/veh	1.3	1.6	2.1	8.4	0.7	0.1	5.1	7.2	55.6	0.9	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.6	3.7	12.1	11.1	5.9	2.3	2.9	16.3	11.8	1.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.0	53.5	54.2	62.7	49.0	8.9	61.2	61.7	83.7	28.8	19.0	18.8
LnGrp LOS	E	D	D	E	D	A	E	E	F	C	B	B
Approach Vol, veh/h		320			2038			1144			1754	
Approach Delay, s/veh		54.8			34.4			78.8			27.7	
Approach LOS		D			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	56.5	13.8	32.3	17.4	11.0	59.3	9.1	40.6
Change Period (Y+Rc), s	4.6	5.3	5.8	* 5.1	4.6	5.3	4.6	5.8
Max Green Setting (Gmax), s	43.2	8.5	30.7	* 18	11.4	40.3	5.8	42.2
Max Q Clear Time (g_c+I1), s	32.1	10.5	25.7	10.5	6.9	4.8	4.4	23.7
Green Ext Time (p_c), s	3.1	0.0	0.8	0.5	0.0	0.6	0.0	3.7

Intersection Summary	
HCM 7th Control Delay, s/veh	43.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1494	958	743	1865	0	0	0	0	664	2	309
Future Volume (veh/h)	0	1494	958	743	1865	0	0	0	0	664	2	309
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1573	1008	782	1963	0				700	0	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2136	702	843	3739	0				1009	0	299
Arrive On Green	0.00	0.44	0.44	0.48	1.00	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	5168	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1573	1008	782	1963	0				700	0	325
Grp Sat Flow(s),veh/h/ln	0	1634	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	32.0	52.3	25.1	0.0	0.0				14.5	0.0	22.3
Cycle Q Clear(g_c), s	0.0	32.0	52.3	25.1	0.0	0.0				14.5	0.0	22.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2136	702	843	3739	0				1009	0	299
V/C Ratio(X)	0.00	0.74	1.44	0.93	0.53	0.00				0.69	0.00	1.09
Avail Cap(c_a), veh/h	0	2136	702	843	3739	0				1009	0	299
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	0.54	0.68	0.68	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.1	33.9	30.2	0.0	0.0				45.7	0.0	48.8
Incr Delay (d2), s/veh	0.0	1.3	200.8	12.1	0.4	0.0				2.1	0.0	77.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.2	58.4	8.9	0.1	0.0				6.6	0.0	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	29.4	234.7	42.3	0.4	0.0				47.7	0.0	125.8
LnGrp LOS		C	F	D	A					D		F
Approach Vol, veh/h		2581			2745						1025	
Approach Delay, s/veh		109.6			12.3						72.5	
Approach LOS		F			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	34.2	57.7		28.1		91.9
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	28.8	52.3		22.3		86.5
Max Q Clear Time (g_c+I1), s	27.1	54.3		24.3		2.0
Green Ext Time (p_c), s	0.6	0.0		0.0		28.3

Intersection Summary	
HCM 7th Control Delay, s/veh	61.5
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑			↑↑↑				↱↱↱			↱↱
Traffic Volume (veh/h)	0	2158	0	0	1946	0	0	0	540	0	0	662
Future Volume (veh/h)	0	2158	0	0	1946	0	0	0	540	0	0	662
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	0	0	1900	0	0	0	1900	0	0	1900
Adj Flow Rate, veh/h	0	2248	0	0	2027	0	0	0	562	0	0	690
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6220	0	0	4936	0	0	0	0	0	0	0
Arrive On Green	0.00	0.95	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	7068	0	0	5529	0		0			0	
Grp Volume(v), veh/h	0	2248	0	0	2027	0		0.0			0.0	
Grp Sat Flow(s),veh/h/ln	0	1634	0	0	1729	0						
Q Serve(g_s), s	0.0	3.0	0.0	0.0	3.7	0.0						
Cycle Q Clear(g_c), s	0.0	3.0	0.0	0.0	3.7	0.0						
Prop In Lane	0.00		0.00	0.00		0.00						
Lane Grp Cap(c), veh/h	0	6220	0	0	4936	0						
V/C Ratio(X)	0.00	0.36	0.00	0.00	0.41	0.00						
Avail Cap(c_a), veh/h	0	6220	0	0	4936	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	0.33	0.00	0.00	0.49	0.00						
Uniform Delay (d), s/veh	0.0	0.2	0.0	0.0	0.2	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.1	0.0						
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.3	0.0	0.0	0.4	0.0						
LnGrp LOS		A			A							
Approach Vol, veh/h		2248			2027							
Approach Delay, s/veh		0.3			0.4							
Approach LOS		A			A							

Timer - Assigned Phs	2	6
Phs Duration (G+Y+Rc), s	120.0	120.0
Change Period (Y+Rc), s	5.8	5.8
Max Green Setting (Gmax), s	67.2	67.2
Max Q Clear Time (g_c+I1), s	5.0	5.7
Green Ext Time (p_c), s	19.8	15.8

Intersection Summary	
HCM 7th Control Delay, s/veh	0.3
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	542	1858	298	105	1622	965	213	161	65	56	64	111
Future Volume (veh/h)	542	1858	298	105	1622	965	213	161	65	56	64	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	553	1896	304	107	2143	660	217	164	66	57	65	113
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	597	3317	531	132	2755	776	294	558	216	251	418	625
Arrive On Green	0.34	1.00	1.00	0.07	0.48	0.48	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	3510	5719	916	1810	5700	1606	1217	2538	980	1164	1900	1595
Grp Volume(v), veh/h	553	1625	575	107	2143	660	217	115	115	57	65	113
Grp Sat Flow(s),veh/h/ln	1755	1634	1732	1810	1900	1606	1217	1805	1713	1164	1900	1595
Q Serve(g_s), s	18.2	0.0	0.0	7.0	37.4	43.3	21.0	6.3	6.8	5.2	3.3	5.6
Cycle Q Clear(g_c), s	18.2	0.0	0.0	7.0	37.4	43.3	24.3	6.3	6.8	11.9	3.3	5.6
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	597	2844	1005	132	2755	776	294	397	377	251	418	625
V/C Ratio(X)	0.93	0.57	0.57	0.81	0.78	0.85	0.74	0.29	0.31	0.23	0.16	0.18
Avail Cap(c_a), veh/h	626	2844	1005	220	2755	776	297	402	381	253	423	629
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	0.0	54.8	25.7	27.2	47.6	39.0	39.1	44.1	37.8	24.0
Incr Delay (d2), s/veh	16.4	0.7	1.9	4.4	2.2	11.3	8.1	0.1	0.2	0.2	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.2	0.5	3.2	16.0	17.5	7.0	2.8	2.8	1.5	1.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.2	0.7	1.9	59.1	27.9	38.5	55.7	39.1	39.3	44.3	37.9	24.1
LnGrp LOS	E	A	A	E	C	D	E	D	D	D	D	C
Approach Vol, veh/h		2753			2910			447			235	
Approach Delay, s/veh		11.9			31.5			47.2			32.8	
Approach LOS		B			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	74.9		31.7	25.0	63.3		31.7				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	14.6	63.5		26.7	21.4	56.7		26.7				
Max Q Clear Time (g_c+I1), s	9.0	2.0		13.9	20.2	45.3		26.3				
Green Ext Time (p_c), s	0.0	16.3		0.4	0.2	8.3		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	24.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1395	168	97	2497	161	179	51	61	79	44	101
Future Volume (veh/h)	142	1395	168	97	2497	161	179	51	61	79	44	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	1468	177	102	2628	169	188	54	64	83	46	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	1991	1008	160	2012	897	263	419	354	207	55	126
Arrive On Green	0.08	0.55	0.55	0.09	0.56	0.56	0.07	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	3510	3610	1609	1810	3610	1610	3510	1900	1606	1364	509	1172
Grp Volume(v), veh/h	149	1468	177	102	2628	169	188	54	64	83	0	152
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1810	1805	1610	1755	1900	1606	1364	0	1681
Q Serve(g_s), s	4.9	36.9	5.5	6.5	66.9	6.2	6.3	2.7	3.9	6.9	0.0	10.6
Cycle Q Clear(g_c), s	4.9	36.9	5.5	6.5	66.9	6.2	6.3	2.7	3.9	6.9	0.0	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	291	1991	1008	160	2012	897	263	419	354	207	0	181
V/C Ratio(X)	0.51	0.74	0.18	0.64	1.31	0.19	0.72	0.13	0.18	0.40	0.00	0.84
Avail Cap(c_a), veh/h	293	1991	1008	166	2012	897	269	491	415	256	0	241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.7	20.3	9.4	52.8	26.6	13.1	54.3	37.5	37.9	50.9	0.0	52.5
Incr Delay (d2), s/veh	0.6	2.5	0.4	5.5	141.5	0.5	7.3	0.1	0.1	0.5	0.0	14.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	14.5	1.9	3.1	64.5	2.2	3.0	1.3	1.5	2.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.4	22.8	9.8	58.4	168.0	13.6	61.5	37.6	38.0	51.4	0.0	66.6
LnGrp LOS	D	C	A	E	F	B	E	D	D	D		E
Approach Vol, veh/h		1794			2899			306			235	
Approach Delay, s/veh		24.1			155.2			52.4			61.2	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.7	72.4	13.6	18.3	15.0	73.1		31.9
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	10.6	61.3	9.2	17.2	10.0	62.3		31.0
Max Q Clear Time (g_c+I1), s	8.5	38.9	8.3	12.6	6.9	68.9		5.9
Green Ext Time (p_c), s	0.0	7.4	0.0	0.3	0.1	0.0		0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	100.0
HCM 7th LOS	F

Intersection	
Intersection Delay, s/veh	25.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	257	0	119	4	267	230	78	202	0
Future Vol, veh/h	0	0	0	257	0	119	4	267	230	78	202	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	271	0	125	4	281	242	82	213	0
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	0	20.9	35.8	13.1
HCM LOS	-	C	E	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	68%	100%	0%
Vol Thru, %	0%	54%	100%	0%	0%	100%
Vol Right, %	0%	46%	0%	32%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	497	0	376	78	202
LT Vol	4	0	0	257	78	0
Through Vol	0	267	0	0	0	202
RT Vol	0	230	0	119	0	0
Lane Flow Rate	4	523	0	396	82	213
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.008	0.868	0	0.671	0.165	0.398
Departure Headway (Hd)	6.81	5.97	7.49	6.099	7.252	6.739
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	522	602	0	586	498	538
Service Time	4.598	3.757	5.504	4.191	4.952	4.439
HCM Lane V/C Ratio	0.008	0.869	0	0.676	0.165	0.396
HCM Control Delay, s/veh	9.7	36	10.5	20.9	11.4	13.8
HCM Lane LOS	A	E	N	C	B	B
HCM 95th-tile Q	0	9.8	0	5.1	0.6	1.9

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	182	0	81	267	45	0	79	290	29	64	97
Future Vol, veh/h	100	182	0	81	267	45	0	79	290	29	64	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	105	192	0	85	281	47	0	83	305	31	67	102
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	14.4	20.1	26.3	12.2
HCM LOS	B	C	D	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%	31%	0%
Vol Thru, %	21%	0%	100%	0%	86%	69%	0%
Vol Right, %	79%	0%	0%	0%	14%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	369	100	182	81	312	93	97
LT Vol	0	100	0	81	0	29	0
Through Vol	79	0	182	0	267	64	0
RT Vol	290	0	0	0	45	0	97
Lane Flow Rate	388	105	192	85	328	98	102
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.732	0.233	0.397	0.183	0.649	0.216	0.2
Departure Headway (Hd)	6.788	7.979	7.463	7.73	7.113	7.929	7.048
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	532	448	481	463	506	451	506
Service Time	4.849	5.754	5.238	5.496	4.879	5.706	4.824
HCM Lane V/C Ratio	0.729	0.234	0.399	0.184	0.648	0.217	0.202
HCM Control Delay, s/veh	26.3	13.2	15.1	12.2	22.2	12.9	11.6
HCM Lane LOS	D	B	C	B	C	B	B
HCM 95th-tile Q	6.1	0.9	1.9	0.7	4.6	0.8	0.7

Intersection	
Int Delay, s/veh	172.5

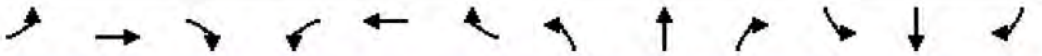
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	489	284	0	0	102	12	0	1	0	24	1	435
Future Vol, veh/h	489	284	0	0	102	12	0	1	0	24	1	435
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	515	299	0	0	107	13	0	1	0	25	1	458

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	335	282	230	202	511	1	459	0	0	1	0	0
Stage 1	281	281	-	1	1	-	-	-	-	-	-	-
Stage 2	55	1	-	201	509	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	622	630	814	760	469	1089	1113	-	-	1635	-	-
Stage 1	731	682	-	1027	899	-	-	-	-	-	-	-
Stage 2	963	899	-	805	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 463	616	814	387	459	1089	1113	-	-	1635	-	-
Mov Cap-2 Maneuver	~ 463	616	-	387	459	-	-	-	-	-	-	-
Stage 1	714	667	-	1027	899	-	-	-	-	-	-	-
Stage 2	838	899	-	435	529	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	298.38	14.75	0	0.38
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1113	-	-	510	488	78	-	-
HCM Lane V/C Ratio	-	-	-	1.597	0.246	0.015	-	-
HCM Ctrl Dly (s/v)	0	-	-	298.4	14.8	7.2	0	-
HCM Lane LOS	A	-	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	44.8	1	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	406	385	423	783	0	0	0	0	121	7	239
Future Volume (veh/h)	0	406	385	423	783	0	0	0	0	121	7	239
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	427	405	445	824	0				132	0	252
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	720	629	439	1328	0				597	0	266
Arrive On Green	0.00	0.40	0.40	0.24	0.70	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	1900	1576	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	427	405	445	824	0				132	0	252
Grp Sat Flow(s),veh/h/ln	0	1805	1576	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	14.9	16.6	19.4	18.5	0.0				2.5	0.0	12.4
Cycle Q Clear(g_c), s	0.0	14.9	16.6	19.4	18.5	0.0				2.5	0.0	12.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	720	629	439	1328	0				597	0	266
V/C Ratio(X)	0.00	0.59	0.64	1.01	0.62	0.00				0.22	0.00	0.95
Avail Cap(c_a), veh/h	0	720	629	439	1328	0				597	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.45	0.45	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	19.5	30.3	6.4	0.0				28.9	0.0	33.1
Incr Delay (d2), s/veh	0.0	3.6	5.0	32.4	1.0	0.0				0.2	0.0	41.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.4	6.5	11.9	5.6	0.0				1.1	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	22.5	24.5	62.7	7.4	0.0				29.1	0.0	74.3
LnGrp LOS		C	C	F	A					C		E
Approach Vol, veh/h		832			1269						384	
Approach Delay, s/veh		23.5			26.8						58.8	
Approach LOS		C			C						E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	37.0		19.0		61.0						
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1						
Max Green Setting (Gmax), s	19.4	31.9		13.2		55.9						
Max Q Clear Time (g_c+I1), s	21.4	18.6		14.4		20.5						
Green Ext Time (p_c), s	0.0	4.5		0.0		7.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



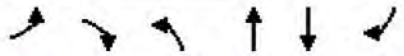
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	312	0	0	582	488	624	19	515	0	0	0
Future Volume (veh/h)	215	312	0	0	582	488	624	19	515	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	226	328	0	0	613	514	657	20	542			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	343	683	0	0	704	596	422	13	386			
Arrive On Green	0.38	0.38	0.00	0.00	0.37	0.37	0.24	0.24	0.24			
Sat Flow, veh/h	1810	3705	0	0	1900	1609	1759	54	1610			
Grp Volume(v), veh/h	226	328	0	0	613	514	677	0	542			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1609	1812	0	1610			
Q Serve(g_s), s	8.3	5.5	0.0	0.0	24.0	23.6	19.2	0.0	19.2			
Cycle Q Clear(g_c), s	8.3	5.5	0.0	0.0	24.0	23.6	19.2	0.0	19.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	343	683	0	0	704	596	435	0	386			
V/C Ratio(X)	0.66	0.48	0.00	0.00	0.87	0.86	1.56	0.00	1.40			
Avail Cap(c_a), veh/h	343	683	0	0	805	682	435	0	386			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.7	21.9	0.0	0.0	23.4	23.3	30.4	0.0	30.4			
Incr Delay (d2), s/veh	7.9	2.0	0.0	0.0	1.0	1.0	261.6	0.0	196.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	2.2	0.0	0.0	10.0	8.4	39.5	0.0	28.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	23.8	0.0	0.0	24.3	24.3	292.0	0.0	226.5			
LnGrp LOS	C	C			C	C	F		F			
Approach Vol, veh/h		554			1127			1219				
Approach Delay, s/veh		26.6			24.3			262.9				
Approach LOS		C			C			F				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	20.2	34.8	25.0
Change Period (Y+Rc), s	5.1	5.1	5.8
Max Green Setting (Gmax), s	10.9	33.9	19.2
Max Q Clear Time (g_c+I1), s	10.3	26.0	21.2
Green Ext Time (p_c), s	0.2	3.7	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	125.0
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



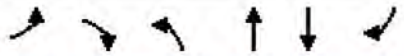
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	592	235	490	328	235	580
Future Volume (veh/h)	592	235	490	328	235	580
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	623	247	516	345	247	611
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	817	727	90	779	199	492
Arrive On Green	0.45	0.45	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	1610	654	1900	485	1199
Grp Volume(v), veh/h	623	247	516	345	0	858
Grp Sat Flow(s),veh/h/ln	1810	1610	654	1900	0	1684
Q Serve(g_s), s	23.1	8.0	0.0	10.5	0.0	32.8
Cycle Q Clear(g_c), s	23.1	8.0	32.8	10.5	0.0	32.8
Prop In Lane	1.00	1.00	1.00			0.71
Lane Grp Cap(c), veh/h	817	727	90	779	0	690
V/C Ratio(X)	0.76	0.34	5.73	0.44	0.00	1.24
Avail Cap(c_a), veh/h	823	733	90	779	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	14.2	40.0	17.0	0.0	23.6
Incr Delay (d2), s/veh	4.8	0.9	2154.0	0.4	0.0	121.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	2.8	55.5	4.0	0.0	33.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.1	15.1	2194.0	17.4	0.0	144.8
LnGrp LOS	C	B	F	B		F
Approach Vol, veh/h	870			861	858	
Approach Delay, s/veh	20.9			1321.8	144.8	
Approach LOS	C			F	F	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	40.7	39.3	39.3
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	36.4	32.5	* 33
Max Q Clear Time (g_c+I1), s	25.1	34.8	34.8
Green Ext Time (p_c), s	2.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	494.6
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	7	1311	485	405	81
Future Volume (veh/h)	84	7	1311	485	405	81
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	7	1380	511	426	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	129	115	1638	2737	620	123
Arrive On Green	0.07	0.07	0.47	0.76	0.21	0.21
Sat Flow, veh/h	1810	1610	3510	3705	3098	595
Grp Volume(v), veh/h	88	7	1380	511	255	256
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1805	1793
Q Serve(g_s), s	2.5	0.2	18.2	2.1	6.9	7.0
Cycle Q Clear(g_c), s	2.5	0.2	18.2	2.1	6.9	7.0
Prop In Lane	1.00	1.00	1.00			0.33
Lane Grp Cap(c), veh/h	129	115	1638	2737	373	370
V/C Ratio(X)	0.68	0.06	0.84	0.19	0.68	0.69
Avail Cap(c_a), veh/h	617	549	2028	3625	616	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	22.9	12.4	1.8	19.3	19.4
Incr Delay (d2), s/veh	6.2	0.2	2.8	0.0	2.2	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	5.7	0.1	2.7	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.2	23.1	15.2	1.8	21.6	21.7
LnGrp LOS	C	C	B	A	C	C
Approach Vol, veh/h	95			1891	511	
Approach Delay, s/veh	29.6			11.6	21.6	
Approach LOS	C			B	C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	44.5		8.3	29.1	15.4
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	53.0		18.0	30.5	18.0
Max Q Clear Time (g_c+I1), s	4.1		4.5	20.2	9.0
Green Ext Time (p_c), s	3.5		0.2	4.4	1.9

Intersection Summary		
HCM 7th Control Delay, s/veh	14.3	
HCM 7th LOS	B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	454	65	465	282	1251	60	222	801	1347	296	58
Future Volume (veh/h)	180	454	65	465	282	1251	60	222	801	1347	296	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	189	478	68	489	297	1317	63	234	843	1418	312	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	393	536	76	563	394	1446	81	716	1016	1546	1669	743
Arrive On Green	0.11	0.17	0.17	0.05	0.07	0.07	0.04	0.20	0.20	0.30	0.46	0.46
Sat Flow, veh/h	3510	3172	449	3510	1900	2827	1810	3610	2830	5103	3610	1607
Grp Volume(v), veh/h	189	271	275	489	297	1317	63	234	843	1418	312	61
Grp Sat Flow(s),veh/h/ln	1755	1805	1816	1755	1900	1414	1810	1805	1415	1701	1805	1607
Q Serve(g_s), s	6.1	17.6	17.8	16.6	18.4	18.5	4.1	6.7	10.8	32.2	6.1	1.6
Cycle Q Clear(g_c), s	6.1	17.6	17.8	16.6	18.4	18.5	4.1	6.7	10.8	32.2	6.1	1.6
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	305	307	563	394	1446	81	716	1016	1546	1669	743
V/C Ratio(X)	0.48	0.89	0.90	0.87	0.75	0.91	0.77	0.33	0.83	0.92	0.19	0.08
Avail Cap(c_a), veh/h	393	329	331	784	580	1721	145	716	1016	1743	1669	743
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	48.8	48.8	55.6	52.9	35.0	56.7	41.2	14.1	40.4	19.0	7.2
Incr Delay (d2), s/veh	0.3	22.0	23.2	4.8	1.1	5.1	5.8	0.1	5.5	7.1	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.6	9.9	8.2	9.5	7.4	2.0	2.9	5.7	13.9	2.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.4	70.8	72.0	60.3	54.0	40.1	62.5	41.3	19.6	47.5	19.2	7.4
LnGrp LOS	D	E	E	E	D	D	E	D	B	D	B	A
Approach Vol, veh/h		735			2103			1140			1791	
Approach Delay, s/veh		66.0			46.8			26.5			41.2	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.7	29.1	23.9	25.4	10.0	60.8	18.5	30.7
Change Period (Y+Rc), s	5.3	* 5.3	4.6	5.1	4.6	5.3	5.1	* 5.8
Max Green Setting (Gmax), s	41.0	* 11	26.8	21.9	9.6	42.1	11.4	* 37
Max Q Clear Time (g_c+I1), s	34.2	12.8	18.6	19.8	6.1	8.1	8.1	20.5
Green Ext Time (p_c), s	2.2	0.0	0.7	0.5	0.0	1.3	0.1	4.5

Intersection Summary	
HCM 7th Control Delay, s/veh	43.5
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1716	872	798	1947	0	0	0	0	1075	0	197
Future Volume (veh/h)	0	1716	872	798	1947	0	0	0	0	1075	0	197
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1806	918	840	2049	0				1132	0	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1985	652	818	3542	0				1215	0	360
Arrive On Green	0.00	0.41	0.41	0.31	0.91	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5168	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1806	918	840	2049	0				1132	0	207
Grp Sat Flow(s),veh/h/ln	0	1634	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	41.7	48.6	27.9	9.2	0.0				24.5	0.0	13.7
Cycle Q Clear(g_c), s	0.0	41.7	48.6	27.9	9.2	0.0				24.5	0.0	13.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1985	652	818	3542	0				1215	0	360
V/C Ratio(X)	0.00	0.91	1.41	1.03	0.58	0.00				0.93	0.00	0.57
Avail Cap(c_a), veh/h	0	1985	652	818	3542	0				1230	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.46	0.46	0.61	0.61	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.6	35.7	41.4	2.2	0.0				45.7	0.0	41.5
Incr Delay (d2), s/veh	0.0	3.8	187.8	31.9	0.4	0.0				12.3	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.4	52.1	14.6	1.7	0.0				12.2	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	37.5	223.5	73.3	2.6	0.0				58.0	0.0	42.8
LnGrp LOS		D	F	F	A					E		D
Approach Vol, veh/h		2724			2889						1339	
Approach Delay, s/veh		100.1			23.1						55.7	
Approach LOS		F			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.3	54.0		32.7		87.3
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	27.6	48.6		27.2		81.6
Max Q Clear Time (g_c+I1), s	29.9	50.6		26.5		11.2
Green Ext Time (p_c), s	0.0	0.0		0.3		16.4

Intersection Summary	
HCM 7th Control Delay, s/veh	59.6
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑			↑↑↑				↱↱↱			↱↱
Traffic Volume (veh/h)	0	2791	0	0	1971	0	0	0	753	0	0	774
Future Volume (veh/h)	0	2791	0	0	1971	0	0	0	753	0	0	774
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	0	0	1900	0	0	0	1900	0	0	1900
Adj Flow Rate, veh/h	0	2938	0	0	2075	0	0	0	793	0	0	815
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6220	0	0	4936	0	0	0	0	0	0	0
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	7068	0	0	5529	0		0			0	
Grp Volume(v), veh/h	0	2938	0	0	2075	0		0.0			0.0	
Grp Sat Flow(s),veh/h/ln	0	1634	0	0	1729	0						
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0						
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0						
Prop In Lane	0.00		0.00	0.00		0.00						
Lane Grp Cap(c), veh/h	0	6220	0	0	4936	0						
V/C Ratio(X)	0.00	0.47	0.00	0.00	0.42	0.00						
Avail Cap(c_a), veh/h	0	6220	0	0	4936	0						
HCM Platoon Ratio	1.00	2.00	1.00	1.00	2.00	1.00						
Upstream Filter(I)	0.00	0.09	0.00	0.00	0.51	0.00						
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0						
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.1	0.0						
LnGrp LOS		A			A							
Approach Vol, veh/h		2938			2075							
Approach Delay, s/veh		0.0			0.1							
Approach LOS		A			A							

Timer - Assigned Phs	2	6
Phs Duration (G+Y+Rc), s	120.0	120.0
Change Period (Y+Rc), s	5.8	5.8
Max Green Setting (Gmax), s	65.2	65.2
Max Q Clear Time (g_c+I1), s	2.0	2.0
Green Ext Time (p_c), s	36.1	16.7

Intersection Summary	
HCM 7th Control Delay, s/veh	0.1
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	466	2712	365	130	1479	677	253	238	82	72	123	240
Future Volume (veh/h)	466	2712	365	130	1479	677	253	238	82	72	123	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.98		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	491	2855	384	137	1775	568	266	251	86	76	129	253
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	730	3063	401	168	2307	644	267	687	229	249	496	741
Arrive On Green	0.28	0.69	0.69	0.09	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	3510	5891	771	1810	5700	1592	1000	2636	876	1049	1900	1558
Grp Volume(v), veh/h	491	2362	877	137	1775	568	266	169	168	76	129	253
Grp Sat Flow(s),veh/h/ln	1755	1634	1760	1810	1900	1592	1000	1805	1707	1049	1900	1558
Q Serve(g_s), s	14.9	49.7	54.6	8.9	32.3	39.6	24.8	9.2	9.7	7.7	6.5	0.0
Cycle Q Clear(g_c), s	14.9	49.7	54.6	8.9	32.3	39.6	31.3	9.2	9.7	17.3	6.5	0.0
Prop In Lane	1.00		0.44	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	730	2548	915	168	2307	644	267	471	445	249	496	741
V/C Ratio(X)	0.67	0.93	0.96	0.82	0.77	0.88	1.00	0.36	0.38	0.30	0.26	0.34
Avail Cap(c_a), veh/h	730	2569	923	168	2513	702	267	471	445	249	496	741
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	39.8	16.6	17.3	53.4	30.9	33.1	50.3	36.2	36.4	43.5	35.2	20.1
Incr Delay (d2), s/veh	1.2	4.6	14.8	24.6	2.5	16.0	54.0	0.2	0.2	0.2	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	13.9	19.0	5.1	14.3	17.0	12.0	4.0	4.0	2.0	3.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.0	21.2	32.2	78.0	33.4	49.0	104.4	36.4	36.5	43.7	35.3	20.2
LnGrp LOS	D	C	C	E	C	D	F	D	D	D	D	C
Approach Vol, veh/h		3730			2480			603			458	
Approach Delay, s/veh		26.4			39.5			66.4			28.3	
Approach LOS		C			D			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.7	67.7		36.6	29.5	53.9		36.6				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	10.6	62.9		31.3	20.6	52.9		31.3				
Max Q Clear Time (g_c+I1), s	10.9	56.6		19.3	16.9	41.6		33.3				
Green Ext Time (p_c), s	0.0	5.8		0.9	0.4	6.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	34.3
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	2072	240	159	1588	195	261	120	177	289	139	156
Future Volume (veh/h)	268	2072	240	159	1588	195	261	120	177	289	139	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	282	2181	253	167	1672	205	275	126	186	304	146	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	1691	872	179	1739	773	263	557	468	289	146	164
Arrive On Green	0.09	0.47	0.47	0.10	0.48	0.48	0.08	0.29	0.29	0.18	0.18	0.18
Sat Flow, veh/h	3510	3610	1604	1810	3610	1604	3510	1900	1597	1270	811	911
Grp Volume(v), veh/h	282	2181	253	167	1672	205	275	126	186	304	0	310
Grp Sat Flow(s),veh/h/ln	1755	1805	1604	1810	1805	1604	1755	1900	1597	1270	0	1722
Q Serve(g_s), s	9.6	56.2	10.3	11.0	53.7	9.1	9.0	6.0	11.2	21.6	0.0	21.6
Cycle Q Clear(g_c), s	9.6	56.2	10.3	11.0	53.7	9.1	9.0	6.0	11.2	21.6	0.0	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	301	1691	872	179	1739	773	263	557	468	289	0	310
V/C Ratio(X)	0.94	1.29	0.29	0.93	0.96	0.27	1.04	0.23	0.40	1.05	0.00	1.00
Avail Cap(c_a), veh/h	301	1691	872	179	1739	773	263	557	468	289	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.5	31.9	14.9	53.6	30.0	18.5	55.5	32.1	33.9	51.4	0.0	49.2
Incr Delay (d2), s/veh	34.8	135.1	0.8	46.9	14.2	0.8	67.6	0.1	0.2	67.6	0.0	51.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	53.9	3.8	7.2	24.4	3.3	6.4	2.7	4.3	14.1	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	167.0	15.7	100.6	44.2	19.3	123.1	32.2	34.1	119.1	0.0	100.4
LnGrp LOS	F	F	B	F	D	B	F	C	C	F		F
Approach Vol, veh/h		2716			2044			587			614	
Approach Delay, s/veh		144.8			46.3			75.4			109.6	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	62.4	13.6	27.0	15.4	64.0		40.6
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	11.9	56.2	9.0	21.6	10.3	57.8		35.2
Max Q Clear Time (g_c+I1), s	13.6	58.2	11.0	23.6	11.6	55.7		13.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.6		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	100.6
HCM 7th LOS	F

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	4	362	2	74	6	290	416	91	308	3
Future Vol, veh/h	9	4	4	362	2	74	6	290	416	91	308	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	4	4	381	2	78	6	305	438	96	324	3
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	13.1	42.7	203.7	22.5
HCM LOS	B	E	F	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	53%	83%	100%	0%
Vol Thru, %	0%	41%	24%	0%	0%	99%
Vol Right, %	0%	59%	24%	17%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	706	17	438	91	311
LT Vol	6	0	9	362	91	0
Through Vol	0	290	4	2	0	308
RT Vol	0	416	4	74	0	3
Lane Flow Rate	6	743	18	461	96	327
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0.013	1.387	0.043	0.869	0.208	0.665
Departure Headway (Hd)	7.658	6.719	9.691	7.511	8.498	7.971
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	465	543	372	484	425	455
Service Time	5.441	4.501	7.691	5.511	6.198	5.671
HCM Lane V/C Ratio	0.013	1.368	0.048	0.952	0.226	0.719
HCM Control Delay, s/veh	10.5	205.3	13.1	42.7	13.4	25.1
HCM Lane LOS	B	F	B	E	B	D
HCM 95th-tile Q	0	33.8	0.1	9.2	0.8	4.8

Intersection	
Intersection Delay, s/veh	34.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	167	325	91	0	313	84	14	32	72	81	140	213
Future Vol, veh/h	167	325	91	0	313	84	14	32	72	81	140	213
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	176	342	96	0	329	88	15	34	76	85	147	224
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	40.6	49.5	16.2	18.6
HCM LOS	E	E	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	0%	0%	37%	0%
Vol Thru, %	27%	0%	78%	100%	79%	63%	0%
Vol Right, %	61%	0%	22%	0%	21%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	167	416	0	397	221	213
LT Vol	14	167	0	0	0	81	0
Through Vol	32	0	325	0	313	140	0
RT Vol	72	0	91	0	84	0	213
Lane Flow Rate	124	176	438	0	418	233	224
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.312	0.401	0.917	0	0.905	0.538	0.462
Departure Headway (Hd)	9.046	8.212	7.539	7.967	7.799	8.454	7.54
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	439	482	0	468	430	480
Service Time	7.091	5.926	5.252	5.667	5.514	6.154	5.24
HCM Lane V/C Ratio	0.312	0.401	0.909	0	0.893	0.542	0.467
HCM Control Delay, s/veh	16.2	16.3	50.4	10.7	49.5	20.6	16.6
HCM Lane LOS	C	C	F	N	E	C	C
HCM 95th-tile Q	1.3	1.9	10.6	0	10.1	3.1	2.4

Intersection	
Int Delay, s/veh	288.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	664	78	0	1	125	47	2	1	0	1	0	673
Future Vol, veh/h	664	78	0	1	125	47	2	1	0	1	0	673
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	699	82	0	1	132	49	2	1	0	1	0	708

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	427	362	354	48	716	1	708	0	0	1	0	0
Stage 1	356	356	-	5	5	-	-	-	-	-	-	-
Stage 2	71	5	-	43	711	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 541	569	694	957	358	1089	900	-	-	1635	-	-
Stage 1	~ 665	632	-	1022	895	-	-	-	-	-	-	-
Stage 2	944	895	-	976	440	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 325	567	694	816	357	1089	900	-	-	1635	-	-
Mov Cap-2 Maneuver	~ 325	567	-	816	357	-	-	-	-	-	-	-
Stage 1	~ 665	632	-	1020	893	-	-	-	-	-	-	-
Stage 2	766	893	-	848	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 615.35	18.91	6.01	0.01
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	899	-	-	341	439	2	-	-
HCM Lane V/C Ratio	0.002	-	-	2.292	0.415	0.001	-	-
HCM Ctrl Dly (s/v)	9	0	-	$ 615.3	18.9	7.2	0	-
HCM Lane LOS	A	A	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	59.9	2	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	623	551	221	690	0	0	0	0	454	0	442
Future Volume (veh/h)	0	623	551	221	690	0	0	0	0	454	0	442
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	656	580	233	726	0				478	0	465
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	813	711	268	1207	0				961	0	427
Arrive On Green	0.00	0.45	0.45	0.15	0.64	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	1918	1595	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	649	587	233	726	0				478	0	465
Grp Sat Flow(s),veh/h/ln	0	1805	1613	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	34.3	34.9	13.9	24.8	0.0				12.3	0.0	29.2
Cycle Q Clear(g_c), s	0.0	34.3	34.9	13.9	24.8	0.0				12.3	0.0	29.2
Prop In Lane	0.00		0.99	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	804	719	268	1207	0				961	0	427
V/C Ratio(X)	0.00	0.81	0.82	0.87	0.60	0.00				0.50	0.00	1.09
Avail Cap(c_a), veh/h	0	804	719	418	1207	0				961	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.47	0.47	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.4	26.6	45.8	11.8	0.0				34.2	0.0	40.4
Incr Delay (d2), s/veh	0.0	8.5	9.9	5.9	1.1	0.0				0.4	0.0	69.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.9	14.7	6.6	9.8	0.0				5.4	0.0	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	34.9	36.5	51.7	12.9	0.0				34.6	0.0	109.7
LnGrp LOS		C	D	D	B					C		F
Approach Vol, veh/h		1236			959						943	
Approach Delay, s/veh		35.7			22.3						71.6	
Approach LOS		D			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.9	54.1		35.0		75.0
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1
Max Green Setting (Gmax), s	25.4	39.9		29.2		69.9
Max Q Clear Time (g_c+I1), s	15.9	36.9		31.2		26.8
Green Ext Time (p_c), s	0.4	2.1		0.0		5.9

Intersection Summary		
HCM 7th Control Delay, s/veh		42.4
HCM 7th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.



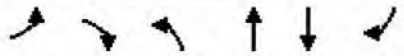
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	787	0	0	557	224	354	3	506	0	0	0
Future Volume (veh/h)	290	787	0	0	557	224	354	3	506	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	305	828	0	0	586	236	373	3	533			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	453	903	0	0	661	553	460	4	413			
Arrive On Green	0.08	0.08	0.00	0.00	0.35	0.35	0.26	0.26	0.26			
Sat Flow, veh/h	1810	3705	0	0	1900	1590	1796	14	1610			
Grp Volume(v), veh/h	305	828	0	0	586	236	376	0	533			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1590	1810	0	1610			
Q Serve(g_s), s	18.0	25.0	0.0	0.0	32.0	12.5	21.4	0.0	28.2			
Cycle Q Clear(g_c), s	18.0	25.0	0.0	0.0	32.0	12.5	21.4	0.0	28.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	453	903	0	0	661	553	464	0	413			
V/C Ratio(X)	0.67	0.92	0.00	0.00	0.89	0.43	0.81	0.00	1.29			
Avail Cap(c_a), veh/h	453	903	0	0	879	736	464	0	413			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.63	0.63	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.1	49.3	0.0	0.0	33.8	27.5	38.4	0.0	40.9			
Incr Delay (d2), s/veh	5.0	10.7	0.0	0.0	0.9	0.0	10.4	0.0	148.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.4	13.4	0.0	0.0	14.4	4.7	10.6	0.0	27.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.1	60.1	0.0	0.0	34.7	27.5	48.8	0.0	189.0			
LnGrp LOS	D	E			C	C	D		F			
Approach Vol, veh/h		1133			822			909				
Approach Delay, s/veh		57.6			32.6			131.0				
Approach LOS		E			C			F				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	32.6	43.4	34.0
Change Period (Y+Rc), s	5.1	5.1	5.8
Max Green Setting (Gmax), s	14.9	50.9	28.2
Max Q Clear Time (g_c+I1), s	27.0	34.0	30.2
Green Ext Time (p_c), s	0.0	4.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	73.8
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.



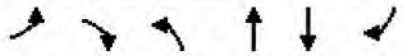
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	715	578	303	316	470	478
Future Volume (veh/h)	715	578	303	316	470	478
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	753	608	319	333	495	503
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	808	719	65	860	391	397
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	1610	573	1900	864	878
Grp Volume(v), veh/h	753	608	319	333	0	998
Grp Sat Flow(s),veh/h/ln	1810	1610	573	1900	0	1742
Q Serve(g_s), s	43.4	36.9	0.0	12.8	0.0	49.8
Cycle Q Clear(g_c), s	43.4	36.9	49.8	12.8	0.0	49.8
Prop In Lane	1.00	1.00	1.00			0.50
Lane Grp Cap(c), veh/h	808	719	65	860	0	789
V/C Ratio(X)	0.93	0.85	4.87	0.39	0.00	1.27
Avail Cap(c_a), veh/h	813	723	65	860	0	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	27.1	55.0	20.0	0.0	30.1
Incr Delay (d2), s/veh	8.2	4.4	1777.1	0.3	0.0	129.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.6	14.4	34.1	5.3	0.0	46.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.1	31.5	1832.1	20.3	0.0	159.6
LnGrp LOS	D	C	F	C		F
Approach Vol, veh/h	1361			652	998	
Approach Delay, s/veh	34.6			906.7	159.6	
Approach LOS	C			F	F	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	53.7	56.3	56.3
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	49.4	49.5	* 50
Max Q Clear Time (g_c+I1), s	45.4	51.8	51.8
Green Ext Time (p_c), s	2.1	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	264.9
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	38	920	183	254	38
Future Volume (veh/h)	51	38	920	183	254	38
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	41	1000	199	276	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	151	135	1385	2456	530	78
Arrive On Green	0.08	0.08	0.39	0.68	0.17	0.17
Sat Flow, veh/h	1810	1610	3510	3705	3253	464
Grp Volume(v), veh/h	55	41	1000	199	156	161
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1805	1817
Q Serve(g_s), s	1.1	0.9	9.2	0.7	3.0	3.1
Cycle Q Clear(g_c), s	1.1	0.9	9.2	0.7	3.0	3.1
Prop In Lane	1.00	1.00	1.00			0.26
Lane Grp Cap(c), veh/h	151	135	1385	2456	303	305
V/C Ratio(X)	0.36	0.30	0.72	0.08	0.52	0.53
Avail Cap(c_a), veh/h	854	760	2808	5017	852	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	16.4	9.8	2.1	14.5	14.5
Incr Delay (d2), s/veh	1.5	1.3	0.7	0.0	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.3	0.0	1.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.0	17.7	10.5	2.1	15.8	15.9
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	96			1199	317	
Approach Delay, s/veh	17.8			9.1	15.9	
Approach LOS	B			A	B	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	30.4		7.7	19.5	10.9
Change Period (Y+Rc), s	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	53.0		18.0	30.5	18.0
Max Q Clear Time (g_c+I1), s	2.7		3.1	11.2	5.1
Green Ext Time (p_c), s	1.3		0.2	3.8	1.3

Intersection Summary		
HCM 7th Control Delay, s/veh		11.0
HCM 7th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	172	64	675	338	958	71	171	848	1496	138	42
Future Volume (veh/h)	68	172	64	675	338	958	71	171	848	1496	138	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.99	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	181	67	711	356	1008	75	180	893	1575	145	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	264	94	787	556	2041	96	256	831	2192	1615	715
Arrive On Green	0.04	0.10	0.10	0.07	0.10	0.10	0.05	0.07	0.07	0.43	0.45	0.45
Sat Flow, veh/h	3510	2584	917	3510	1900	2815	1810	3610	2762	5103	3610	1599
Grp Volume(v), veh/h	72	124	124	711	356	1008	75	180	893	1575	145	44
Grp Sat Flow(s),veh/h/ln	1755	1805	1696	1755	1900	1407	1810	1805	1381	1701	1805	1599
Q Serve(g_s), s	2.4	8.0	8.5	24.1	21.7	17.3	4.9	5.9	8.5	30.6	2.8	1.9
Cycle Q Clear(g_c), s	2.4	8.0	8.5	24.1	21.7	17.3	4.9	5.9	8.5	30.6	2.8	1.9
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	185	173	787	556	2041	96	256	831	2192	1615	715
V/C Ratio(X)	0.54	0.67	0.71	0.90	0.64	0.49	0.78	0.70	1.08	0.72	0.09	0.06
Avail Cap(c_a), veh/h	170	271	254	898	668	2207	172	256	831	2192	1615	715
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	51.9	52.2	54.3	48.1	9.0	56.1	54.5	27.9	28.2	19.1	18.8
Incr Delay (d2), s/veh	1.3	1.6	2.1	8.6	0.6	0.1	5.1	7.2	53.4	1.0	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.6	3.7	12.3	11.1	6.1	2.3	2.9	16.2	11.9	1.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.0	53.5	54.2	62.9	48.8	9.0	61.2	61.7	81.4	29.2	19.2	19.0
LnGrp LOS	E	D	D	E	D	A	E	E	F	C	B	B
Approach Vol, veh/h		320			2075			1148			1764	
Approach Delay, s/veh		54.8			34.3			77.0			28.2	
Approach LOS		D			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	56.1	13.8	32.7	17.4	11.0	59.0	9.1	40.9
Change Period (Y+Rc), s	4.6	5.3	5.8	* 5.1	4.6	5.3	4.6	5.8
Max Green Setting (Gmax), s	43.2	8.5	30.7	* 18	11.4	40.3	5.8	42.2
Max Q Clear Time (g_c+I1), s	32.6	10.5	26.1	10.5	6.9	4.8	4.4	23.7
Green Ext Time (p_c), s	3.0	0.0	0.8	0.5	0.0	0.6	0.0	3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	42.7
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1507	958	745	1900	0	0	0	0	671	2	309
Future Volume (veh/h)	0	1507	958	745	1900	0	0	0	0	671	2	309
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1586	1008	784	2000	0				707	0	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2136	702	843	3739	0				1009	0	299
Arrive On Green	0.00	0.44	0.44	0.48	1.00	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	5168	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1586	1008	784	2000	0				707	0	325
Grp Sat Flow(s),veh/h/ln	0	1634	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	32.4	52.3	25.2	0.0	0.0				14.6	0.0	22.3
Cycle Q Clear(g_c), s	0.0	32.4	52.3	25.2	0.0	0.0				14.6	0.0	22.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2136	702	843	3739	0				1009	0	299
V/C Ratio(X)	0.00	0.74	1.44	0.93	0.53	0.00				0.70	0.00	1.09
Avail Cap(c_a), veh/h	0	2136	702	843	3739	0				1009	0	299
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	0.54	0.67	0.67	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.2	33.9	30.3	0.0	0.0				45.7	0.0	48.8
Incr Delay (d2), s/veh	0.0	1.3	200.8	12.3	0.4	0.0				2.2	0.0	77.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.3	58.4	9.0	0.1	0.0				6.7	0.0	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	29.5	234.7	42.5	0.4	0.0				47.9	0.0	125.8
LnGrp LOS		C	F	D	A					D		F
Approach Vol, veh/h		2594			2784						1032	
Approach Delay, s/veh		109.2			12.2						72.4	
Approach LOS		F			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	34.2	57.7		28.1		91.9
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	28.8	52.3		22.3		86.5
Max Q Clear Time (g_c+I1), s	27.2	54.3		24.3		2.0
Green Ext Time (p_c), s	0.6	0.0		0.0		29.5

Intersection Summary	
HCM 7th Control Delay, s/veh	61.2
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑			↑↑↑				↱↱↱			↱↱
Traffic Volume (veh/h)	0	2177	0	0	1983	0	0	0	540	0	0	662
Future Volume (veh/h)	0	2177	0	0	1983	0	0	0	540	0	0	662
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	0	0	1900	0	0	0	1900	0	0	1900
Adj Flow Rate, veh/h	0	2268	0	0	2066	0	0	0	562	0	0	690
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6220	0	0	4936	0	0	0	0	0	0	0
Arrive On Green	0.00	0.95	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	7068	0	0	5529	0		0			0	
Grp Volume(v), veh/h	0	2268	0	0	2066	0		0.0			0.0	
Grp Sat Flow(s),veh/h/ln	0	1634	0	0	1729	0						
Q Serve(g_s), s	0.0	3.1	0.0	0.0	3.8	0.0						
Cycle Q Clear(g_c), s	0.0	3.1	0.0	0.0	3.8	0.0						
Prop In Lane	0.00		0.00	0.00		0.00						
Lane Grp Cap(c), veh/h	0	6220	0	0	4936	0						
V/C Ratio(X)	0.00	0.36	0.00	0.00	0.42	0.00						
Avail Cap(c_a), veh/h	0	6220	0	0	4936	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	0.32	0.00	0.00	0.44	0.00						
Uniform Delay (d), s/veh	0.0	0.2	0.0	0.0	0.2	0.0						
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.1	0.0						
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.3	0.0	0.0	0.3	0.0						
LnGrp LOS		A			A							
Approach Vol, veh/h		2268			2066							
Approach Delay, s/veh		0.3			0.3							
Approach LOS		A			A							

Timer - Assigned Phs	2	6
Phs Duration (G+Y+Rc), s	120.0	120.0
Change Period (Y+Rc), s	5.8	5.8
Max Green Setting (Gmax), s	67.2	67.2
Max Q Clear Time (g_c+I1), s	5.1	5.8
Green Ext Time (p_c), s	20.1	16.4

Intersection Summary	
HCM 7th Control Delay, s/veh	0.3
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	542	1858	319	105	1622	965	250	191	65	56	69	111
Future Volume (veh/h)	542	1858	319	105	1622	965	250	191	65	56	69	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	553	1896	326	107	2143	660	255	195	66	57	70	113
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	597	3266	561	132	2741	772	294	593	194	240	423	629
Arrive On Green	0.34	1.00	1.00	0.07	0.48	0.48	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	3510	5654	971	1810	5700	1606	1212	2665	873	1132	1900	1595
Grp Volume(v), veh/h	553	1643	579	107	2143	660	255	130	131	57	70	113
Grp Sat Flow(s),veh/h/ln	1755	1634	1722	1810	1900	1606	1212	1805	1733	1132	1900	1595
Q Serve(g_s), s	18.2	0.0	0.0	7.0	37.5	43.5	23.1	7.2	7.6	5.4	3.6	5.6
Cycle Q Clear(g_c), s	18.2	0.0	0.0	7.0	37.5	43.5	26.7	7.2	7.6	13.0	3.6	5.6
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	597	2832	995	132	2741	772	294	402	386	240	423	629
V/C Ratio(X)	0.93	0.58	0.58	0.81	0.78	0.85	0.87	0.32	0.34	0.24	0.17	0.18
Avail Cap(c_a), veh/h	626	2832	995	220	2741	772	294	402	386	240	423	629
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	0.0	54.8	25.9	27.5	49.4	39.1	39.2	44.7	37.7	23.8
Incr Delay (d2), s/veh	16.4	0.7	2.0	4.4	2.3	11.6	22.3	0.2	0.2	0.2	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.2	0.6	3.2	16.1	17.7	9.5	3.2	3.3	1.5	1.6	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.2	0.7	2.0	59.1	28.2	39.1	71.7	39.3	39.4	44.9	37.7	23.9
LnGrp LOS	E	A	A	E	C	D	E	D	D	D	D	C
Approach Vol, veh/h		2775			2910			516			240	
Approach Delay, s/veh		11.9			31.8			55.4			32.9	
Approach LOS		B			C			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	74.6		32.0	25.0	63.0		32.0				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	14.6	63.5		26.7	21.4	56.7		26.7				
Max Q Clear Time (g_c+I1), s	9.0	2.0		15.0	20.2	45.5		28.7				
Green Ext Time (p_c), s	0.0	16.7		0.4	0.2	8.2		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1395	168	108	2497	161	179	51	93	79	44	101
Future Volume (veh/h)	142	1395	168	108	2497	161	179	51	93	79	44	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	1468	177	114	2628	169	188	54	98	83	46	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	1987	1006	162	2012	897	263	419	354	207	55	126
Arrive On Green	0.08	0.55	0.55	0.09	0.56	0.56	0.07	0.22	0.22	0.11	0.11	0.11
Sat Flow, veh/h	3510	3610	1609	1810	3610	1610	3510	1900	1606	1364	509	1172
Grp Volume(v), veh/h	149	1468	177	114	2628	169	188	54	98	83	0	152
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1810	1805	1610	1755	1900	1606	1364	0	1681
Q Serve(g_s), s	4.9	37.0	5.6	7.3	66.9	6.2	6.3	2.7	6.1	6.9	0.0	10.6
Cycle Q Clear(g_c), s	4.9	37.0	5.6	7.3	66.9	6.2	6.3	2.7	6.1	6.9	0.0	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	291	1987	1006	162	2012	897	263	419	354	207	0	181
V/C Ratio(X)	0.51	0.74	0.18	0.70	1.31	0.19	0.72	0.13	0.28	0.40	0.00	0.84
Avail Cap(c_a), veh/h	293	1987	1006	166	2012	897	269	491	415	256	0	241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.7	20.4	9.5	53.1	26.6	13.1	54.3	37.5	38.8	50.9	0.0	52.5
Incr Delay (d2), s/veh	0.6	2.5	0.4	10.4	141.5	0.5	7.3	0.1	0.2	0.5	0.0	14.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	14.6	1.9	3.7	64.5	2.2	3.0	1.3	2.4	2.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.4	22.9	9.8	63.4	168.0	13.6	61.5	37.6	39.0	51.4	0.0	66.6
LnGrp LOS	D	C	A	E	F	B	E	D	D	D		E
Approach Vol, veh/h		1794			2911			340			235	
Approach Delay, s/veh		24.2			155.0			51.2			61.2	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.9	72.3	13.6	18.3	15.0	73.1		31.9
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	10.8	61.3	9.2	17.2	10.0	62.3		31.0
Max Q Clear Time (g_c+I1), s	9.3	39.0	8.3	12.6	6.9	68.9		8.1
Green Ext Time (p_c), s	0.0	7.3	0.0	0.3	0.1	0.0		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	99.7
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	43.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	292	0	140	4	314	260	87	217	0
Future Vol, veh/h	0	0	0	292	0	140	4	314	260	87	217	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	307	0	147	4	331	274	92	228	0
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	0	19.5	77.5	14.4
HCM LOS	-	C	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	100%	0%
Vol Thru, %	0%	55%	100%	0%	0%	0%	100%
Vol Right, %	0%	45%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	574	0	292	140	87	217
LT Vol	4	0	0	292	0	87	0
Through Vol	0	314	0	0	0	0	217
RT Vol	0	260	0	0	140	0	0
Lane Flow Rate	4	604	0	307	147	92	228
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.008	1.056	0	0.644	0.26	0.189	0.438
Departure Headway (Hd)	7.124	6.29	8.784	7.746	6.521	7.652	7.138
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	501	574	0	470	554	472	507
Service Time	4.888	4.053	6.784	5.446	4.221	5.352	4.838
HCM Lane V/C Ratio	0.008	1.052	0	0.653	0.265	0.195	0.45
HCM Control Delay, s/veh	9.9	78	11.8	23.4	11.5	12.1	15.3
HCM Lane LOS	A	F	F	C	B	B	C
HCM 95th-tile Q	0	17.1	0	4.5	1	0.7	2.2

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	185	0	81	268	45	0	79	290	29	64	108
Future Vol, veh/h	132	185	0	81	268	45	0	79	290	29	64	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	139	195	0	85	282	47	0	83	305	31	67	114
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	15.1	21.3	28.3	12.7
HCM LOS	C	C	D	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%	31%	0%
Vol Thru, %	21%	0%	100%	0%	86%	69%	0%
Vol Right, %	79%	0%	0%	0%	14%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	369	132	185	81	313	93	108
LT Vol	0	132	0	81	0	29	0
Through Vol	79	0	185	0	268	64	0
RT Vol	290	0	0	0	45	0	108
Lane Flow Rate	388	139	195	85	329	98	114
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.751	0.312	0.41	0.187	0.667	0.22	0.228
Departure Headway (Hd)	6.963	8.09	7.574	7.902	7.284	8.107	7.224
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	517	442	473	453	494	441	495
Service Time	5.033	5.874	5.357	5.679	5.06	5.896	5.012
HCM Lane V/C Ratio	0.75	0.314	0.412	0.188	0.666	0.222	0.23
HCM Control Delay, s/veh	28.3	14.5	15.6	12.5	23.6	13.2	12.2
HCM Lane LOS	D	B	C	B	C	B	B
HCM 95th-tile Q	6.4	1.3	2	0.7	4.9	0.8	0.9

Intersection	
Int Delay, s/veh	86.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	513	284	0	0	122	12	0	1	0	24	1	481
Future Vol, veh/h	513	284	0	0	122	12	0	1	0	24	1	481
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	50	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	540	299	0	0	128	13	0	1	0	25	1	506

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	117	53	1	202	559	1	507	0	0	1	0	0
Stage 1	52	52	-	1	1	-	-	-	-	-	-	-
Stage 2	65	1	-	201	558	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	864	843	1089	760	440	1089	1068	-	-	1635	-	-
Stage 1	966	856	-	1027	899	-	-	-	-	-	-	-
Stage 2	950	899	-	805	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	594	829	1089	481	433	1089	1068	-	-	1635	-	-
Mov Cap-2 Maneuver	594	829	-	481	433	-	-	-	-	-	-	-
Stage 1	951	842	-	1027	899	-	-	-	-	-	-	-
Stage 2	805	899	-	511	507	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	153.26	16.01	0	0.34
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	661	433	1089	1635	-	-
HCM Lane V/C Ratio	-	-	-	1.269	0.296	0.012	0.015	-	-
HCM Ctrl Dly (s/v)	0	-	-	153.3	16.8	8.3	7.2	0	-
HCM Lane LOS	A	-	-	F	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	32	1.2	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	411	385	475	795	0	0	0	0	121	7	239
Future Volume (veh/h)	0	411	385	475	795	0	0	0	0	121	7	239
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	433	405	500	837	0				132	0	252
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	720	629	439	1328	0				597	0	266
Arrive On Green	0.00	0.40	0.40	0.24	0.70	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	1900	1576	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	433	405	500	837	0				132	0	252
Grp Sat Flow(s),veh/h/ln	0	1805	1576	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	15.2	16.6	19.4	19.0	0.0				2.5	0.0	12.4
Cycle Q Clear(g_c), s	0.0	15.2	16.6	19.4	19.0	0.0				2.5	0.0	12.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	720	629	439	1328	0				597	0	266
V/C Ratio(X)	0.00	0.60	0.64	1.14	0.63	0.00				0.22	0.00	0.95
Avail Cap(c_a), veh/h	0	720	629	439	1328	0				597	0	266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.35	0.35	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.0	19.5	30.3	6.5	0.0				28.9	0.0	33.1
Incr Delay (d2), s/veh	0.0	3.7	5.0	72.9	0.8	0.0				0.2	0.0	41.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.6	6.5	16.8	5.6	0.0				1.1	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	22.7	24.5	103.2	7.3	0.0				29.1	0.0	74.3
LnGrp LOS		C	C	F	A					C		E
Approach Vol, veh/h		838			1337						384	
Approach Delay, s/veh		23.6			43.1						58.8	
Approach LOS		C			D						E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.0	37.0		19.0		61.0						
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1						
Max Green Setting (Gmax), s	19.4	31.9		13.2		55.9						
Max Q Clear Time (g_c+I1), s	21.4	18.6		14.4		21.0						
Green Ext Time (p_c), s	0.0	4.5		0.0		7.2						

Intersection Summary	
HCM 7th Control Delay, s/veh	39.1
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



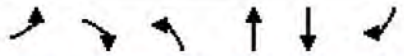
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	317	0	0	646	488	624	19	534	0	0	0
Future Volume (veh/h)	215	317	0	0	646	488	624	19	534	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	226	334	0	0	680	514	657	20	562			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	296	591	0	0	753	638	422	13	386			
Arrive On Green	0.33	0.33	0.00	0.00	0.40	0.40	0.24	0.24	0.24			
Sat Flow, veh/h	1810	3705	0	0	1900	1609	1759	54	1610			
Grp Volume(v), veh/h	226	334	0	0	680	514	677	0	562			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1609	1812	0	1610			
Q Serve(g_s), s	9.0	6.1	0.0	0.0	26.9	22.7	19.2	0.0	19.2			
Cycle Q Clear(g_c), s	9.0	6.1	0.0	0.0	26.9	22.7	19.2	0.0	19.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	296	591	0	0	753	638	435	0	386			
V/C Ratio(X)	0.76	0.57	0.00	0.00	0.90	0.81	1.56	0.00	1.45			
Avail Cap(c_a), veh/h	296	591	0	0	805	682	435	0	386			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.73	0.73	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.5	24.6	0.0	0.0	22.7	21.4	30.4	0.0	30.4			
Incr Delay (d2), s/veh	12.8	2.8	0.0	0.0	1.5	0.6	261.6	0.0	218.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	2.5	0.0	0.0	11.2	7.9	39.5	0.0	30.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.3	27.4	0.0	0.0	24.2	22.1	292.0	0.0	248.8			
LnGrp LOS	D	C			C	C	F		F			
Approach Vol, veh/h		560			1194			1239				
Approach Delay, s/veh		31.8			23.3			272.4				
Approach LOS		C			C			F				

Timer - Assigned Phs	2	6	8
Phs Duration (G+Y+Rc), s	18.2	36.8	25.0
Change Period (Y+Rc), s	5.1	5.1	5.8
Max Green Setting (Gmax), s	10.9	33.9	19.2
Max Q Clear Time (g_c+I1), s	11.0	28.9	21.2
Green Ext Time (p_c), s	0.0	2.8	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	128.0
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	615	235	490	328	237	644
Future Volume (veh/h)	615	235	490	328	237	644
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	647	247	516	345	249	678
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	817	727	90	779	185	503
Arrive On Green	0.45	0.45	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	1610	613	1900	451	1228
Grp Volume(v), veh/h	647	247	516	345	0	927
Grp Sat Flow(s),veh/h/ln	1810	1610	613	1900	0	1679
Q Serve(g_s), s	24.4	8.0	0.0	10.5	0.0	32.8
Cycle Q Clear(g_c), s	24.4	8.0	32.8	10.5	0.0	32.8
Prop In Lane	1.00	1.00	1.00			0.73
Lane Grp Cap(c), veh/h	817	727	90	779	0	688
V/C Ratio(X)	0.79	0.34	5.73	0.44	0.00	1.35
Avail Cap(c_a), veh/h	823	733	90	779	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	14.2	40.0	17.0	0.0	23.6
Incr Delay (d2), s/veh	5.3	0.9	2154.0	0.4	0.0	165.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	2.8	55.5	4.0	0.0	42.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.1	15.1	2194.0	17.4	0.0	189.2
LnGrp LOS	C	B	F	B		F
Approach Vol, veh/h	894			861	927	
Approach Delay, s/veh	21.6			1321.8	189.2	
Approach LOS	C			F	F	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	40.7	39.3	39.3
Change Period (Y+Rc), s	4.6	6.5	* 6.5
Max Green Setting (Gmax), s	36.4	32.5	* 33
Max Q Clear Time (g_c+I1), s	26.4	34.8	34.8
Green Ext Time (p_c), s	2.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	496.9
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	329	18	5	384	48	8
Future Vol, veh/h	329	18	5	384	48	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	346	19	5	404	51	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	365	0	771	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1204	-	371	693
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1204	-	369	693
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.1	15.68
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	396	-	-	23	-
HCM Lane V/C Ratio	0.149	-	-	0.004	-
HCM Ctrl Dly (s/v)	15.7	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	337	0	0	389	0	6
Future Vol, veh/h	337	0	0	389	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	355	0	0	409	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	355
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	694
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	694
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10.24
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	694	-	-
HCM Lane V/C Ratio	0.009	-	-
HCM Ctrl Dly (s/v)	10.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	570	0	0	509
Future Vol, veh/h	0	7	570	0	0	509
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	600	0	0	536

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1136	600	0	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	226	505	-	0	0	-
Stage 1	552	-	-	0	0	-
Stage 2	591	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	226	505	-	-	-	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.24	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	505	-
HCM Lane V/C Ratio	-	0.015	-
HCM Ctrl Dly (s/v)	-	12.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	60	510	15	23	486
Future Vol, veh/h	19	60	510	15	23	486
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	63	537	16	24	512

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1105	545	0	0	553	0
Stage 1	545	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	235	542	-	-	1028	-
Stage 1	585	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	230	542	-	-	1028	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.39	0	0.39
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1028	-
HCM Lane V/C Ratio	-	-	0.162	0.024	-
HCM Ctrl Dly (s/v)	-	-	13.4	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

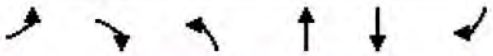
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	308	114	0	0	20
Future Vol, veh/h	0	308	114	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	324	120	0	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	60
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	999
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	999
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.68
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	999
HCM Lane V/C Ratio	-	-	-	0.021
HCM Ctrl Dly (s/v)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	7	1330	497	410	81
Future Volume (veh/h)	84	7	1330	497	410	81
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	7	1400	523	432	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	128	114	1649	2747	624	122
Arrive On Green	0.07	0.07	0.47	0.76	0.21	0.21
Sat Flow, veh/h	1810	1610	3510	3705	3106	588
Grp Volume(v), veh/h	88	7	1400	523	258	259
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1805	1794
Q Serve(g_s), s	2.5	0.2	18.8	2.2	7.1	7.2
Cycle Q Clear(g_c), s	2.5	0.2	18.8	2.2	7.1	7.2
Prop In Lane	1.00	1.00	1.00			0.33
Lane Grp Cap(c), veh/h	128	114	1649	2747	374	372
V/C Ratio(X)	0.69	0.06	0.85	0.19	0.69	0.70
Avail Cap(c_a), veh/h	609	542	2002	3577	607	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	23.2	12.5	1.8	19.6	19.6
Incr Delay (d2), s/veh	6.4	0.2	3.1	0.0	2.3	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	6.0	0.1	2.8	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.7	23.4	15.6	1.8	21.9	22.0
LnGrp LOS	C	C	B	A	C	C
Approach Vol, veh/h	95			1923	517	
Approach Delay, s/veh	30.1			11.9	21.9	
Approach LOS	C			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		45.2		8.3	29.6	15.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		53.0		18.0	30.5	18.0
Max Q Clear Time (g_c+I1), s		4.2		4.5	20.8	9.2
Green Ext Time (p_c), s		3.6		0.2	4.3	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	454	65	472	282	1268	60	222	811	1374	296	58
Future Volume (veh/h)	180	454	65	472	282	1268	60	222	811	1374	296	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	189	478	68	497	297	1335	63	234	854	1446	312	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	395	536	76	572	398	1464	81	690	1002	1571	1660	739
Arrive On Green	0.11	0.17	0.17	0.05	0.07	0.07	0.04	0.19	0.19	0.31	0.46	0.46
Sat Flow, veh/h	3510	3172	449	3510	1900	2827	1810	3610	2829	5103	3610	1607
Grp Volume(v), veh/h	189	271	275	497	297	1335	63	234	854	1446	312	61
Grp Sat Flow(s),veh/h/ln	1755	1805	1816	1755	1900	1414	1810	1805	1415	1701	1805	1607
Q Serve(g_s), s	6.1	17.6	17.8	16.9	18.4	18.6	4.1	6.7	11.0	32.8	6.1	1.6
Cycle Q Clear(g_c), s	6.1	17.6	17.8	16.9	18.4	18.6	4.1	6.7	11.0	32.8	6.1	1.6
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	305	307	572	398	1464	81	690	1002	1571	1660	739
V/C Ratio(X)	0.48	0.89	0.90	0.87	0.75	0.91	0.77	0.34	0.85	0.92	0.19	0.08
Avail Cap(c_a), veh/h	395	329	331	784	580	1735	145	690	1002	1743	1660	739
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	48.8	48.8	55.5	52.7	34.7	56.7	42.0	14.5	40.1	19.2	7.3
Incr Delay (d2), s/veh	0.3	22.0	23.2	5.0	1.1	5.1	5.8	0.1	6.8	7.5	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.6	9.9	8.3	9.5	7.5	2.0	2.9	6.1	14.2	2.5	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	70.8	72.0	60.5	53.8	39.8	62.5	42.1	21.3	47.6	19.4	7.5
LnGrp LOS	D	E	E	E	D	D	E	D	C	D	B	A
Approach Vol, veh/h		735			2129			1151			1819	
Approach Delay, s/veh		66.0			46.6			27.8			41.4	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.2	28.2	24.1	25.4	10.0	60.5	18.6	30.9
Change Period (Y+Rc), s	5.3	* 5.3	4.6	5.1	4.6	5.3	5.1	* 5.8
Max Green Setting (Gmax), s	41.0	* 11	26.8	21.9	9.6	42.1	11.4	* 37
Max Q Clear Time (g_c+I1), s	34.8	13.0	18.9	19.8	6.1	8.1	8.1	20.6
Green Ext Time (p_c), s	2.1	0.0	0.7	0.5	0.0	1.3	0.1	4.5

Intersection Summary	
HCM 7th Control Delay, s/veh	43.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1755	872	799	1970	0	0	0	0	1095	0	197
Future Volume (veh/h)	0	1755	872	799	1970	0	0	0	0	1095	0	197
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1847	918	841	2074	0				1153	0	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1985	652	810	3530	0				1227	0	364
Arrive On Green	0.00	0.41	0.41	0.31	0.91	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	5168	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1847	918	841	2074	0				1153	0	207
Grp Sat Flow(s),veh/h/ln	0	1634	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	43.2	48.6	27.7	9.7	0.0				25.0	0.0	13.7
Cycle Q Clear(g_c), s	0.0	43.2	48.6	27.7	9.7	0.0				25.0	0.0	13.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1985	652	810	3530	0				1227	0	364
V/C Ratio(X)	0.00	0.93	1.41	1.04	0.59	0.00				0.94	0.00	0.57
Avail Cap(c_a), veh/h	0	1985	652	810	3530	0				1230	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.44	0.44	0.59	0.59	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.1	35.7	41.6	2.3	0.0				45.6	0.0	41.2
Incr Delay (d2), s/veh	0.0	4.6	187.6	35.0	0.4	0.0				13.5	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.2	52.0	14.8	1.8	0.0				12.6	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	38.7	223.3	76.6	2.7	0.0				59.1	0.0	42.6
LnGrp LOS		D	F	F	A					E		D
Approach Vol, veh/h		2765			2915						1360	
Approach Delay, s/veh		100.0			24.0						56.6	
Approach LOS		F			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	33.1	54.0		32.9		87.1
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	27.6	48.6		27.2		81.6
Max Q Clear Time (g_c+I1), s	29.7	50.6		27.0		11.7
Green Ext Time (p_c), s	0.0	0.0		0.1		16.8

Intersection Summary	
HCM 7th Control Delay, s/veh	60.2
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑			↑↑↑				↱↱↱			↱↱
Traffic Volume (veh/h)	0	2850	0	0	1996	0	0	0	755	0	0	774
Future Volume (veh/h)	0	2850	0	0	1996	0	0	0	755	0	0	774
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1900	0	0	1900	0	0	0	1900	0	0	1900
Adj Flow Rate, veh/h	0	3000	0	0	2101	0	0	0	795	0	0	815
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	6220	0	0	4936	0	0	0	0	0	0	0
Arrive On Green	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	7068	0	0	5529	0		0			0	
Grp Volume(v), veh/h	0	3000	0	0	2101	0		0.0			0.0	
Grp Sat Flow(s),veh/h/ln	0	1634	0	0	1729	0						
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0						
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0						
Prop In Lane	0.00		0.00	0.00		0.00						
Lane Grp Cap(c), veh/h	0	6220	0	0	4936	0						
V/C Ratio(X)	0.00	0.48	0.00	0.00	0.43	0.00						
Avail Cap(c_a), veh/h	0	6220	0	0	4936	0						
HCM Platoon Ratio	1.00	2.00	1.00	1.00	2.00	1.00						
Upstream Filter(I)	0.00	0.09	0.00	0.00	0.48	0.00						
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.0						
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.1	0.0						
LnGrp LOS		A			A							
Approach Vol, veh/h		3000			2101							
Approach Delay, s/veh		0.0			0.1							
Approach LOS		A			A							

Timer - Assigned Phs	2	6
Phs Duration (G+Y+Rc), s	120.0	120.0
Change Period (Y+Rc), s	5.8	5.8
Max Green Setting (Gmax), s	65.2	65.2
Max Q Clear Time (g_c+I1), s	2.0	2.0
Green Ext Time (p_c), s	37.7	17.1

Intersection Summary	
HCM 7th Control Delay, s/veh	0.1
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	466	2712	425	130	1479	677	278	258	82	72	136	240
Future Volume (veh/h)	466	2712	425	130	1479	677	278	258	82	72	136	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.98		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	491	2855	447	137	1775	568	293	272	86	76	143	253
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	730	3020	457	161	2307	644	258	702	216	241	496	741
Arrive On Green	0.28	0.70	0.70	0.09	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	3510	5771	873	1810	5700	1592	987	2693	829	1030	1900	1558
Grp Volume(v), veh/h	491	2410	892	137	1775	568	293	180	178	76	143	253
Grp Sat Flow(s),veh/h/ln	1755	1634	1742	1810	1900	1592	987	1805	1717	1030	1900	1558
Q Serve(g_s), s	14.9	51.8	58.6	9.0	32.3	39.6	24.1	9.8	10.3	7.9	7.2	0.0
Cycle Q Clear(g_c), s	14.9	51.8	58.6	9.0	32.3	39.6	31.3	9.8	10.3	18.1	7.2	0.0
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	730	2565	912	161	2307	644	258	471	448	241	496	741
V/C Ratio(X)	0.67	0.94	0.98	0.85	0.77	0.88	1.13	0.38	0.40	0.32	0.29	0.34
Avail Cap(c_a), veh/h	730	2569	913	161	2513	702	258	471	448	241	496	741
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	39.8	16.6	17.6	53.9	30.9	33.1	50.8	36.4	36.6	44.1	35.5	20.1
Incr Delay (d2), s/veh	1.1	5.2	18.0	31.1	2.5	16.0	97.3	0.2	0.2	0.3	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	14.5	20.5	5.3	14.3	17.0	14.8	4.3	4.3	2.0	3.3	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.9	21.8	35.6	84.9	33.4	49.0	148.1	36.6	36.8	44.3	35.6	20.2
LnGrp LOS	D	C	D	F	C	D	F	D	D	D	D	C
Approach Vol, veh/h		3793			2480			651			472	
Approach Delay, s/veh		27.5			39.8			86.8			28.7	
Approach LOS		C			D			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	68.1		36.6	29.5	53.9		36.6				
Change Period (Y+Rc), s	4.6	5.3		5.3	4.6	5.3		5.3				
Max Green Setting (Gmax), s	10.6	62.9		31.3	20.6	52.9		31.3				
Max Q Clear Time (g_c+I1), s	11.0	60.6		20.1	16.9	41.6		33.3				
Green Ext Time (p_c), s	0.0	2.2		0.9	0.4	6.9		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	36.9
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	2072	240	194	1588	195	261	120	198	289	139	156
Future Volume (veh/h)	268	2072	240	194	1588	195	261	120	198	289	139	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	282	2181	253	204	1672	205	275	126	208	304	146	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	1691	872	179	1739	773	263	557	468	289	146	164
Arrive On Green	0.09	0.47	0.47	0.10	0.48	0.48	0.08	0.29	0.29	0.18	0.18	0.18
Sat Flow, veh/h	3510	3610	1604	1810	3610	1604	3510	1900	1597	1270	811	911
Grp Volume(v), veh/h	282	2181	253	204	1672	205	275	126	208	304	0	310
Grp Sat Flow(s),veh/h/ln	1755	1805	1604	1810	1805	1604	1755	1900	1597	1270	0	1722
Q Serve(g_s), s	9.6	56.2	10.3	11.9	53.7	9.1	9.0	6.0	12.7	21.6	0.0	21.6
Cycle Q Clear(g_c), s	9.6	56.2	10.3	11.9	53.7	9.1	9.0	6.0	12.7	21.6	0.0	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	301	1691	872	179	1739	773	263	557	468	289	0	310
V/C Ratio(X)	0.94	1.29	0.29	1.14	0.96	0.27	1.04	0.23	0.44	1.05	0.00	1.00
Avail Cap(c_a), veh/h	301	1691	872	179	1739	773	263	557	468	289	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.5	31.9	14.9	54.1	30.0	18.5	55.5	32.1	34.4	51.4	0.0	49.2
Incr Delay (d2), s/veh	34.8	135.1	0.8	108.8	14.2	0.8	67.6	0.1	0.2	67.6	0.0	51.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	53.9	3.8	10.6	24.4	3.3	6.4	2.7	4.9	14.1	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	167.0	15.7	162.8	44.2	19.3	123.1	32.2	34.7	119.1	0.0	100.4
LnGrp LOS	F	F	B	F	D	B	F	C	C	F		F
Approach Vol, veh/h		2716			2081			609			614	
Approach Delay, s/veh		144.8			53.4			74.1			109.6	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	62.4	13.6	27.0	15.4	64.0		40.6
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4
Max Green Setting (Gmax), s	11.9	56.2	9.0	21.6	10.3	57.8		35.2
Max Q Clear Time (g_c+I1), s	13.6	58.2	11.0	23.6	11.6	55.7		14.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.6		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	102.5
HCM 7th LOS	F

Intersection	
Intersection Delay, s/veh	161
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	4	402	2	87	6	322	459	121	351	3
Future Vol, veh/h	9	4	4	402	2	87	6	322	459	121	351	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	4	4	423	2	92	6	339	483	127	369	3
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay, s/veh	15	52.7	310.5	30.6
HCM LOS	B	F	F	D

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	53%	100%	0%	100%	0%
Vol Thru, %	0%	41%	24%	0%	2%	0%	99%
Vol Right, %	0%	59%	24%	0%	98%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	781	17	402	89	121	354
LT Vol	6	0	9	402	0	121	0
Through Vol	0	322	4	0	2	0	351
RT Vol	0	459	4	0	87	0	3
Lane Flow Rate	6	822	18	423	94	127	373
Geometry Grp	5	5	4b	5	5	5	5
Degree of Util (X)	0.014	1.634	0.047	0.941	0.178	0.285	0.783
Departure Headway (Hd)	8.096	7.157	11.484	9.024	7.791	9.043	8.513
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	510	314	406	464	400	429
Service Time	5.876	4.935	9.484	6.724	5.491	6.743	6.213
HCM Lane V/C Ratio	0.014	1.612	0.057	1.042	0.203	0.318	0.869
HCM Control Delay, s/veh	11	312.8	15	61.7	12.2	15.3	35.8
HCM Lane LOS	B	F	B	F	B	C	E
HCM 95th-tile Q	0	46.1	0.1	10.5	0.6	1.2	6.8

Intersection	
Intersection Delay, s/veh	38
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	188	327	91	0	316	84	14	32	72	81	140	248
Future Vol, veh/h	188	327	91	0	316	84	14	32	72	81	140	248
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	198	344	96	0	333	88	15	34	76	85	147	261
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	14.2	55.8	16.6	20.2
HCM LOS	E	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	0%	0%	37%	0%
Vol Thru, %	27%	0%	78%	100%	79%	63%	0%
Vol Right, %	61%	0%	22%	0%	21%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	188	418	0	400	221	248
LT Vol	14	188	0	0	0	81	0
Through Vol	32	0	327	0	316	140	0
RT Vol	72	0	91	0	84	0	248
Lane Flow Rate	124	198	440	0	421	233	261
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.319	0.46	0.941	0	0.934	0.55	0.551
Departure Headway (Hd)	9.259	8.372	7.699	8.136	7.983	8.519	7.604
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	388	431	471	0	455	423	475
Service Time	7.32	6.104	5.43	5.868	5.715	6.25	5.335
HCM Lane V/C Ratio	0.32	0.459	0.934	0	0.925	0.551	0.549
HCM Control Delay, s/veh	16.6	18.1	55.9	10.9	55.8	21.2	19.3
HCM Lane LOS	C	C	F	N	F	C	C
HCM 95th-tile Q	1.3	2.4	11.2	0	10.8	3.2	3.3

Intersection	
Int Delay, s/veh	155

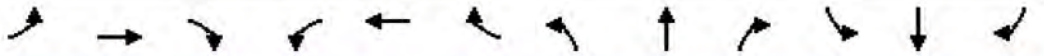
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	735	78	0	1	139	47	2	1	0	1	1	703
Future Vol, veh/h	735	78	0	1	139	47	2	1	0	1	1	703
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	50	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	774	82	0	1	146	49	2	1	0	1	1	740

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	82	8	1	49	748	1	741	0	0	1	0	0
Stage 1	3	3	-	5	5	-	-	-	-	-	-	-
Stage 2	78	5	-	44	743	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	911	891	1089	956	343	1089	875	-	-	1635	-	-
Stage 1	1025	897	-	1022	895	-	-	-	-	-	-	-
Stage 2	935	895	-	975	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 497	888	1089	865	342	1089	875	-	-	1635	-	-
Mov Cap-2 Maneuver	~ 497	888	-	865	342	-	-	-	-	-	-	-
Stage 1	1024	897	-	1020	893	-	-	-	-	-	-	-
Stage 2	~ 745	893	-	885	425	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 321.09	19.44	6.08	0.01
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	874	-	-	519	344	1089	900	-	-
HCM Lane V/C Ratio	0.002	-	-	1.65	0.429	0.045	0.001	-	-
HCM Ctrl Dly (s/v)	9.1	0	-	$ 321.1	23.1	8.5	7.2	0	-
HCM Lane LOS	A	A	-	F	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	48.7	2.1	0.1	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	636	551	256	698	0	0	0	0	454	0	442
Future Volume (veh/h)	0	636	551	256	698	0	0	0	0	454	0	442
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	669	580	269	735	0				478	0	465
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	785	672	303	1207	0				961	0	427
Arrive On Green	0.00	0.43	0.43	0.17	0.64	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	1937	1578	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	655	594	269	735	0				478	0	465
Grp Sat Flow(s),veh/h/ln	0	1805	1616	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	36.0	36.7	16.0	25.3	0.0				12.3	0.0	29.2
Cycle Q Clear(g_c), s	0.0	36.0	36.7	16.0	25.3	0.0				12.3	0.0	29.2
Prop In Lane	0.00		0.98	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	769	688	303	1207	0				961	0	427
V/C Ratio(X)	0.00	0.85	0.86	0.89	0.61	0.00				0.50	0.00	1.09
Avail Cap(c_a), veh/h	0	769	688	418	1207	0				961	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	28.7	44.8	11.9	0.0				34.2	0.0	40.4
Incr Delay (d2), s/veh	0.0	11.5	13.5	7.7	1.0	0.0				0.4	0.0	69.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.3	16.1	7.7	9.9	0.0				5.4	0.0	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	40.0	42.1	52.4	12.9	0.0				34.6	0.0	109.7
LnGrp LOS		D	D	D	B					C		F
Approach Vol, veh/h		1249			1004						943	
Approach Delay, s/veh		41.0			23.5						71.6	
Approach LOS		D			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.0	52.0		35.0		75.0
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1
Max Green Setting (Gmax), s	25.4	39.9		29.2		69.9
Max Q Clear Time (g_c+I1), s	18.0	38.7		31.2		27.3
Green Ext Time (p_c), s	0.5	0.9		0.0		6.0

Intersection Summary		
HCM 7th Control Delay, s/veh		44.5
HCM 7th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

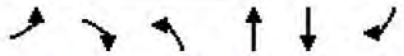


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	800	0	0	600	224	354	3	562	0	0	0
Future Volume (veh/h)	290	800	0	0	600	224	354	3	562	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	305	842	0	0	632	236	373	3	592			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	411	820	0	0	705	590	460	4	413			
Arrive On Green	0.07	0.07	0.00	0.00	0.37	0.37	0.26	0.26	0.26			
Sat Flow, veh/h	1810	3705	0	0	1900	1590	1796	14	1610			
Grp Volume(v), veh/h	305	842	0	0	632	236	376	0	592			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1590	1810	0	1610			
Q Serve(g_s), s	18.2	25.0	0.0	0.0	34.5	12.1	21.4	0.0	28.2			
Cycle Q Clear(g_c), s	18.2	25.0	0.0	0.0	34.5	12.1	21.4	0.0	28.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	411	820	0	0	705	590	464	0	413			
V/C Ratio(X)	0.74	1.03	0.00	0.00	0.90	0.40	0.81	0.00	1.43			
Avail Cap(c_a), veh/h	411	820	0	0	879	736	464	0	413			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.59	0.59	0.00	0.00	0.09	0.09	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.7	50.9	0.0	0.0	32.6	25.5	38.4	0.0	40.9			
Incr Delay (d2), s/veh	7.0	31.3	0.0	0.0	1.1	0.0	10.4	0.0	208.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.6	15.6	0.0	0.0	15.5	4.5	10.6	0.0	34.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.7	82.2	0.0	0.0	33.7	25.6	48.8	0.0	249.7			
LnGrp LOS	D	F			C	C	D		F			
Approach Vol, veh/h		1147			868			968				
Approach Delay, s/veh		74.9			31.5			171.7				
Approach LOS		E			C			F				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		30.1				45.9		34.0				
Change Period (Y+Rc), s		5.1				5.1		5.8				
Max Green Setting (Gmax), s		14.9				50.9		28.2				
Max Q Clear Time (g_c+I1), s		27.0				36.5		30.2				
Green Ext Time (p_c), s		0.0				4.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	93.7
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	784	578	303	318	471	521
Future Volume (veh/h)	784	578	303	318	471	521
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	825	608	319	335	496	548
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	896	797	65	860	373	413
Arrive On Green	0.50	0.50	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1810	1610	549	1900	825	911
Grp Volume(v), veh/h	825	608	319	335	0	1044
Grp Sat Flow(s),veh/h/ln	1810	1610	549	1900	0	1736
Q Serve(g_s), s	46.5	33.7	0.0	12.9	0.0	49.8
Cycle Q Clear(g_c), s	46.5	33.7	49.8	12.9	0.0	49.8
Prop In Lane	1.00	1.00	1.00			0.52
Lane Grp Cap(c), veh/h	896	797	65	860	0	786
V/C Ratio(X)	0.92	0.76	4.87	0.39	0.00	1.33
Avail Cap(c_a), veh/h	896	797	65	860	0	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	22.5	55.0	20.0	0.0	30.1
Incr Delay (d2), s/veh	4.4	1.5	1777.1	0.3	0.0	156.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.8	12.4	34.1	5.3	0.0	52.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.1	24.0	1832.1	20.3	0.0	186.6
LnGrp LOS	C	C	F	C		F
Approach Vol, veh/h	1433			654	1044	
Approach Delay, s/veh	27.6			904.0	186.6	
Approach LOS	C			F	F	

Timer - Assigned Phs	2	4		8
Phs Duration (G+Y+Rc), s	59.1	56.3		56.3
Change Period (Y+Rc), s	4.6	6.5		* 6.5
Max Green Setting (Gmax), s	49.4	49.5		* 50
Max Q Clear Time (g_c+I1), s	48.5	51.8		51.8
Green Ext Time (p_c), s	0.6	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	263.7
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	58	16	461	30	5
Future Vol, veh/h	525	58	16	461	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	553	61	17	485	32	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	614	0	1102	583
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	519	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	976	-	236	516
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	601	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	976	-	231	516
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	21.84
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	250	-	-	60	-
HCM Lane V/C Ratio	0.147	-	-	0.017	-
HCM Ctrl Dly (s/v)	21.8	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	530	0	0	477	0	4
Future Vol, veh/h	530	0	0	477	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	558	0	0	502	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	558
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	533
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	533
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.81
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	533	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Ctrl Dly (s/v)	11.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	783	0	0	757
Future Vol, veh/h	0	4	783	0	0	757
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	824	0	0	797

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1621	824	0	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	115	376	-	0	0	-
Stage 1	434	-	-	0	0	-
Stage 2	447	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	115	376	-	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.68	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	376	-
HCM Lane V/C Ratio	-	0.011	-
HCM Ctrl Dly (s/v)	-	14.7	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	42	741	42	66	691
Future Vol, veh/h	13	42	741	42	66	691
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	44	780	44	69	727

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1668	802	0	0	824	0
Stage 1	802	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	107	387	-	-	815	-
Stage 1	445	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	387	-	-	815	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.97	0	0.86
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	358	815	-
HCM Lane V/C Ratio	-	-	0.162	0.085	-
HCM Ctrl Dly (s/v)	-	-	17	9.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

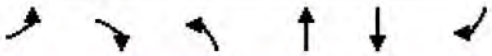
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	79	173	0	0	14
Future Vol, veh/h	0	79	173	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	83	182	0	0	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	91
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	955
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	955
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.83
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	955
HCM Lane V/C Ratio	-	-	-	0.015
HCM Ctrl Dly (s/v)	-	-	-	8.8
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	38	933	191	267	38
Future Volume (veh/h)	51	38	933	191	267	38
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	41	1014	208	290	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	150	134	1394	2472	545	76
Arrive On Green	0.08	0.08	0.40	0.68	0.17	0.17
Sat Flow, veh/h	1810	1610	3510	3705	3275	445
Grp Volume(v), veh/h	55	41	1014	208	163	168
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1805	1820
Q Serve(g_s), s	1.1	0.9	9.5	0.7	3.2	3.3
Cycle Q Clear(g_c), s	1.1	0.9	9.5	0.7	3.2	3.3
Prop In Lane	1.00	1.00	1.00			0.24
Lane Grp Cap(c), veh/h	150	134	1394	2472	309	312
V/C Ratio(X)	0.37	0.31	0.73	0.08	0.53	0.54
Avail Cap(c_a), veh/h	841	748	2763	4937	838	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	16.7	9.9	2.0	14.6	14.7
Incr Delay (d2), s/veh	1.5	1.3	0.7	0.0	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.9	2.4	0.0	1.1	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.3	18.0	10.6	2.1	16.0	16.1
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	96			1222	331	
Approach Delay, s/veh	18.2			9.2	16.1	
Approach LOS	B			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.0		7.7	19.9	11.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		53.0		18.0	30.5	18.0
Max Q Clear Time (g_c+I1), s		2.7		3.1	11.5	5.3
Green Ext Time (p_c), s		1.3		0.2	3.9	1.4

Intersection Summary		
HCM 7th Control Delay, s/veh		11.1
HCM 7th LOS		B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	167	123	1000	201	134	171
Future Volume (veh/h)	167	123	1000	201	134	171
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	182	134	1087	218	146	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	265	235	1475	295	191	2464
Arrive On Green	0.15	0.15	0.49	0.49	0.11	0.68
Sat Flow, veh/h	1810	1610	3093	599	1810	3705
Grp Volume(v), veh/h	182	134	653	652	146	186
Grp Sat Flow(s),veh/h/ln	1810	1610	1805	1792	1810	1805
Q Serve(g_s), s	5.0	4.1	15.1	15.3	4.1	0.9
Cycle Q Clear(g_c), s	5.0	4.1	15.1	15.3	4.1	0.9
Prop In Lane	1.00	1.00		0.33	1.00	
Lane Grp Cap(c), veh/h	265	235	888	881	191	2464
V/C Ratio(X)	0.69	0.57	0.74	0.74	0.77	0.08
Avail Cap(c_a), veh/h	630	560	1259	1251	396	3617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	20.9	10.6	10.7	22.9	2.8
Incr Delay (d2), s/veh	3.2	2.2	1.4	1.4	6.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.5	4.5	4.6	1.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.5	23.1	12.0	12.1	29.2	2.8
LnGrp LOS	C	C	B	B	C	A
Approach Vol, veh/h	316		1305			332
Approach Delay, s/veh	23.9		12.1			14.4
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	30.4			40.4	12.2
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	11.5	36.7			52.7	18.3
Max Q Clear Time (g_c+I1), s	6.1	17.3			2.9	7.0
Green Ext Time (p_c), s	0.2	8.6			1.2	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	14.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	249	0	59	4	214	195	23	121	0
Future Volume (veh/h)	0	0	0	249	0	59	4	214	195	23	121	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	293	0	69	5	252	229	27	142	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	0	408	0	363	12	336	305	59	746	0
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.01	0.37	0.37	0.03	0.39	0.00
Sat Flow, veh/h	0	1900	0	1810	0	1610	1810	917	833	1810	1900	0
Grp Volume(v), veh/h	0	0	0	293	0	69	5	0	481	27	142	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1810	0	1610	1810	0	1750	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	5.4	0.0	1.2	0.1	0.0	8.6	0.5	1.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.4	0.0	1.2	0.1	0.0	8.6	0.5	1.8	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.48	1.00		0.00
Lane Grp Cap(c), veh/h	0	5	0	408	0	363	12	0	641	59	746	0
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.19	0.41	0.00	0.75	0.45	0.19	0.00
Avail Cap(c_a), veh/h	0	1215	0	906	0	806	252	0	1265	252	1374	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	12.9	0.0	11.3	17.8	0.0	10.0	17.1	7.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.4	0.0	0.3	20.3	0.0	1.8	5.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.9	0.0	0.4	0.1	0.0	2.1	0.3	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	15.3	0.0	11.5	38.1	0.0	11.7	22.4	7.3	0.0
LnGrp LOS				B		B	D		B	C	A	
Approach Vol, veh/h		0			362			486			169	
Approach Delay, s/veh		0.0			14.5			12.0			9.7	
Approach LOS					B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	17.7		0.0	4.7	18.6		12.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	26.0		23.0	5.0	26.0		18.0				
Max Q Clear Time (g_c+I1), s	2.5	10.6		0.0	2.1	3.8		7.4				
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	0.7		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	12.5	
HCM 7th LOS	B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	4	4	317	1	33	6	234	400	65	270	2
Future Volume (veh/h)	7	4	4	317	1	33	6	234	400	65	270	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	5	5	364	1	38	7	269	460	75	310	2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	16	10	10	414	9	360	16	293	501	97	961	6
Arrive On Green	0.02	0.02	0.02	0.23	0.23	0.23	0.01	0.47	0.47	0.05	0.51	0.51
Sat Flow, veh/h	788	492	492	1810	41	1575	1810	630	1077	1810	1886	12
Grp Volume(v), veh/h	18	0	0	364	0	39	7	0	729	75	0	312
Grp Sat Flow(s),veh/h/ln	1772	0	0	1810	0	1616	1810	0	1706	1810	0	1898
Q Serve(g_s), s	0.8	0.0	0.0	15.1	0.0	1.5	0.3	0.0	31.0	3.2	0.0	7.5
Cycle Q Clear(g_c), s	0.8	0.0	0.0	15.1	0.0	1.5	0.3	0.0	31.0	3.2	0.0	7.5
Prop In Lane	0.44		0.28	1.00		0.97	1.00		0.63	1.00		0.01
Lane Grp Cap(c), veh/h	37	0	0	414	0	370	16	0	794	97	0	967
V/C Ratio(X)	0.49	0.00	0.00	0.88	0.00	0.11	0.43	0.00	0.92	0.78	0.00	0.32
Avail Cap(c_a), veh/h	525	0	0	524	0	468	117	0	912	117	0	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	0.0	28.9	0.0	23.7	38.3	0.0	19.4	36.3	0.0	11.2
Incr Delay (d2), s/veh	9.8	0.0	0.0	13.3	0.0	0.1	16.8	0.0	12.9	23.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	7.7	0.0	0.6	0.2	0.0	13.0	2.0	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	0.0	0.0	42.2	0.0	23.8	55.1	0.0	32.3	59.4	0.0	11.4
LnGrp LOS	D			D		C	E		C	E		B
Approach Vol, veh/h		18			403			736			387	
Approach Delay, s/veh		47.4			40.4			32.5			20.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	40.6		6.1	5.2	44.1		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	41.5		23.0	5.0	41.5		22.5				
Max Q Clear Time (g_c+I1), s	5.2	33.0		2.8	2.3	9.5		17.1				
Green Ext Time (p_c), s	0.0	3.2		0.0	0.0	1.9		0.7				

Intersection Summary			
HCM 7th Control Delay, s/veh		31.8	
HCM 7th LOS		C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1329	160	103	1997	98	170	49	90	68	42	48
Future Volume (veh/h)	55	1329	160	103	1997	98	170	49	90	68	42	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	1399	168	108	2102	103	179	52	95	72	44	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	1506	830	206	2314	718	347	538	455	247	107	124
Arrive On Green	0.09	0.42	0.42	0.11	0.45	0.45	0.10	0.28	0.28	0.13	0.13	0.13
Sat Flow, veh/h	3510	3610	1609	1810	5187	1610	3510	1900	1607	1256	800	928
Grp Volume(v), veh/h	58	1399	168	108	2102	103	179	52	95	72	0	95
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1810	1729	1610	1755	1900	1607	1256	0	1728
Q Serve(g_s), s	1.4	33.2	5.1	5.1	34.0	3.4	4.4	1.8	4.1	4.7	0.0	4.5
Cycle Q Clear(g_c), s	1.4	33.2	5.1	5.1	34.0	3.4	4.4	1.8	4.1	4.7	0.0	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	299	1506	830	206	2314	718	347	538	455	247	0	230
V/C Ratio(X)	0.19	0.93	0.20	0.52	0.91	0.14	0.52	0.10	0.21	0.29	0.00	0.41
Avail Cap(c_a), veh/h	433	1506	830	221	2314	718	351	654	553	323	0	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	25.0	11.8	37.6	23.2	14.7	38.5	23.8	24.6	35.9	0.0	35.8
Incr Delay (d2), s/veh	0.1	11.5	0.5	0.8	6.6	0.4	0.5	0.0	0.1	0.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.7	1.8	2.2	13.3	1.2	1.8	0.8	1.5	1.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.4	36.4	12.3	38.3	29.8	15.2	39.0	23.8	24.7	36.1	0.0	36.2
LnGrp LOS	D	D	B	D	C	B	D	C	C	D		D
Approach Vol, veh/h		1625			2313			326			167	
Approach Delay, s/veh		34.0			29.6			32.4			36.2	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.4	43.7	13.5	17.4	12.8	46.4		30.9				
Change Period (Y+Rc), s	5.1	6.2	4.6	5.4	5.1	6.2		5.4				
Max Green Setting (Gmax), s	11.0	31.2	9.0	17.4	11.1	31.2		31.0				
Max Q Clear Time (g_c+I1), s	7.1	35.2	6.4	6.7	3.4	36.0		6.1				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.3	0.0	0.0		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	280	0	62	4	277	251	25	168	0
Future Volume (veh/h)	0	0	0	280	0	62	4	277	251	25	168	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	295	0	65	4	292	264	26	177	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	5	0	401	0	357	10	370	334	57	813	0
Arrive On Green	0.00	0.00	0.00	0.22	0.00	0.22	0.01	0.40	0.40	0.03	0.43	0.00
Sat Flow, veh/h	0	1900	0	1810	0	1610	1810	919	831	1810	1900	0
Grp Volume(v), veh/h	0	0	0	295	0	65	4	0	556	26	177	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1810	0	1610	1810	0	1750	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	5.9	0.0	1.3	0.1	0.0	10.9	0.6	2.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.9	0.0	1.3	0.1	0.0	10.9	0.6	2.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.47	1.00		0.00
Lane Grp Cap(c), veh/h	0	5	0	401	0	357	10	0	704	57	813	0
V/C Ratio(X)	0.00	0.00	0.00	0.74	0.00	0.18	0.41	0.00	0.79	0.46	0.22	0.00
Avail Cap(c_a), veh/h	0	1117	0	832	0	741	231	0	1163	231	1263	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.2	0.0	12.4	19.4	0.0	10.3	18.6	7.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.6	0.0	0.2	24.8	0.0	2.0	5.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.2	0.0	0.4	0.1	0.0	2.8	0.3	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	16.8	0.0	12.6	44.2	0.0	12.3	24.2	7.2	0.0
LnGrp LOS				B		B	D		B	C	A	
Approach Vol, veh/h		0			360			560			203	
Approach Delay, s/veh		0.0			16.1			12.5			9.4	
Approach LOS					B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	20.2		0.0	4.7	21.2		13.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	26.0		23.0	5.0	26.0		18.0				
Max Q Clear Time (g_c+I1), s	2.6	12.9		0.0	2.1	4.3		7.9				
Green Ext Time (p_c), s	0.0	2.8		0.0	0.0	0.9		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

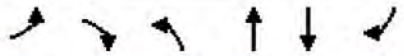


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	302	0	0	618	298	420	2	191	0	0	0
Future Volume (veh/h)	205	302	0	0	618	298	420	2	191	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	216	318	0	0	651	314	442	2	201			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	247	2163	0	0	759	642	476	2	426			
Arrive On Green	0.27	1.00	0.00	0.00	0.40	0.40	0.26	0.26	0.26			
Sat Flow, veh/h	1810	3705	0	0	1900	1609	1802	8	1610			
Grp Volume(v), veh/h	216	318	0	0	651	314	444	0	201			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1609	1810	0	1610			
Q Serve(g_s), s	9.1	0.0	0.0	0.0	25.0	11.7	19.1	0.0	8.4			
Cycle Q Clear(g_c), s	9.1	0.0	0.0	0.0	25.0	11.7	19.1	0.0	8.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	247	2163	0	0	759	642	479	0	426			
V/C Ratio(X)	0.88	0.15	0.00	0.00	0.86	0.49	0.93	0.00	0.47			
Avail Cap(c_a), veh/h	247	2163	0	0	759	642	480	0	427			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	0.42	0.42	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.5	0.0	0.0	0.0	22.0	17.9	28.7	0.0	24.7			
Incr Delay (d2), s/veh	24.5	0.1	0.0	0.0	4.4	0.2	24.4	0.0	0.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	0.0	11.1	4.0	11.0	0.0	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	0.1	0.0	0.0	26.3	18.2	53.0	0.0	25.5			
LnGrp LOS	D	A			C	B	D		C			
Approach Vol, veh/h		534			965			645				
Approach Delay, s/veh		21.5			23.7			44.5				
Approach LOS		C			C			D				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.0			16.0	37.0		27.0				
Change Period (Y+Rc), s		5.1			5.1	5.1		5.8				
Max Green Setting (Gmax), s		47.9			10.9	31.9		21.2				
Max Q Clear Time (g_c+I1), s		2.0			11.1	27.0		21.1				
Green Ext Time (p_c), s		2.2			0.0	2.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



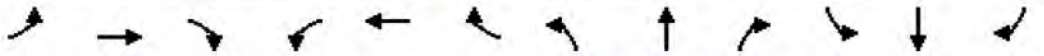
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	300	189	390	271	226	527
Future Volume (veh/h)	300	189	390	271	226	527
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	316	199	411	285	238	555
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	391	348	396	1225	703	596
Arrive On Green	0.22	0.22	0.22	0.64	0.37	0.37
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	316	199	411	285	238	555
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	13.3	8.8	17.5	5.0	7.2	26.5
Cycle Q Clear(g_c), s	13.3	8.8	17.5	5.0	7.2	26.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	391	348	396	1225	703	596
V/C Ratio(X)	0.81	0.57	1.04	0.23	0.34	0.93
Avail Cap(c_a), veh/h	391	348	396	1280	751	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	28.0	31.2	5.9	18.2	24.2
Incr Delay (d2), s/veh	15.9	6.5	55.5	0.1	0.3	20.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	3.7	13.0	1.4	2.8	11.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.7	34.6	86.8	6.0	18.4	44.2
LnGrp LOS	D	C	F	A	B	D
Approach Vol, veh/h	515			696	793	
Approach Delay, s/veh	41.4			53.7	36.5	
Approach LOS	D			D	D	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	21.9	22.0	36.1		58.1
Change Period (Y+Rc), s	4.6	4.5	6.5		* 6.5
Max Green Setting (Gmax), s	15.3	17.5	31.6		* 54
Max Q Clear Time (g_c+I1), s	15.3	19.5	28.5		7.0
Green Ext Time (p_c), s	0.0	0.0	1.1		1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	43.7
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1989	229	186	1547	189	249	114	190	239	132	82
Future Volume (veh/h)	178	1989	229	186	1547	189	249	114	190	239	132	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	2094	241	196	1628	199	262	120	200	252	139	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	367	2516	1272	210	3673	1137	332	560	471	178	156	97
Arrive On Green	0.10	0.70	0.70	0.12	0.71	0.71	0.09	0.29	0.29	0.14	0.14	0.14
Sat Flow, veh/h	3510	3610	1606	1810	5187	1606	3510	1900	1597	1067	1090	675
Grp Volume(v), veh/h	187	2094	241	196	1628	199	262	120	200	252	0	225
Grp Sat Flow(s),veh/h/ln	1755	1805	1606	1810	1729	1606	1755	1900	1597	1067	0	1765
Q Serve(g_s), s	4.8	39.8	2.8	10.2	12.7	3.9	6.9	4.5	9.6	9.1	0.0	11.9
Cycle Q Clear(g_c), s	4.8	39.8	2.8	10.2	12.7	3.9	6.9	4.5	9.6	13.6	0.0	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	367	2516	1272	210	3673	1137	332	560	471	178	0	253
V/C Ratio(X)	0.51	0.83	0.19	0.94	0.44	0.17	0.79	0.21	0.43	1.42	0.00	0.89
Avail Cap(c_a), veh/h	370	2516	1272	210	3673	1137	333	560	471	178	0	253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.2	10.4	3.8	41.6	5.9	4.6	42.1	25.2	27.0	44.9	0.0	40.0
Incr Delay (d2), s/veh	0.5	3.4	0.3	43.8	0.4	0.3	11.0	0.1	0.2	217.5	0.0	29.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	11.7	0.7	6.8	3.2	1.0	3.4	2.0	3.5	14.8	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.7	13.8	4.2	85.4	6.3	5.0	53.1	25.3	27.2	262.4	0.0	69.1
LnGrp LOS	D	B	A	F	A	A	D	C	C	F		E
Approach Vol, veh/h		2522			2023			582			477	
Approach Delay, s/veh		14.9			13.8			38.5			171.2	
Approach LOS		B			B			D			F	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.1	73.2	14.4	19.0	15.0	74.3		33.4				
Change Period (Y+Rc), s	5.1	6.2	5.4	* 5.4	5.1	6.2		5.4				
Max Green Setting (Gmax), s	11.0	40.1	9.0	* 14	10.0	41.1		27.2				
Max Q Clear Time (g_c+I1), s	12.2	41.8	8.9	15.6	6.8	14.7		11.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	8.7		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	4	4	381	1	35	6	298	450	67	336	2
Future Volume (veh/h)	7	4	4	381	1	35	6	298	450	67	336	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	4	4	401	1	37	6	314	474	71	354	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	15	8	8	440	10	383	14	326	493	92	983	6
Arrive On Green	0.02	0.02	0.02	0.24	0.24	0.24	0.01	0.48	0.48	0.05	0.52	0.52
Sat Flow, veh/h	828	473	473	1810	43	1574	1810	683	1031	1810	1887	11
Grp Volume(v), veh/h	15	0	0	401	0	38	6	0	788	71	0	356
Grp Sat Flow(s),veh/h/ln	1773	0	0	1810	0	1617	1810	0	1714	1810	0	1898
Q Serve(g_s), s	0.7	0.0	0.0	18.4	0.0	1.6	0.3	0.0	37.9	3.3	0.0	9.4
Cycle Q Clear(g_c), s	0.7	0.0	0.0	18.4	0.0	1.6	0.3	0.0	37.9	3.3	0.0	9.4
Prop In Lane	0.47		0.27	1.00		0.97	1.00		0.60	1.00		0.01
Lane Grp Cap(c), veh/h	31	0	0	440	0	393	14	0	819	92	0	988
V/C Ratio(X)	0.48	0.00	0.00	0.91	0.00	0.10	0.43	0.00	0.96	0.77	0.00	0.36
Avail Cap(c_a), veh/h	478	0	0	477	0	426	106	0	834	106	0	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	0.0	31.4	0.0	25.0	42.1	0.0	21.5	40.0	0.0	12.1
Incr Delay (d2), s/veh	11.1	0.0	0.0	20.8	0.0	0.1	19.2	0.0	22.2	25.9	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	10.2	0.0	0.6	0.2	0.0	17.9	2.1	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.6	0.0	0.0	52.1	0.0	25.1	61.3	0.0	43.7	65.9	0.0	12.3
LnGrp LOS	D			D		C	E		D	E		B
Approach Vol, veh/h		15			439			794			427	
Approach Delay, s/veh		52.6			49.8			43.9			21.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	45.2		6.0	5.2	48.9		25.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.6	41.5		23.0	5.0	41.5		22.5				
Max Q Clear Time (g_c+I1), s	5.3	39.9		2.7	2.3	11.4		20.4				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	2.2		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	39.7
HCM 7th LOS	D

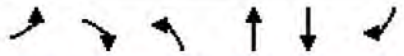


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	276	763	0	0	532	196	337	3	538	0	0	0
Future Volume (veh/h)	276	763	0	0	532	196	337	3	538	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	291	803	0	0	560	206	355	3	566			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	323	2130	0	0	694	581	558	5	501			
Arrive On Green	0.06	0.19	0.00	0.00	0.37	0.37	0.31	0.31	0.31			
Sat Flow, veh/h	1810	3705	0	0	1900	1590	1795	15	1610			
Grp Volume(v), veh/h	291	803	0	0	560	206	358	0	566			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1590	1810	0	1610			
Q Serve(g_s), s	17.6	21.3	0.0	0.0	29.2	10.4	18.7	0.0	34.2			
Cycle Q Clear(g_c), s	17.6	21.3	0.0	0.0	29.2	10.4	18.7	0.0	34.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	323	2130	0	0	694	581	563	0	501			
V/C Ratio(X)	0.90	0.38	0.00	0.00	0.81	0.35	0.64	0.00	1.13			
Avail Cap(c_a), veh/h	327	2130	0	0	694	581	563	0	501			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	0.76	0.76	1.00	0.00	1.00			
Uniform Delay (d), s/veh	50.8	26.7	0.0	0.0	31.4	25.5	32.6	0.0	37.9			
Incr Delay (d2), s/veh	21.2	0.4	0.0	0.0	5.4	0.3	2.4	0.0	81.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.4	10.3	0.0	0.0	14.0	3.9	8.4	0.0	24.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.0	27.1	0.0	0.0	36.8	25.7	34.9	0.0	119.2			
LnGrp LOS	E	C			D	C	C		F			
Approach Vol, veh/h		1094			766			924				
Approach Delay, s/veh		39.0			33.8			86.5				
Approach LOS		D			C			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			24.7	45.3		40.0				
Change Period (Y+Rc), s		5.1			5.1	5.1		5.8				
Max Green Setting (Gmax), s		64.9			19.9	39.9		34.2				
Max Q Clear Time (g_c+I1), s		23.3			19.6	31.2		36.2				
Green Ext Time (p_c), s		6.4			0.0	2.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	53.4
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



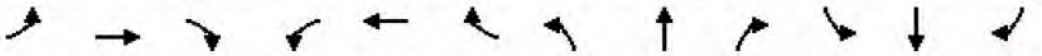
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	750	550	289	303	449	442
Future Volume (veh/h)	750	550	289	303	449	442
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	789	579	304	319	473	465
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	820	730	309	863	467	1126
Arrive On Green	0.45	0.45	0.17	0.45	0.25	0.25
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	789	579	304	319	473	465
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	50.7	36.8	20.1	13.2	29.5	14.7
Cycle Q Clear(g_c), s	50.7	36.8	20.1	13.2	29.5	14.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	820	730	309	863	467	1126
V/C Ratio(X)	0.96	0.79	0.98	0.37	1.01	0.41
Avail Cap(c_a), veh/h	820	730	309	868	467	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	28.0	49.6	21.5	45.3	7.6
Incr Delay (d2), s/veh	19.8	6.8	46.5	0.3	44.9	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.6	14.4	12.7	5.6	18.9	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	51.6	34.8	96.1	21.7	90.1	7.9
LnGrp LOS	D	C	F	C	F	A
Approach Vol, veh/h	1368			623	938	
Approach Delay, s/veh	44.5			58.0	49.3	
Approach LOS	D			E	D	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	59.0	25.0	36.0		61.0
Change Period (Y+Rc), s	4.6	4.5	6.5		* 6.5
Max Green Setting (Gmax), s	53.9	20.5	29.5		* 55
Max Q Clear Time (g_c+I1), s	52.7	22.1	31.5		15.2
Green Ext Time (p_c), s	0.7	0.0	0.0		1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	48.9
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1507	958	745	1900	0	0	0	0	671	2	309
Future Volume (veh/h)	0	1507	958	745	1900	0	0	0	0	671	2	309
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1417	1121	784	2000	0				707	0	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1657	1404	842	3739	0				1009	0	299
Arrive On Green	0.00	0.44	0.44	0.48	1.00	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	3800	3220	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	1417	1121	784	2000	0				707	0	325
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	40.2	36.1	25.2	0.0	0.0				14.6	0.0	22.3
Cycle Q Clear(g_c), s	0.0	40.2	36.1	25.2	0.0	0.0				14.6	0.0	22.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1657	1404	842	3739	0				1009	0	299
V/C Ratio(X)	0.00	0.86	0.80	0.93	0.53	0.00				0.70	0.00	1.09
Avail Cap(c_a), veh/h	0	1729	1465	842	3739	0				1009	0	299
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.54	0.54	0.67	0.67	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.4	29.3	30.3	0.0	0.0				45.7	0.0	48.8
Incr Delay (d2), s/veh	0.0	3.3	2.7	12.4	0.4	0.0				2.2	0.0	77.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.2	13.8	9.0	0.1	0.0				6.7	0.0	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	33.7	31.9	42.7	0.4	0.0				47.9	0.0	125.8
LnGrp LOS		C	C	D	A					D		F
Approach Vol, veh/h		2538			2784						1032	
Approach Delay, s/veh		32.9			12.3						72.4	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.2	57.7		28.1		91.9						
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4						
Max Green Setting (Gmax), s	26.5	54.6		22.3		86.5						
Max Q Clear Time (g_c+I1), s	27.2	42.2		24.3		2.0						
Green Ext Time (p_c), s	0.0	10.1		0.0		29.5						

Intersection Summary			
HCM 7th Control Delay, s/veh		30.3	
HCM 7th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1395	168	108	2497	161	179	51	93	79	44	101
Future Volume (veh/h)	142	1395	168	108	2497	161	179	51	93	79	44	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	149	1468	177	114	2628	169	188	54	98	83	46	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	1963	875	162	2856	887	263	432	365	176	55	126
Arrive On Green	0.08	0.54	0.54	0.09	0.55	0.55	0.07	0.23	0.23	0.11	0.11	0.11
Sat Flow, veh/h	3510	3610	1609	1810	5187	1610	3510	1900	1606	1365	509	1172
Grp Volume(v), veh/h	149	1468	177	114	2628	169	188	54	98	83	0	152
Grp Sat Flow(s),veh/h/ln	1755	1805	1609	1810	1729	1610	1755	1900	1606	1365	0	1681
Q Serve(g_s), s	4.9	37.5	4.2	7.3	55.4	6.3	6.3	2.7	6.0	7.1	0.0	10.6
Cycle Q Clear(g_c), s	4.9	37.5	4.2	7.3	55.4	6.3	6.3	2.7	6.0	9.8	0.0	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	291	1963	875	162	2856	887	263	432	365	176	0	181
V/C Ratio(X)	0.51	0.75	0.20	0.70	0.92	0.19	0.72	0.12	0.27	0.47	0.00	0.84
Avail Cap(c_a), veh/h	293	1963	875	166	2856	887	269	491	415	225	0	241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.7	21.0	5.5	53.1	24.6	13.5	54.3	36.9	38.1	53.5	0.0	52.5
Incr Delay (d2), s/veh	0.6	2.7	0.5	10.4	6.2	0.5	7.3	0.0	0.1	0.7	0.0	14.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	14.9	2.4	3.7	21.5	2.2	3.0	1.3	2.4	2.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.4	23.7	6.0	63.4	30.7	14.0	61.5	36.9	38.3	54.2	0.0	66.6
LnGrp LOS	D	C	A	E	C	B	E	D	D	D		E
Approach Vol, veh/h		1794			2911			340			235	
Approach Delay, s/veh		24.4			31.0			50.9			62.2	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	71.5	14.4	18.3	15.0	72.3		32.7				
Change Period (Y+Rc), s	5.1	6.2	5.4	* 5.4	5.1	6.2		5.4				
Max Green Setting (Gmax), s	11.8	61.3	9.2	* 17	10.0	62.3		31.0				
Max Q Clear Time (g_c+I1), s	9.3	39.5	8.3	12.6	6.9	57.4		8.0				
Green Ext Time (p_c), s	0.0	7.3	0.0	0.3	0.1	4.3		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	292	0	140	4	314	260	87	217	0
Future Volume (veh/h)	0	0	0	292	0	140	4	314	260	87	217	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	0	307	0	147	4	331	274	92	228	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	4	0	410	0	365	10	394	326	135	910	0
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.01	0.41	0.41	0.07	0.48	0.00
Sat Flow, veh/h	0	1900	0	1810	0	1610	1810	961	796	1810	1900	0
Grp Volume(v), veh/h	0	0	0	307	0	147	4	0	605	92	228	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1810	0	1610	1810	0	1757	1810	1900	0
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	3.6	0.1	0.0	14.5	2.3	3.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	3.6	0.1	0.0	14.5	2.3	3.3	0.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.45	1.00		0.00
Lane Grp Cap(c), veh/h	0	4	0	410	0	365	10	0	719	135	910	0
V/C Ratio(X)	0.00	0.00	0.00	0.75	0.00	0.40	0.41	0.00	0.84	0.68	0.25	0.00
Avail Cap(c_a), veh/h	0	936	0	698	0	621	194	0	979	194	1059	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.8	0.0	15.4	23.1	0.0	12.4	21.0	7.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.8	0.0	0.7	25.0	0.0	5.0	5.9	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.9	0.0	1.2	0.1	0.0	4.8	1.1	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	19.6	0.0	16.1	48.2	0.0	17.4	27.0	7.3	0.0
LnGrp LOS				B		B	D		B	C	A	
Approach Vol, veh/h		0			454			609			320	
Approach Delay, s/veh		0.0			18.4			17.6			13.0	
Approach LOS					B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	23.6		0.0	4.8	26.8		15.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	26.0		23.0	5.0	26.0		18.0				
Max Q Clear Time (g_c+I1), s	4.3	16.5		0.0	2.1	5.3		9.4				
Green Ext Time (p_c), s	0.0	2.6		0.0	0.0	1.2		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	185	0	81	268	45	0	79	290	29	64	108
Future Vol, veh/h	132	185	0	81	268	45	0	79	290	29	64	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	139	195	0	85	282	47	0	83	305	31	67	114
Number of Lanes	1	1	0	1	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	14.5	19.8	16.5	12.3
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	100%	0%	100%	0%	31%	0%
Vol Thru, %	100%	0%	0%	100%	0%	86%	69%	0%
Vol Right, %	0%	100%	0%	0%	0%	14%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	290	132	185	81	313	93	108
LT Vol	0	0	132	0	81	0	29	0
Through Vol	79	0	0	185	0	268	64	0
RT Vol	0	290	0	0	0	45	0	108
Lane Flow Rate	83	305	139	195	85	329	98	114
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.17	0.565	0.302	0.396	0.182	0.645	0.215	0.222
Departure Headway (Hd)	7.379	6.661	7.831	7.318	7.665	7.05	7.919	7.037
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	486	540	459	491	467	511	452	508
Service Time	5.134	4.415	5.59	5.076	5.42	4.805	5.685	4.802
HCM Lane V/C Ratio	0.171	0.565	0.303	0.397	0.182	0.644	0.217	0.224
HCM Control Delay, s/veh	11.7	17.8	14	14.8	12.1	21.8	12.9	11.8
HCM Lane LOS	B	C	B	B	B	C	B	B
HCM 95th-tile Q	0.6	3.5	1.3	1.9	0.7	4.5	0.8	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	513	284	0	0	122	12	0	1	0	24	1	481
Future Volume (veh/h)	513	284	0	0	122	12	0	1	0	24	1	481
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	540	299	0	0	128	13	0	1	0	25	1	506
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	579	320	0	0	183	155	0	386	0	393	14	1106
Arrive On Green	0.49	0.49	0.00	0.00	0.10	0.10	0.00	0.20	0.00	0.20	0.20	0.20
Sat Flow, veh/h	1185	656	0	0	1900	1610	0	1900	0	1388	67	1575
Grp Volume(v), veh/h	839	0	0	0	128	13	0	1	0	26	0	506
Grp Sat Flow(s),veh/h/ln	1841	0	0	0	1900	1610	0	1900	0	1455	0	1575
Q Serve(g_s), s	27.2	0.0	0.0	0.0	4.1	0.5	0.0	0.0	0.0	0.8	0.0	9.3
Cycle Q Clear(g_c), s	27.2	0.0	0.0	0.0	4.1	0.5	0.0	0.0	0.0	0.9	0.0	9.3
Prop In Lane	0.64		0.00	0.00		1.00	0.00		0.00	0.96		1.00
Lane Grp Cap(c), veh/h	899	0	0	0	183	155	0	386	0	406	0	1106
V/C Ratio(X)	0.93	0.00	0.00	0.00	0.70	0.08	0.00	0.00	0.00	0.06	0.00	0.46
Avail Cap(c_a), veh/h	941	0	0	0	628	532	0	688	0	637	0	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	0.0	0.0	27.8	26.2	0.0	20.2	0.0	20.5	0.0	4.5
Incr Delay (d2), s/veh	15.4	0.0	0.0	0.0	4.8	0.2	0.0	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	0.0	0.0	0.0	2.0	0.2	0.0	0.0	0.0	0.3	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	0.0	0.0	0.0	32.6	26.4	0.0	20.2	0.0	20.6	0.0	4.8
LnGrp LOS	C				C	C		C		C		A
Approach Vol, veh/h		839			141			1			532	
Approach Delay, s/veh		30.6			32.1			20.2			5.5	
Approach LOS		C			C			C			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	17.4	35.5	17.4	10.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.0	32.5	23.0	21.0
Max Q Clear Time (g_c+I1), s	2.0	29.2	11.3	6.1
Green Ext Time (p_c), s	0.0	1.8	1.6	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	411	385	475	795	0	0	0	0	121	7	239
Future Volume (veh/h)	0	411	385	475	795	0	0	0	0	121	7	239
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	433	405	500	837	0				132	0	252
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	515	450	761	1422	0				582	0	259
Arrive On Green	0.00	0.29	0.29	0.42	0.75	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	1900	1576	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	433	405	500	837	0				132	0	252
Grp Sat Flow(s),veh/h/ln	0	1805	1576	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	27.1	29.7	26.6	23.8	0.0				3.8	0.0	18.7
Cycle Q Clear(g_c), s	0.0	27.1	29.7	26.6	23.8	0.0				3.8	0.0	18.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	515	450	761	1422	0				582	0	259
V/C Ratio(X)	0.00	0.84	0.90	0.66	0.59	0.00				0.23	0.00	0.97
Avail Cap(c_a), veh/h	0	563	491	761	1422	0				582	0	259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.14	0.14	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	40.3	41.2	27.8	6.8	0.0				43.9	0.0	50.1
Incr Delay (d2), s/veh	0.0	15.2	23.7	0.3	0.3	0.0				0.2	0.0	48.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.0	14.3	11.3	8.0	0.0				1.7	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	55.5	64.9	28.1	7.0	0.0				44.0	0.0	98.4
LnGrp LOS		E	E	C	A					D		F
Approach Vol, veh/h		838			1337						384	
Approach Delay, s/veh		60.1			14.9						79.7	
Approach LOS		E			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	5.6	39.3		25.1		94.9
Change Period (Y+Rc), s	5.1	* 5.1		5.8		5.1
Max Green Setting (Gmax), s	47.8	* 37		19.3		89.8
Max Q Clear Time (g_c+I1), s	28.6	31.7		20.7		25.8
Green Ext Time (p_c), s	1.5	2.6		0.0		7.6

Intersection Summary	
HCM 7th Control Delay, s/veh	39.4
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

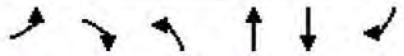


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	317	0	0	646	488	624	19	534	0	0	0
Future Volume (veh/h)	215	317	0	0	646	488	624	19	534	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	226	334	0	0	680	514	657	20	562			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	225	1922	0	0	695	589	662	20	606			
Arrive On Green	0.25	1.00	0.00	0.00	0.37	0.37	0.38	0.38	0.38			
Sat Flow, veh/h	1810	3705	0	0	1900	1609	1759	54	1610			
Grp Volume(v), veh/h	226	334	0	0	680	514	677	0	562			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1609	1812	0	1610			
Q Serve(g_s), s	14.9	0.0	0.0	0.0	42.4	35.7	44.6	0.0	40.1			
Cycle Q Clear(g_c), s	14.9	0.0	0.0	0.0	42.4	35.7	44.6	0.0	40.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	225	1922	0	0	695	589	683	0	606			
V/C Ratio(X)	1.01	0.17	0.00	0.00	0.98	0.87	0.99	0.00	0.93			
Avail Cap(c_a), veh/h	225	1922	0	0	695	589	683	0	606			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	0.54	0.54	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.1	0.0	0.0	0.0	37.6	35.5	37.2	0.0	35.8			
Incr Delay (d2), s/veh	56.9	0.2	0.0	0.0	20.0	8.0	32.3	0.0	20.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.2	0.0	0.0	0.0	22.9	14.9	25.2	0.0	18.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.0	0.2	0.0	0.0	57.6	43.5	69.5	0.0	56.3			
LnGrp LOS	F	A			E	D	E		E			
Approach Vol, veh/h		560			1194			1239				
Approach Delay, s/veh		41.2			51.5			63.5				
Approach LOS		D			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		69.0			20.0	49.0		51.0				
Change Period (Y+Rc), s		5.1			5.1	5.1		5.8				
Max Green Setting (Gmax), s		63.9			14.9	43.9		45.2				
Max Q Clear Time (g_c+I1), s		2.0			16.9	44.4		46.6				
Green Ext Time (p_c), s		2.3			0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	54.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



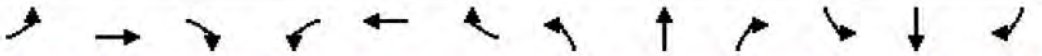
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	615	235	490	328	237	644
Future Volume (veh/h)	615	235	490	328	237	644
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	647	247	516	345	249	678
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	754	671	542	933	293	919
Arrive On Green	0.42	0.42	0.30	0.49	0.15	0.15
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	647	247	516	345	249	678
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	39.0	12.7	33.5	13.6	15.3	18.5
Cycle Q Clear(g_c), s	39.0	12.7	33.5	13.6	15.3	18.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	754	671	542	933	293	919
V/C Ratio(X)	0.86	0.37	0.95	0.37	0.85	0.74
Avail Cap(c_a), veh/h	754	671	565	963	293	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	24.1	41.2	19.0	49.4	15.0
Incr Delay (d2), s/veh	10.9	1.4	26.0	0.2	20.5	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	4.8	18.0	5.6	8.6	20.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	42.7	25.5	67.2	19.2	69.9	18.2
LnGrp LOS	D	C	E	B	E	B
Approach Vol, veh/h	894			861	927	
Approach Delay, s/veh	37.9			48.0	32.1	
Approach LOS	D			D	C	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	54.6	40.4	25.0		65.4
Change Period (Y+Rc), s	4.6	4.5	6.5		* 6.5
Max Green Setting (Gmax), s	48.4	37.5	18.5		* 61
Max Q Clear Time (g_c+I1), s	41.0	35.5	20.5		15.6
Green Ext Time (p_c), s	2.1	0.4	0.0		1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	39.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1755	872	799	1970	0	0	0	0	1095	0	197
Future Volume (veh/h)	0	1755	872	799	1970	0	0	0	0	1095	0	197
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	2187	691	841	2074	0				1153	0	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2322	656	802	3530	0				1227	0	364
Arrive On Green	0.00	0.41	0.41	0.30	0.91	0.00				0.23	0.00	0.23
Sat Flow, veh/h	0	5700	1610	3510	5358	0				5429	0	1610
Grp Volume(v), veh/h	0	2187	691	841	2074	0				1153	0	207
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1755	1729	0				1810	0	1610
Q Serve(g_s), s	0.0	44.3	48.9	27.4	9.7	0.0				25.0	0.0	13.7
Cycle Q Clear(g_c), s	0.0	44.3	48.9	27.4	9.7	0.0				25.0	0.0	13.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2322	656	802	3530	0				1227	0	364
V/C Ratio(X)	0.00	0.94	1.05	1.05	0.59	0.00				0.94	0.00	0.57
Avail Cap(c_a), veh/h	0	2322	656	802	3530	0				1230	0	365
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.43	0.43	0.59	0.59	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.2	35.6	41.8	2.3	0.0				45.6	0.0	41.2
Incr Delay (d2), s/veh	0.0	4.6	38.6	38.4	0.4	0.0				13.5	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.4	25.2	15.1	1.8	0.0				12.6	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	38.8	74.2	80.2	2.7	0.0				59.1	0.0	42.6
LnGrp LOS		D	F	F	A					E		D
Approach Vol, veh/h		2878			2915						1360	
Approach Delay, s/veh		47.3			25.1						56.6	
Approach LOS		D			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	32.8	54.3		32.9		87.1
Change Period (Y+Rc), s	5.4	5.4		5.8		5.4
Max Green Setting (Gmax), s	27.4	48.8		27.2		81.6
Max Q Clear Time (g_c+I1), s	29.4	50.9		27.0		11.7
Green Ext Time (p_c), s	0.0	0.0		0.1		16.8

Intersection Summary		
HCM 7th Control Delay, s/veh		40.0
HCM 7th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	2072	240	194	1588	195	261	120	198	289	139	156
Future Volume (veh/h)	268	2072	240	194	1588	195	261	120	198	289	139	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	282	2181	253	204	1672	205	275	126	208	304	146	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1398	2485	1105	179	1971	609	263	570	479	226	146	164
Arrive On Green	0.40	0.69	0.69	0.10	0.38	0.38	0.08	0.30	0.30	0.18	0.18	0.18
Sat Flow, veh/h	3510	3610	1606	1810	5187	1603	3510	1900	1597	1273	811	911
Grp Volume(v), veh/h	282	2181	253	204	1672	205	275	126	208	304	0	310
Grp Sat Flow(s),veh/h/ln	1755	1805	1606	1810	1729	1603	1755	1900	1597	1273	0	1722
Q Serve(g_s), s	6.3	57.1	8.2	11.9	35.4	10.9	9.0	6.0	12.6	15.6	0.0	21.6
Cycle Q Clear(g_c), s	6.3	57.1	8.2	11.9	35.4	10.9	9.0	6.0	12.6	21.6	0.0	21.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	1398	2485	1105	179	1971	609	263	570	479	226	0	310
V/C Ratio(X)	0.20	0.88	0.23	1.14	0.85	0.34	1.04	0.22	0.43	1.35	0.00	1.00
Avail Cap(c_a), veh/h	1398	2485	1105	179	2498	772	263	570	479	226	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	14.7	9.6	54.1	34.0	26.4	55.5	31.5	33.8	54.3	0.0	49.2
Incr Delay (d2), s/veh	0.0	4.8	0.5	108.8	4.8	1.5	67.6	0.1	0.2	182.2	0.0	51.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	19.9	2.3	10.6	14.8	4.2	6.4	2.7	4.8	18.2	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	19.5	10.1	162.8	38.8	27.9	123.1	31.6	34.0	236.5	0.0	100.4
LnGrp LOS	C	B	B	F	D	C	F	C	C	F		F
Approach Vol, veh/h		2716			2081			609			614	
Approach Delay, s/veh		19.1			49.9			73.7			167.8	
Approach LOS		B			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	89.6	14.4	27.0	54.8	51.8		41.4
Change Period (Y+Rc), s	5.1	6.2	5.4	* 5.4	6.2	* 6.2		5.4
Max Green Setting (Gmax), s	11.9	56.2	9.0	* 22	10.3	* 58		35.2
Max Q Clear Time (g_c+I1), s	13.9	59.1	11.0	23.6	8.3	37.4		14.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	8.2		0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	50.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4	4	402	2	87	6	322	459	121	351	3
Future Volume (veh/h)	9	4	4	402	2	87	6	322	459	121	351	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	4	4	423	2	92	6	339	483	127	369	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	18	8	8	453	9	396	14	325	463	145	999	8
Arrive On Green	0.02	0.02	0.02	0.25	0.25	0.25	0.01	0.46	0.46	0.08	0.53	0.53
Sat Flow, veh/h	941	418	418	1810	34	1581	1810	709	1010	1810	1882	15
Grp Volume(v), veh/h	17	0	0	423	0	94	6	0	822	127	0	372
Grp Sat Flow(s),veh/h/ln	1778	0	0	1810	0	1615	1810	0	1718	1810	0	1897
Q Serve(g_s), s	0.9	0.0	0.0	21.4	0.0	4.3	0.3	0.0	43.0	6.5	0.0	10.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	21.4	0.0	4.3	0.3	0.0	43.0	6.5	0.0	10.7
Prop In Lane	0.53		0.24	1.00		0.98	1.00		0.59	1.00		0.01
Lane Grp Cap(c), veh/h	34	0	0	453	0	404	14	0	788	145	0	1007
V/C Ratio(X)	0.50	0.00	0.00	0.93	0.00	0.23	0.43	0.00	1.04	0.88	0.00	0.37
Avail Cap(c_a), veh/h	341	0	0	454	0	405	97	0	788	145	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	34.4	0.0	28.0	46.3	0.0	25.4	42.7	0.0	12.8
Incr Delay (d2), s/veh	11.0	0.0	0.0	26.6	0.0	0.3	19.5	0.0	43.8	41.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	12.4	0.0	1.7	0.2	0.0	24.9	4.5	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.5	0.0	0.0	61.0	0.0	28.3	65.8	0.0	69.2	83.8	0.0	13.1
LnGrp LOS	E			E		C	E		F	F		B
Approach Vol, veh/h		17			517			828			499	
Approach Delay, s/veh		56.5			55.0			69.2			31.1	
Approach LOS		E			E			E			C	

Timer - Assigned Phs	1	2	4	5	6	8
Phs Duration (G+Y+Rc), s	12.0	47.5	6.3	5.2	54.3	28.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	43.0	18.0	5.0	45.5	23.5
Max Q Clear Time (g_c+I1), s	8.5	45.0	2.9	2.3	12.7	23.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	2.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	54.9
HCM 7th LOS	D

Intersection	
Intersection Delay, s/veh	34.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	188	327	91	0	316	84	14	32	72	81	140	248
Future Vol, veh/h	188	327	91	0	316	84	14	32	72	81	140	248
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	198	344	96	0	333	88	15	34	76	85	147	261
Number of Lanes	1	1	0	1	1	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	10.5	50.8	13.3	19.6
HCM LOS	E	F	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	30%	0%	100%	0%	0%	0%	37%	0%
Vol Thru, %	70%	0%	0%	78%	100%	79%	63%	0%
Vol Right, %	0%	100%	0%	22%	0%	21%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	72	188	418	0	400	221	248
LT Vol	14	0	188	0	0	0	81	0
Through Vol	32	0	0	327	0	316	140	0
RT Vol	0	72	0	91	0	84	0	248
Lane Flow Rate	48	76	198	440	0	421	233	261
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.127	0.18	0.45	0.918	0	0.911	0.54	0.54
Departure Headway (Hd)	9.467	8.573	8.179	7.507	7.941	7.79	8.359	7.443
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	421	439	480	0	463	430	483
Service Time	7.167	6.273	5.967	5.294	5.731	5.579	6.143	5.225
HCM Lane V/C Ratio	0.126	0.181	0.451	0.917	0	0.909	0.542	0.54
HCM Control Delay, s/veh	13.5	13.1	17.6	50.8	10.7	50.8	20.6	18.7
HCM Lane LOS	B	B	C	F	N	F	C	C
HCM 95th-tile Q	0.4	0.6	2.3	10.6	0	10.2	3.1	3.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	735	78	0	1	139	47	2	1	0	1	1	703
Future Volume (veh/h)	735	78	0	1	139	47	2	1	0	1	1	703
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	774	82	0	1	146	49	2	1	0	1	1	740
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	815	86	0	1	200	171	207	90	0	234	214	1164
Arrive On Green	0.50	0.50	0.00	0.11	0.11	0.11	0.23	0.23	0.00	0.23	0.23	0.23
Sat Flow, veh/h	1644	174	0	13	1886	1610	578	395	0	728	939	1610
Grp Volume(v), veh/h	856	0	0	147	0	49	3	0	0	2	0	740
Grp Sat Flow(s),veh/h/ln	1818	0	0	1899	0	1610	973	0	0	1667	0	1610
Q Serve(g_s), s	35.5	0.0	0.0	5.9	0.0	2.2	0.0	0.0	0.0	0.0	0.0	18.0
Cycle Q Clear(g_c), s	35.5	0.0	0.0	5.9	0.0	2.2	0.1	0.0	0.0	0.1	0.0	18.0
Prop In Lane	0.90		0.00	0.01		1.00	0.67		0.00	0.50		1.00
Lane Grp Cap(c), veh/h	901	0	0	202	0	171	297	0	0	447	0	1164
V/C Ratio(X)	0.95	0.00	0.00	0.73	0.00	0.29	0.01	0.00	0.00	0.00	0.00	0.64
Avail Cap(c_a), veh/h	930	0	0	432	0	366	297	0	0	447	0	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	34.3	0.0	32.6	23.7	0.0	0.0	23.6	0.0	5.5
Incr Delay (d2), s/veh	18.3	0.0	0.0	5.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	0.0	2.9	0.0	0.9	0.0	0.0	0.0	0.0	0.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.3	0.0	0.0	39.2	0.0	33.5	23.7	0.0	0.0	23.6	0.0	6.7
LnGrp LOS	D			D		C	C			C		A
Approach Vol, veh/h		856			196			3			742	
Approach Delay, s/veh		37.3			37.8			23.7			6.7	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.5	43.7	22.5	12.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	40.5	18.0	18.0
Max Q Clear Time (g_c+I1), s	2.1	37.5	20.0	7.9
Green Ext Time (p_c), s	0.0	1.7	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	24.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	636	551	256	698	0	0	0	0	454	0	442
Future Volume (veh/h)	0	636	551	256	698	0	0	0	0	454	0	442
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	669	580	269	735	0				478	0	465
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	785	672	303	1207	0				961	0	427
Arrive On Green	0.00	0.43	0.43	0.17	0.64	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	1937	1578	1810	1900	0				3619	0	1610
Grp Volume(v), veh/h	0	655	594	269	735	0				478	0	465
Grp Sat Flow(s),veh/h/ln	0	1805	1616	1810	1900	0				1810	0	1610
Q Serve(g_s), s	0.0	36.0	36.7	16.0	25.3	0.0				12.3	0.0	29.2
Cycle Q Clear(g_c), s	0.0	36.0	36.7	16.0	25.3	0.0				12.3	0.0	29.2
Prop In Lane	0.00		0.98	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	769	688	303	1207	0				961	0	427
V/C Ratio(X)	0.00	0.85	0.86	0.89	0.61	0.00				0.50	0.00	1.09
Avail Cap(c_a), veh/h	0	769	688	418	1207	0				961	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.32	0.32	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	28.7	44.8	11.9	0.0				34.2	0.0	40.4
Incr Delay (d2), s/veh	0.0	11.5	13.5	5.9	0.7	0.0				0.4	0.0	69.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.3	16.1	7.5	9.9	0.0				5.4	0.0	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	40.0	42.1	50.6	12.7	0.0				34.6	0.0	109.7
LnGrp LOS		D	D	D	B					C		F
Approach Vol, veh/h		1249			1004						943	
Approach Delay, s/veh		41.0			22.8						71.6	
Approach LOS		D			C						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.0	52.0		35.0		75.0
Change Period (Y+Rc), s	4.6	5.1		5.8		5.1
Max Green Setting (Gmax), s	25.4	39.9		29.2		69.9
Max Q Clear Time (g_c+I1), s	18.0	38.7		31.2		27.3
Green Ext Time (p_c), s	0.5	0.9		0.0		6.0

Intersection Summary	
HCM 7th Control Delay, s/veh	44.3
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

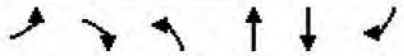


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	800	0	0	600	224	354	3	562	0	0	0
Future Volume (veh/h)	290	800	0	0	600	224	354	3	562	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	305	842	0	0	632	236	373	3	592			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	311	2163	0	0	724	606	542	4	486			
Arrive On Green	0.34	1.00	0.00	0.00	0.38	0.38	0.30	0.30	0.30			
Sat Flow, veh/h	1810	3705	0	0	1900	1590	1796	14	1610			
Grp Volume(v), veh/h	305	842	0	0	632	236	376	0	592			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1900	1590	1810	0	1610			
Q Serve(g_s), s	18.4	0.0	0.0	0.0	33.9	11.9	20.1	0.0	33.2			
Cycle Q Clear(g_c), s	18.4	0.0	0.0	0.0	33.9	11.9	20.1	0.0	33.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	311	2163	0	0	724	606	546	0	486			
V/C Ratio(X)	0.98	0.39	0.00	0.00	0.87	0.39	0.69	0.00	1.22			
Avail Cap(c_a), veh/h	311	2163	0	0	724	606	546	0	486			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.59	0.59	0.00	0.00	0.67	0.67	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.9	0.0	0.0	0.0	31.6	24.8	33.8	0.0	38.4			
Incr Delay (d2), s/veh	34.2	0.3	0.0	0.0	8.1	0.3	3.6	0.0	115.7			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.3	0.1	0.0	0.0	16.6	4.4	9.2	0.0	28.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.1	0.3	0.0	0.0	39.6	25.0	37.5	0.0	154.1			
LnGrp LOS	E	A			D	C	D		F			
Approach Vol, veh/h		1147			868			968				
Approach Delay, s/veh		18.9			35.7			108.8				
Approach LOS		B			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		71.0			24.0	47.0		39.0				
Change Period (Y+Rc), s		5.1			5.1	5.1		5.8				
Max Green Setting (Gmax), s		65.9			18.9	41.9		33.2				
Max Q Clear Time (g_c+I1), s		2.0			20.4	35.9		35.2				
Green Ext Time (p_c), s		7.0			0.0	2.5		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	52.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	784	578	303	318	471	521
Future Volume (veh/h)	784	578	303	318	471	521
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	825	608	319	335	496	548
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	955	850	288	890	475	1252
Arrive On Green	0.53	0.53	0.16	0.47	0.25	0.25
Sat Flow, veh/h	1810	1610	1810	1900	1900	1610
Grp Volume(v), veh/h	825	608	319	335	496	548
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1900	1900	1610
Q Serve(g_s), s	43.5	31.5	17.5	12.5	27.5	12.6
Cycle Q Clear(g_c), s	43.5	31.5	17.5	12.5	27.5	12.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	955	850	288	890	475	1252
V/C Ratio(X)	0.86	0.72	1.11	0.38	1.04	0.44
Avail Cap(c_a), veh/h	955	850	288	890	475	1252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	19.7	46.3	18.9	41.3	4.1
Incr Delay (d2), s/veh	7.8	3.8	85.2	0.3	53.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.2	11.3	14.3	5.1	19.0	14.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	30.4	23.5	131.5	19.1	94.6	4.4
LnGrp LOS	C	C	F	B	F	A
Approach Vol, veh/h	1433			654	1044	
Approach Delay, s/veh	27.5			73.9	47.2	
Approach LOS	C			E	D	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	62.7	23.7	34.0		57.7
Change Period (Y+Rc), s	4.6	6.2	* 6.5		6.2
Max Green Setting (Gmax), s	49.4	17.5	* 28		49.8
Max Q Clear Time (g_c+I1), s	45.5	19.5	29.5		14.5
Green Ext Time (p_c), s	2.2	0.0	0.0		1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	43.8
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX G

HCS WORKSHEETS

HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2025
Jurisdiction	Caltrans	Time Analyzed	Existing - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5018	7200	0.70	68.4	24.5	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5018	489	7200	2000	0.70	0.24	62.7	57.5	26.7	30.5	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4529	7200	0.63	69.8	21.6	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	4699	170	7200	2000	0.65	0.09	62.6	60.6	25.0	24.8	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4699	7200	0.65	69.0	22.7	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4699	897	7200	2000	0.65	0.45	61.6	56.4	25.4	29.8	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3802	7200	0.53	71.3	17.7	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4419	617	7200	2000	0.61	0.31	63.8	61.6	23.1	24.2	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4419	7200	0.61	70.7	20.8	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3562	3349	3.34	83.47	67.0	22.5	22.5	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	67.0	Average Density, veh/mi/ln	22.5
Average Travel Time, min	2.80	Average Density, pc/mi/ln	22.5
Total VMT, veh-mi/AP	3562	Total VHD, veh-h	3.34
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	83.47

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HCS Freeway Facilities Report

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Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2025
Jurisdiction	Caltrans	Time Analyzed	Existing - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

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Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5321	7200	0.74	67.0	26.5	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5321	489	7200	2000	0.74	0.24	62.7	57.5	28.3	31.8	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4832	7200	0.67	68.8	23.4	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	5004	172	7200	2000	0.69	0.09	62.2	60.1	26.8	26.7	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5004	7200	0.70	68.0	24.5	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5004	1055	7200	2000	0.70	0.53	61.2	56.0	27.3	31.4	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3949	7200	0.55	71.3	18.5	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4558	609	7200	2000	0.63	0.30	63.6	61.4	23.9	24.8	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4557	7200	0.63	70.3	21.6	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3752	3527	3.98	99.47	66.5	23.9	23.9	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	66.5	Average Density, veh/mi/ln	23.9
Average Travel Time, min	2.80	Average Density, pc/mi/ln	23.9
Total VMT, veh-mi/AP	3752	Total VHD, veh-h	3.98
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	99.47

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2025
Jurisdiction	Caltrans	Time Analyzed	Existing - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3430	7200	0.48	72.2	15.8	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3430	596	7200	2000	0.48	0.30	62.6	57.6	18.3	22.9	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	2834	7200	0.39	71.5	13.2	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	3981	1147	7200	2000	0.55	0.57	63.3	61.1	21.0	24.4	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3981	7200	0.55	70.2	18.7	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3981	169	7200	2000	0.55	0.08	63.4	58.3	20.9	25.6	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3812	7200	0.53	71.5	17.8	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4248	436	7200	2000	0.59	0.22	63.8	61.7	22.2	22.6	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4248	7200	0.59	71.1	19.9	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	2891	2718	2.19	54.64	68.1	17.9	17.9	2.80	B

Facility Overall Results

Space Mean Speed, mi/h	68.1	Average Density, veh/mi/ln	17.9
Average Travel Time, min	2.80	Average Density, pc/mi/ln	17.9
Total VMT, veh-mi/AP	2891	Total VHD, veh-h	2.19
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	54.64

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2025
Jurisdiction	Caltrans	Time Analyzed	Existing - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3833	7200	0.53	71.9	17.8	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3833	862	7200	2000	0.53	0.43	61.9	56.9	20.6	25.4	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	2971	7200	0.41	71.4	13.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	4104	1133	7200	2000	0.57	0.57	63.2	61.0	21.6	24.9	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4104	7200	0.57	70.2	19.3	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4104	388	7200	2000	0.57	0.19	62.8	57.7	21.8	26.5	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3716	7200	0.52	71.6	17.3	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4119	403	7200	2000	0.57	0.20	64.0	61.8	21.5	22.0	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4119	7200	0.57	71.2	19.2	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	2970	2792	2.36	59.05	67.9	18.4	18.4	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	67.9	Average Density, veh/mi/ln	18.4
Average Travel Time, min	2.80	Average Density, pc/mi/ln	18.4
Total VMT, veh-mi/AP	2970	Total VHD, veh-h	2.36
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	59.05

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2028
Jurisdiction	Caltrans	Time Analyzed	Project Completion - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5339	7200	0.74	66.9	26.6	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5339	539	7200	2000	0.74	0.27	62.5	57.3	28.5	31.9	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4800	7200	0.67	69.0	23.2	C

Segment 4: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4981	181	7200	2000	0.69	0.09	62.2	60.2	26.7	26.3	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4981	7200	0.69	68.1	24.4	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4981	951	7200	2000	0.69	0.48	61.4	56.2	27.0	31.2	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4030	7200	0.56	71.2	18.9	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4704	674	7200	2000	0.65	0.34	63.4	61.1	24.7	25.7	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4704	7200	0.65	69.8	22.5	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3783	3556	4.05	101.31	66.5	24.1	24.1	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	66.5	Average Density, veh/mi/ln	24.1
Average Travel Time, min	2.80	Average Density, pc/mi/ln	24.1
Total VMT, veh-mi/AP	3783	Total VHD, veh-h	4.05
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	101.31

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2028
Jurisdiction	Caltrans	Time Analyzed	Project Completion - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5700	7200	0.79	65.0	29.2	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5700	579	7200	2000	0.79	0.29	62.4	57.2	30.4	33.5	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5121	7200	0.71	67.7	25.2	C

Segment 4: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5304	183	7200	2000	0.74	0.09	61.6	59.5	28.7	28.3	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5304	7200	0.74	66.7	26.5	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5304	1121	7200	2000	0.74	0.56	61.1	55.8	28.9	32.8	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4183	7200	0.58	70.9	19.7	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4842	659	7200	2000	0.67	0.33	63.2	60.9	25.5	26.3	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4841	7200	0.67	69.3	23.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3987	3748	4.96	123.96	65.7	25.7	25.7	2.90	C

Facility Overall Results

Space Mean Speed, mi/h	65.7	Average Density, veh/mi/ln	25.7
Average Travel Time, min	2.90	Average Density, pc/mi/ln	25.7
Total VMT, veh-mi/AP	3987	Total VHD, veh-h	4.96
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	123.96

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2028
Jurisdiction	Caltrans	Time Analyzed	Project Completion - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3643	7200	0.51	72.1	16.8	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3643	639	7200	2000	0.51	0.32	62.5	57.5	19.4	24.0	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3003	7200	0.42	71.5	14.0	B

Segment 4: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4221	1218	7200	2000	0.59	0.61	62.9	60.7	22.4	25.7	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4221	7200	0.59	70.1	20.0	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4221	180	7200	2000	0.59	0.09	63.4	58.3	22.2	26.7	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4041	7200	0.56	71.2	18.9	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4559	518	7200	2000	0.63	0.26	63.4	61.3	24.0	24.3	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4560	7200	0.63	70.3	21.6	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3073	2889	2.48	62.04	67.8	19.1	19.1	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	67.8	Average Density, veh/mi/ln	19.1
Average Travel Time, min	2.80	Average Density, pc/mi/ln	19.1
Total VMT, veh-mi/AP	3073	Total VHD, veh-h	2.48
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	62.04

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2028
Jurisdiction	Caltrans	Time Analyzed	Project Completion - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4084	7200	0.57	71.5	19.0	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4084	935	7200	2000	0.57	0.47	61.8	56.7	22.0	26.7	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3149	7200	0.44	71.4	14.6	B

Segment 4: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4351	1202	7200	2000	0.60	0.60	62.8	60.6	23.1	26.2	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4351	7200	0.60	70.1	20.6	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4351	412	7200	2000	0.60	0.21	62.8	57.7	23.1	27.7	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3939	7200	0.55	71.3	18.4	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4404	465	7200	2000	0.61	0.23	63.6	61.5	23.1	23.5	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4404	7200	0.61	70.8	20.7	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3157	2968	2.67	66.66	67.7	19.7	19.7	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	67.7	Average Density, veh/mi/ln	19.7
Average Travel Time, min	2.80	Average Density, pc/mi/ln	19.7
Total VMT, veh-mi/AP	3157	Total VHD, veh-h	2.67
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	66.66

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2028
Jurisdiction	Caltrans	Time Analyzed	Cumulative - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5452	7200	0.76	66.3	27.4	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5452	652	7200	2000	0.76	0.33	62.2	57.0	29.2	32.6	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4800	7200	0.67	69.0	23.2	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	5338	538	7200	2000	0.74	0.27	60.9	58.6	29.2	29.9	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5338	7200	0.74	66.6	26.7	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5338	1323	7200	2000	0.74	0.66	60.3	55.3	29.5	34.2	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4015	7200	0.56	71.2	18.8	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5009	994	7200	2000	0.70	0.50	62.6	60.2	26.7	28.0	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5009	7200	0.70	68.7	24.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3922	3686	4.86	121.61	65.7	25.3	25.3	2.90	C

Facility Overall Results

Space Mean Speed, mi/h	65.7	Average Density, veh/mi/ln	25.3
Average Travel Time, min	2.90	Average Density, pc/mi/ln	25.3
Total VMT, veh-mi/AP	3922	Total VHD, veh-h	4.86
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	121.61

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2028
Jurisdiction	Caltrans	Time Analyzed	Cumulative - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6055	7200	0.84	62.7	32.2	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6055	934	7200	2000	0.84	0.47	61.6	56.3	32.8	35.4	E

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5121	7200	0.71	67.7	25.2	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	5627	506	7200	2000	0.78	0.25	60.0	57.5	31.3	31.7	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5628	7200	0.78	65.1	28.8	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5628	1511	7200	2000	0.78	0.76	59.9	54.8	31.3	35.8	E

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4117	7200	0.57	71.0	19.3	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5176	1059	7200	2000	0.72	0.53	62.2	59.8	27.7	28.9	D

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5176	7200	0.72	67.9	25.4	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4154	3905	6.23	155.65	64.6	27.2	27.2	2.90	D

Facility Overall Results

Space Mean Speed, mi/h	64.6	Average Density, veh/mi/ln	27.2
Average Travel Time, min	2.90	Average Density, pc/mi/ln	27.2
Total VMT, veh-mi/AP	4154	Total VHD, veh-h	6.23
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	155.65

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2028
Jurisdiction	Caltrans	Time Analyzed	Cumulative - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3999	7200	0.56	71.6	18.6	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	3999	996	7200	2000	0.56	0.50	61.6	56.6	21.6	26.4	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3003	7200	0.42	71.4	14.0	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	4548	1545	7200	2000	0.63	0.77	62.1	59.8	24.4	28.1	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4548	7200	0.63	69.7	21.8	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4548	367	7200	2000	0.63	0.18	63.0	57.8	24.1	28.5	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4181	7200	0.58	70.9	19.7	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4987	806	7200	2000	0.69	0.40	62.5	60.3	26.6	27.1	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4987	7200	0.69	68.8	24.2	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3270	3074	3.12	77.92	67.2	20.6	20.6	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	67.2	Average Density, veh/mi/ln	20.6
Average Travel Time, min	2.80	Average Density, pc/mi/ln	20.6
Total VMT, veh-mi/AP	3270	Total VHD, veh-h	3.12
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	77.92

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2028
Jurisdiction	Caltrans	Time Analyzed	Cumulative - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4464	7200	0.62	70.6	21.1	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4464	1315	7200	2000	0.62	0.66	60.7	55.7	24.5	29.2	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3149	7200	0.44	71.4	14.6	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	4776	1627	7200	2000	0.66	0.81	61.3	59.0	26.0	29.8	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4776	7200	0.66	69.0	23.1	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4776	907	7200	2000	0.66	0.45	61.6	56.4	25.8	30.5	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3868	7200	0.54	71.4	18.1	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4539	671	7200	2000	0.63	0.34	63.3	61.2	23.9	24.6	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4539	7200	0.63	70.4	21.5	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3305	3107	3.36	84.08	66.9	20.8	20.8	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	66.9	Average Density, veh/mi/ln	20.8
Average Travel Time, min	2.80	Average Density, pc/mi/ln	20.8
Total VMT, veh-mi/AP	3305	Total VHD, veh-h	3.36
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	84.08

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2045
Jurisdiction	Caltrans	Time Analyzed	GP Build-Out - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6602	7200	0.92	58.6	37.6	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6602	1232	7200	2000	0.92	0.62	60.8	55.5	36.2	37.9	E

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5370	7200	0.75	66.6	26.9	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	6138	768	7200	2000	0.85	0.38	58.1	55.2	35.2	34.5	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6138	7200	0.85	62.0	33.0	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6138	1376	7200	2000	0.85	0.69	60.0	55.1	34.1	38.6	E

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4763	7200	0.66	69.3	22.9	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6289	1526	7200	2000	0.87	0.76	57.8	54.5	36.3	35.3	E

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6288	7200	0.87	61.2	34.2	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4651	4372	10.14	253.48	61.9	31.8	31.8	3.10	D

Facility Overall Results

Space Mean Speed, mi/h	61.9	Average Density, veh/mi/ln	31.8
Average Travel Time, min	3.10	Average Density, pc/mi/ln	31.8
Total VMT, veh-mi/AP	4651	Total VHD, veh-h	10.14
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	253.48

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2045
Jurisdiction	Caltrans	Time Analyzed	GP Build-Out - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6441	7200	0.89	59.9	35.8	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6441	918	7200	2000	0.89	0.46	61.6	56.3	34.9	36.8	E

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5523	7200	0.77	65.8	28.0	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	6073	550	7200	2000	0.84	0.28	57.9	55.0	35.0	34.8	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6073	7200	0.84	62.4	32.4	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6073	1745	7200	2000	0.84	0.87	59.3	54.2	34.1	38.5	E

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4329	7200	0.60	70.6	20.4	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5446	1117	7200	2000	0.76	0.56	61.6	59.0	29.5	30.3	D

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5446	7200	0.76	66.6	27.3	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4429	4164	8.15	203.87	63.2	29.7	29.7	3.00	D

Facility Overall Results

Space Mean Speed, mi/h	63.2	Average Density, veh/mi/ln	29.7
Average Travel Time, min	3.00	Average Density, pc/mi/ln	29.7
Total VMT, veh-mi/AP	4429	Total VHD, veh-h	8.15
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	203.87

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2045
Jurisdiction	Caltrans	Time Analyzed	GP Build-Out - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4010	7200	0.56	71.6	18.7	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4010	1037	7200	2000	0.56	0.52	61.5	56.5	21.7	26.6	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	2972	7200	0.41	71.4	13.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	4784	1812	7200	2000	0.66	0.91	61.3	59.0	26.0	29.9	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4784	7200	0.66	69.0	23.1	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4784	390	7200	2000	0.66	0.20	62.9	57.7	25.4	29.6	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4394	7200	0.61	70.4	20.8	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5261	867	7200	2000	0.73	0.43	62.0	59.7	28.3	28.5	D

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5261	7200	0.73	67.5	26.0	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3381	3178	3.56	89.03	66.7	21.4	21.4	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	66.7	Average Density, veh/mi/ln	21.4
Average Travel Time, min	2.80	Average Density, pc/mi/ln	21.4
Total VMT, veh-mi/AP	3381	Total VHD, veh-h	3.56
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	89.03

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2045
Jurisdiction	Caltrans	Time Analyzed	GP Build-Out - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4687	7200	0.65	69.9	22.3	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4687	1353	7200	2000	0.65	0.68	60.8	55.6	25.7	30.3	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3334	7200	0.46	71.4	15.5	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	5111	1777	7200	2000	0.71	0.89	60.2	57.7	28.3	31.9	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5111	7200	0.71	67.8	25.1	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5111	953	7200	2000	0.71	0.48	61.4	56.2	27.7	31.9	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4157	7200	0.58	71.0	19.5	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4978	821	7200	2000	0.69	0.41	62.5	60.3	26.5	27.1	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4979	7200	0.69	68.8	24.1	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3534	3322	4.05	101.27	66.3	22.5	22.5	2.90	C

Facility Overall Results

Space Mean Speed, mi/h	66.3	Average Density, veh/mi/ln	22.5
Average Travel Time, min	2.90	Average Density, pc/mi/ln	22.5
Total VMT, veh-mi/AP	3534	Total VHD, veh-h	4.05
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	101.27

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2045
Jurisdiction	Caltrans	Time Analyzed	GP Build-Out WP - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6622	7200	0.92	58.5	37.7	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6622	1252	7200	2000	0.92	0.63	60.8	55.4	36.3	38.0	E

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5370	7200	0.75	66.6	26.9	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	6138	768	7200	2000	0.85	0.38	58.1	55.2	35.2	34.5	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6138	7200	0.85	62.0	33.0	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6138	1376	7200	2000	0.85	0.69	60.0	55.1	34.1	38.6	E

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4763	7200	0.66	69.3	22.9	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6309	1546	7200	2000	0.88	0.77	57.7	54.4	36.4	35.5	E

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6309	7200	0.88	61.0	34.5	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4658	4378	10.23	255.63	61.8	31.9	31.9	3.10	D

Facility Overall Results

Space Mean Speed, mi/h	61.8	Average Density, veh/mi/ln	31.9
Average Travel Time, min	3.10	Average Density, pc/mi/ln	31.9
Total VMT, veh-mi/AP	4658	Total VHD, veh-h	10.23
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	255.63

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2045
Jurisdiction	Caltrans	Time Analyzed	GP Build-Out WP - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.15		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	South of Main Street Off-Ramp	1500	3
2	Diverge	Diverge	Main Street Off-Ramp	1500	3
3	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3216	3
4	Merge	Merge	Main Street On-Ramp	1500	3
5	Basic	Basic	Between Main Street On-Ramp and SR-74 (Central Ave) Off-Ramp	959	3
6	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
7	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	2456	3
8	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
9	Basic	Basic	North of SR-74 (Central Ave) On-Ramp	2500	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6501	7200	0.90	59.5	36.4	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6501	978	7200	2000	0.90	0.49	61.5	56.2	35.2	37.1	E

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5523	7200	0.77	65.8	28.0	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	6073	550	7200	2000	0.84	0.28	57.9	55.0	35.0	34.8	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	6073	7200	0.84	62.4	32.4	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	6073	1747	7200	2000	0.84	0.87	59.3	54.2	34.1	38.5	E

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4327	7200	0.60	70.6	20.4	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5458	1131	7200	2000	0.76	0.57	61.5	58.9	29.6	30.4	D

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5457	7200	0.76	66.5	27.4	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4440	4173	8.27	206.71	63.1	29.8	29.8	3.00	D

Facility Overall Results

Space Mean Speed, mi/h	63.1	Average Density, veh/mi/ln	29.8
Average Travel Time, min	3.00	Average Density, pc/mi/ln	29.8
Total VMT, veh-mi/AP	4440	Total VHD, veh-h	8.27
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	206.71

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2045
Jurisdiction	Caltrans	Time Analyzed	GP Build-Out WP - AM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4017	7200	0.56	71.6	18.7	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4017	1045	7200	2000	0.56	0.52	61.4	56.4	21.8	26.6	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	2972	7200	0.41	71.4	13.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	4786	1814	7200	2000	0.66	0.91	61.3	59.0	26.0	29.9	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4786	7200	0.66	69.0	23.1	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4786	390	7200	2000	0.66	0.20	62.9	57.7	25.4	29.6	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4396	7200	0.61	70.4	20.8	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5318	922	7200	2000	0.74	0.46	61.9	59.5	28.6	28.9	D

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5318	7200	0.74	67.2	26.4	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3390	3187	3.61	90.27	66.7	21.4	21.4	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	66.7	Average Density, veh/mi/ln	21.4
Average Travel Time, min	2.80	Average Density, pc/mi/ln	21.4
Total VMT, veh-mi/AP	3390	Total VHD, veh-h	3.61
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	90.27

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HCS Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/13/2025
Agency		Analysis Year	2045
Jurisdiction	Caltrans	Time Analyzed	GP Build-Out WP - PM Pk Hr
Facility Name	I-15	Units	U.S. Customary
Project Description	Dexter Village Project		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	9
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	North of SR-74 (Central Ave) Off-Ramp	2100	3
2	Diverge	Diverge	SR-74 (Central Ave) Off-Ramp	1500	3
3	Basic	Basic	Between SR-74 (Central Ave) Off-Ramp and SR-74 (Central Ave) On-Ramp	3025	3
4	Merge	Merge	SR-74 (Central Ave) On-Ramp	1500	3
5	Basic	Basic	Between SR-74 (Central Ave) On-Ramp and Main Street Off-Ramp	917	3
6	Diverge	Diverge	Main Street Off-Ramp	1500	3
7	Basic	Basic	Between Main Street Off-Ramp and Main Street On-Ramp	3542	3
8	Merge	Merge	Main Street On-Ramp	1500	3
9	Basic	Basic	South of Main Street On-Ramp	1100	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4709	7200	0.65	69.8	22.5	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	4709	1374	7200	2000	0.65	0.69	60.6	55.5	25.9	30.4	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	3334	7200	0.46	71.4	15.5	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.94	0.94	1.000	1.000	5112	1778	7200	2000	0.71	0.89	60.2	57.7	28.3	31.9	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5112	7200	0.71	67.8	25.1	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5112	953	7200	2000	0.71	0.48	61.4	56.2	27.8	31.9	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	4159	7200	0.58	71.0	19.5	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	1.000	1.000	5018	859	7200	2000	0.70	0.43	62.4	60.2	26.8	27.4	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	1.000	5017	7200	0.70	68.6	24.4	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3543	3331	4.11	102.80	66.3	22.6	22.6	2.90	C

Facility Overall Results

Space Mean Speed, mi/h	66.3	Average Density, veh/mi/ln	22.6
Average Travel Time, min	2.90	Average Density, pc/mi/ln	22.6
Total VMT, veh-mi/AP	3543	Total VHD, veh-h	4.11
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	102.80

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APPENDIX H

TASAS TRAFFIC COLLISION REPORTS

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation a California Way of Life.

To: Joy Pippin
Public Records Request

Date: April 7, 2025

File: 08-Riv-015
PM: 19.600-21.600
R037887-011325

From: Moe Bhuyian
Office Chief
District 8 Traffic Operations
Surveillance Region A

Subject: **CRASH DATA FOR TRAFFIC SAFETY REVIEW**

This disclosure of this document does not constitute a waiver of the privilege granted under United States Code, Title 23, Section 409, should this document be offered into evidence in future litigation against the Department.

CRASH DATA:

During the 3-year period from April 1, 2021 to March 31, 2024, Caltrans Traffic Accident Surveillance & Analysis System (TASAS) show a total of 80 collisions within the segment of I-15 at Postmile 19.600-21.600. Data Retrieved 01/23/2025.

Collision Rates

Collision Rates (# of Collisions/Million Vehicle, MV)						
Location: I-15	**Actual Collision Rates (MV)**			**Average Collision Rates (MV)**		
	Fatal	**Fat+Inj**	**Total**	**Fatal**	**Fat+Inj**	**Total**
PM: 19.600-21.600	0.008	0.130	0.300	0.006	0.410	1.250

Type of Collisions

Type of Collisions								
Head-On	**Sideswipe**	**Rear-End**	**Broadside**	**Hit-Object**	**Overturn**	**Auto-Ped**	**Other**	**Not Stated**
0.0%	21.3%	43.8%	2.5%	27.5%	3.8%	0.0%	1.3%	0.0%

Primary Collision Factors

Primary Collision Factors										
DUI	**FTC**	**FTY**	**IT**	**ESS**	**OV**	**ID**	**OTD**	**UNK**	**FA**	**Not Stated**
10.0%	1.3%	0.0%	30.0%	36.3%	15.0%	0.0%	6.3%	1.3%	0.0%	0.0%

DUI = Driving Under the Influence	IT = Improper Turn	OTD = Other Than Driver
FTC = Following Too Close	ESS = Speeding	UNK = Unknown
FTY = Failure to Yield	OV = Other Violations	FA = Fell Asleep
ID = Improper Driving		

If you have any questions, please call Sylvester Lin of my staff at (909) 665-4163 or me at (909) 501-9378.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation a California Way of Life.

To: Joy Pippin
Public Records Request

Date: April 7, 2025

File: 08-Riv-015
PM: 21.600-23.600
R037887-011325

From: Moe Bhuyian
Office Chief
District 8 Traffic Operations
Surveillance Region A

Subject: **CRASH DATA FOR TRAFFIC SAFETY REVIEW**

This disclosure of this document does not constitute a waiver of the privilege granted under United States Code, Title 23, Section 409, should this document be offered into evidence in future litigation against the Department.

CRASH DATA:

During the 3-year period from April 1, 2021 to March 31, 2024, Caltrans Traffic Accident Surveillance & Analysis System (TASAS) show a total of 74 collisions within the segment of I-15 at Postmile 21.600-23.600. Data Retrieved 01/23/2025.

Collision Rates

Collision Rates (# of Collisions/Million Vehicle, MV)						
Location: I-15	**Actual Collision Rates (MV)**			**Average Collision Rates (MV)**		
	Fatal	**Fat+Inj**	**Total**	**Fatal**	**Fat+Inj**	**Total**
PM: 21.600-23.600	0.000	0.110	0.280	0.006	0.410	1.250

Type of Collisions

Type of Collisions								
Head-On	**Sideswipe**	**Rear-End**	**Broadside**	**Hit-Object**	**Overturn**	**Auto-Ped**	**Other**	**Not Stated**
0.0%	31.1%	40.5%	0.0%	20.3%	5.4%	0.0%	2.7%	0.0%

Primary Collision Factors

Primary Collision Factors										
DUI	**FTC**	**FTY**	**IT**	**ESS**	**OV**	**ID**	**OTD**	**UNK**	**FA**	**Not Stated**
10.8%	0.0%	0.0%	32.4%	37.8%	13.5%	0.0%	5.4%	0.0%	0.0%	0.0%

DUI = Driving Under the Influence	IT = Improper Turn	OTD = Other Than Driver
FTC = Following Too Close	ESS = Speeding	UNK = Unknown
FTY = Failure to Yield	OV = Other Violations	FA = Fell Asleep
ID = Improper Driving		

If you have any questions, please call Sylvester Lin of my staff at (909) 665-4163 or me at (909) 501-9378.

APPENDIX I

QUEUING WORKSHEETS

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	671	611	671	1335	231	228	207
v/c Ratio	0.33	0.68	0.77	0.53	0.76	0.77	0.59
Control Delay (s/veh)	20.6	11.3	37.7	7.6	52.1	52.1	25.4
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay (s/veh)	20.6	11.3	37.7	8.0	52.1	52.1	25.4
Queue Length 50th (ft)	101	69	181	185	126	124	56
Queue Length 95th (ft)	133	198	225	205	#241	#249	132
Internal Link Dist (ft)	651			450		1318	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	2019	898	1020	2545	321	311	364
Starvation Cap Reductn	0	0	0	591	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.68	0.66	0.68	0.72	0.73	0.57

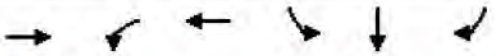
Intersection Summary

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



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	72	940	1393	568	322	313	296
v/c Ratio	0.46	0.28	0.54	0.53	0.81	0.76	0.64
Control Delay (s/veh)	48.0	8.0	17.7	3.6	47.8	37.5	21.8
Queue Delay	0.0	0.0	1.6	0.7	0.0	0.0	0.0
Total Delay (s/veh)	48.0	8.0	19.3	4.3	47.8	37.5	21.8
Queue Length 50th (ft)	39	82	200	0	176	141	78
Queue Length 95th (ft)	80	109	263	58	272	240	165
Internal Link Dist (ft)		450	238			1232	
Turn Bay Length (ft)	175			185	235		235
Base Capacity (vph)	201	3318	2565	1066	464	466	517
Starvation Cap Reductn	0	0	929	218	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.28	0.85	0.67	0.69	0.67	0.57

Intersection Summary



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	615	103	567	27	26	139
v/c Ratio	0.29	0.46	0.39	0.17	0.17	0.51
Control Delay (s/veh)	3.7	37.2	7.3	35.1	34.9	13.4
Queue Delay	0.0	0.0	1.6	0.0	0.0	0.0
Total Delay (s/veh)	3.7	37.2	8.9	35.1	34.9	13.4
Queue Length 50th (ft)	23	43	99	13	12	0
Queue Length 95th (ft)	55	m62	178	35	34	46
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	2142	437	1468	282	284	382
Starvation Cap Reductn	0	0	692	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.24	0.73	0.10	0.09	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	96	168	202	84	435	89
v/c Ratio	0.19	0.16	0.61	0.23	0.71	0.14
Control Delay (s/veh)	24.1	22.7	26.0	4.9	29.6	4.0
Queue Delay	0.0	0.0	0.2	0.2	0.1	0.0
Total Delay (s/veh)	24.1	22.7	26.2	5.0	29.7	4.0
Queue Length 50th (ft)	33	30	36	2	185	0
Queue Length 95th (ft)	65	51	m79	m18	271	24
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	513	1027	805	737	617	615
Starvation Cap Reductn	0	0	182	268	0	0
Spillback Cap Reductn	0	3	0	0	4	41
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.16	0.32	0.18	0.71	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1243	615	612	1324	395	395	143
v/c Ratio	0.67	0.67	0.81	0.58	0.91	0.82	0.32
Control Delay (s/veh)	28.0	8.1	44.1	11.2	63.5	42.5	14.9
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay (s/veh)	28.0	8.1	44.1	11.8	63.5	42.5	14.9
Queue Length 50th (ft)	222	33	178	210	247	196	26
Queue Length 95th (ft)	282	142	229	253	#456	#392	82
Internal Link Dist (ft)	651			450		1318	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1845	917	892	2376	432	480	453
Starvation Cap Reductn	0	0	0	586	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.67	0.69	0.74	0.91	0.82	0.32

Intersection Summary

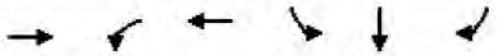
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	82	1872	1431	552	382	369	355
v/c Ratio	0.51	0.60	0.60	0.55	0.80	0.86	0.72
Control Delay (s/veh)	51.8	13.0	21.0	3.7	46.5	51.8	32.6
Queue Delay	0.0	0.2	2.2	0.6	0.0	0.0	0.0
Total Delay (s/veh)	51.8	13.2	23.2	4.4	46.5	51.8	32.6
Queue Length 50th (ft)	48	269	250	0	208	205	141
Queue Length 95th (ft)	93	261	277	56	#403	#423	#302
Internal Link Dist (ft)		450	238			1232	
Turn Bay Length (ft)	175			185	235		235
Base Capacity (vph)	209	3255	2437	1023	482	435	497
Starvation Cap Reductn	0	575	824	190	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.70	0.89	0.66	0.79	0.85	0.71

Intersection Summary

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



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	752	41	506	108	109	228
v/c Ratio	0.31	0.32	0.34	0.54	0.55	0.58
Control Delay (s/veh)	4.5	74.3	0.9	54.7	54.9	11.9
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay (s/veh)	4.5	74.3	1.2	54.7	54.9	11.9
Queue Length 50th (ft)	53	31	5	76	77	0
Queue Length 95th (ft)	97	m48	9	124	125	59
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	2438	416	1489	455	455	596
Starvation Cap Reductn	0	0	508	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.10	0.52	0.24	0.24	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	117	385	209	60	295	219
v/c Ratio	0.14	0.22	0.68	0.19	0.76	0.42
Control Delay (s/veh)	18.8	17.6	67.0	22.8	52.9	6.9
Queue Delay	0.0	0.0	0.3	0.1	0.0	1.5
Total Delay (s/veh)	18.8	17.6	67.3	22.9	52.9	8.3
Queue Length 50th (ft)	32	56	115	13	196	0
Queue Length 95th (ft)	107	150	m197	m31	268	55
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	863	1727	879	779	475	584
Starvation Cap Reductn	0	0	259	276	0	0
Spillback Cap Reductn	0	45	0	0	0	211
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.23	0.34	0.12	0.62	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	685	611	673	1374	235	229	210
v/c Ratio	0.34	0.68	0.78	0.55	0.77	0.77	0.60
Control Delay (s/veh)	20.7	11.3	37.8	7.8	53.0	52.3	25.8
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay (s/veh)	20.7	11.3	37.8	8.2	53.0	52.3	25.8
Queue Length 50th (ft)	103	69	181	194	128	125	58
Queue Length 95th (ft)	136	199	226	215	#247	#249	134
Internal Link Dist (ft)	651			450		1318	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	2015	896	1020	2544	321	311	365
Starvation Cap Reductn	0	0	0	580	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.68	0.66	0.70	0.73	0.74	0.58

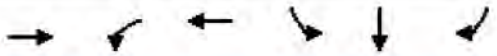
Intersection Summary

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



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	72	959	1431	588	322	313	296
v/c Ratio	0.46	0.29	0.56	0.55	0.82	0.77	0.65
Control Delay (s/veh)	48.0	7.8	17.7	3.6	49.0	38.4	23.1
Queue Delay	0.0	0.0	1.8	0.7	0.0	0.0	0.0
Total Delay (s/veh)	48.0	7.8	19.5	4.3	49.0	38.4	23.1
Queue Length 50th (ft)	39	84	207	0	176	141	82
Queue Length 95th (ft)	80	111	273	59	272	240	169
Internal Link Dist (ft)		450	238			1232	
Turn Bay Length (ft)	175			185	235		235
Base Capacity (vph)	201	3318	2573	1077	459	462	509
Starvation Cap Reductn	0	0	919	213	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.29	0.87	0.68	0.70	0.68	0.58

Intersection Summary



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	621	163	581	27	26	139
v/c Ratio	0.31	0.58	0.40	0.17	0.17	0.51
Control Delay (s/veh)	4.4	36.6	6.9	35.1	34.9	13.4
Queue Delay	0.0	0.0	1.3	0.0	0.0	0.0
Total Delay (s/veh)	4.4	36.6	8.2	35.1	34.9	13.4
Queue Length 50th (ft)	26	71	123	13	12	0
Queue Length 95th (ft)	62	m100	138	35	34	46
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1977	437	1468	282	284	382
Starvation Cap Reductn	0	0	641	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.37	0.70	0.10	0.09	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	96	173	271	84	435	110
v/c Ratio	0.21	0.19	0.67	0.20	0.71	0.18
Control Delay (s/veh)	26.5	24.8	24.8	4.6	30.1	4.6
Queue Delay	0.0	0.0	0.5	0.3	0.0	0.0
Total Delay (s/veh)	26.5	24.8	25.3	4.8	30.1	4.6
Queue Length 50th (ft)	34	32	50	2	185	0
Queue Length 95th (ft)	67	54	m100	m14	278	31
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	448	896	805	737	612	619
Starvation Cap Reductn	0	0	228	332	0	0
Spillback Cap Reductn	0	10	0	0	0	57
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.20	0.47	0.21	0.71	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1286	615	613	1349	406	406	143
v/c Ratio	0.70	0.67	0.81	0.59	0.94	0.85	0.31
Control Delay (s/veh)	28.5	8.1	44.0	11.4	68.1	45.0	14.9
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0	0.0
Total Delay (s/veh)	28.5	8.1	44.0	12.0	68.1	45.0	14.9
Queue Length 50th (ft)	229	32	179	210	~278	208	27
Queue Length 95th (ft)	294	142	230	260	#473	#410	82
Internal Link Dist (ft)	651			450		1318	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1850	918	892	2376	432	480	454
Starvation Cap Reductn	0	0	0	592	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.67	0.69	0.76	0.94	0.85	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

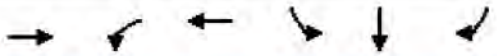
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	82	1934	1457	565	386	366	356
v/c Ratio	0.51	0.62	0.61	0.56	0.82	0.86	0.73
Control Delay (s/veh)	51.8	13.2	21.1	3.8	47.8	52.5	33.0
Queue Delay	0.0	0.3	2.6	0.7	0.0	0.0	0.0
Total Delay (s/veh)	51.8	13.4	23.7	4.4	47.8	52.5	33.0
Queue Length 50th (ft)	48	281	256	0	212	205	142
Queue Length 95th (ft)	93	274	283	57	#410	#420	#303
Internal Link Dist (ft)		450	238			1232	
Turn Bay Length (ft)	175			185	235		235
Base Capacity (vph)	209	3256	2439	1030	480	431	495
Starvation Cap Reductn	0	570	826	189	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.72	0.90	0.67	0.80	0.85	0.72

Intersection Summary

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



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	767	82	515	108	109	228
v/c Ratio	0.33	0.49	0.35	0.54	0.55	0.58
Control Delay (s/veh)	5.8	74.0	0.8	54.7	54.9	11.9
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay (s/veh)	5.8	74.0	1.2	54.7	54.9	11.9
Queue Length 50th (ft)	61	62	5	76	77	0
Queue Length 95th (ft)	115	m78	9	124	125	59
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	2317	416	1489	455	455	596
Starvation Cap Reductn	0	0	499	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.20	0.52	0.24	0.24	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	117	399	255	60	295	278
v/c Ratio	0.14	0.24	0.72	0.17	0.76	0.49
Control Delay (s/veh)	22.4	21.0	67.8	24.4	52.9	6.9
Queue Delay	0.0	0.0	0.6	0.1	0.0	2.4
Total Delay (s/veh)	22.4	21.0	68.4	24.5	52.9	9.3
Queue Length 50th (ft)	34	62	146	15	196	0
Queue Length 95th (ft)	118	171	m247	m29	268	62
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	816	1633	879	779	475	628
Starvation Cap Reductn	0	0	321	322	0	0
Spillback Cap Reductn	0	116	0	0	0	229
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.26	0.46	0.13	0.62	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	858	743	781	1651	352	346	278
v/c Ratio	0.49	0.89	0.83	0.69	0.99	1.01	0.71
Control Delay (s/veh)	24.3	26.8	39.3	10.6	86.2	91.0	34.2
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Total Delay (s/veh)	24.3	26.8	39.3	11.6	86.2	91.0	34.2
Queue Length 50th (ft)	136	178	207	236	~247	~256	105
Queue Length 95th (ft)	175	#429	273	300	#423	#441	#237
Internal Link Dist (ft)	651			450		1318	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1813	843	1020	2509	354	341	392
Starvation Cap Reductn	0	0	0	541	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.88	0.77	0.84	0.99	1.01	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

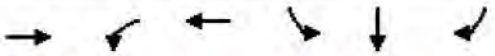
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	121	1384	1735	831	449	434	412
v/c Ratio	0.67	0.45	0.76	0.72	0.96	0.94	0.84
Control Delay (s/veh)	57.6	10.4	23.8	5.4	67.0	59.2	41.2
Queue Delay	0.0	0.0	47.8	1.1	0.0	0.0	0.0
Total Delay (s/veh)	57.6	10.4	71.7	6.4	67.0	59.2	41.2
Queue Length 50th (ft)	66	142	296	0	265	238	182
Queue Length 95th (ft)	#132	173	355	69	#467	#447	#358
Internal Link Dist (ft)		450	238			1232	
Turn Bay Length (ft)	175			185	235		235
Base Capacity (vph)	201	3126	2286	1159	468	463	488
Starvation Cap Reductn	0	0	752	136	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.44	1.13	0.81	0.96	0.94	0.84

Intersection Summary

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



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	788	359	663	62	61	240
v/c Ratio	0.48	0.77	0.46	0.33	0.32	0.61
Control Delay (s/veh)	10.6	30.2	8.7	36.4	36.2	11.9
Queue Delay	0.0	0.0	1.3	0.0	0.0	0.0
Total Delay (s/veh)	10.6	30.2	10.0	36.4	36.2	11.9
Queue Length 50th (ft)	72	167	182	30	30	0
Queue Length 95th (ft)	145	m190	m349	64	63	59
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1690	489	1434	285	287	468
Starvation Cap Reductn	0	0	530	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.73	0.73	0.22	0.21	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	216	313	583	314	444	181
v/c Ratio	0.81	0.59	0.82	0.40	0.88	0.31
Control Delay (s/veh)	61.8	41.6	26.2	5.2	51.2	5.9
Queue Delay	0.0	0.0	55.8	11.0	0.0	1.0
Total Delay (s/veh)	61.8	41.6	81.9	16.2	51.2	6.9
Queue Length 50th (ft)	80	61	158	14	215	0
Queue Length 95th (ft)	#240	131	m214	m60	#414	47
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	266	533	805	856	503	579
Starvation Cap Reductn	0	0	433	508	0	0
Spillback Cap Reductn	0	0	0	0	0	214
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.59	1.57	0.90	0.88	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1492	808	800	1655	550	548	181
v/c Ratio	0.83	0.90	0.92	0.70	1.40	1.23	0.43
Control Delay (s/veh)	33.1	25.3	51.6	12.5	227.4	152.4	19.7
Queue Delay	0.0	0.0	0.0	1.7	0.0	0.0	0.0
Total Delay (s/veh)	33.1	25.3	51.6	14.1	227.4	152.4	19.7
Queue Length 50th (ft)	296	183	238	293	~473	~407	47
Queue Length 95th (ft)	356	#456	#344	368	#683	#631	113
Internal Link Dist (ft)	651			450		1318	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1799	897	892	2376	392	444	419
Starvation Cap Reductn	0	0	0	512	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.90	0.90	0.89	1.40	1.23	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

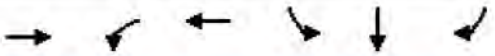


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	157	2416	1826	873	520	489	482
v/c Ratio	0.79	0.76	0.78	0.77	1.15	1.22	1.02
Control Delay (s/veh)	69.1	15.1	25.0	7.9	124.7	151.0	77.7
Queue Delay	0.0	1.6	47.8	2.1	0.0	0.0	0.0
Total Delay (s/veh)	69.1	16.7	72.8	9.9	124.7	151.0	77.7
Queue Length 50th (ft)	93	340	327	28	~401	~408	~289
Queue Length 95th (ft)	#190	400	389	162	#607	#625	#496
Internal Link Dist (ft)		450	238			1232	
Turn Bay Length (ft)	175			185	235		235
Base Capacity (vph)	209	3235	2352	1137	452	402	471
Starvation Cap Reductn	0	599	830	141	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.92	1.20	0.88	1.15	1.22	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1041	212	660	227	228	443
v/c Ratio	0.59	0.71	0.50	0.66	0.66	0.80
Control Delay (s/veh)	20.2	55.1	7.1	48.8	48.9	25.8
Queue Delay	0.0	0.0	1.1	0.0	0.0	0.0
Total Delay (s/veh)	20.2	55.1	8.2	48.8	48.9	25.8
Queue Length 50th (ft)	227	114	173	155	156	109
Queue Length 95th (ft)	371	m203	368	225	226	219
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1753	416	1328	455	455	636
Starvation Cap Reductn	0	0	413	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.51	0.72	0.50	0.50	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	291	789	515	206	358	507
v/c Ratio	0.62	0.84	0.80	0.30	0.78	0.64
Control Delay (s/veh)	49.2	52.5	56.6	20.3	50.3	7.0
Queue Delay	0.0	8.8	62.0	7.8	0.3	8.9
Total Delay (s/veh)	49.2	61.3	118.6	28.0	50.6	15.9
Queue Length 50th (ft)	203	301	381	82	231	0
Queue Length 95th (ft)	#420	#545	m199	m21	332	83
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	470	941	879	848	494	810
Starvation Cap Reductn	0	0	641	592	0	0
Spillback Cap Reductn	0	128	0	0	10	265
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.97	2.16	0.80	0.74	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	872	743	783	1687	357	349	278
v/c Ratio	0.49	0.89	0.83	0.70	1.02	1.03	0.71
Control Delay (s/veh)	24.3	26.5	39.3	10.8	92.5	96.1	34.6
Queue Delay	0.0	0.0	0.0	1.1	0.0	0.0	0.0
Total Delay (s/veh)	24.3	26.5	39.3	11.9	92.5	96.1	34.6
Queue Length 50th (ft)	138	178	208	245	~253	~259	105
Queue Length 95th (ft)	179	#429	273	312	#430	#447	#237
Internal Link Dist (ft)	651			450		1318	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1823	845	1020	2509	350	338	389
Starvation Cap Reductn	0	0	0	530	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.88	0.77	0.85	1.02	1.03	0.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

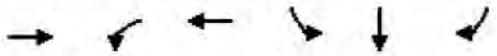
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	121	1404	1774	851	449	434	412
v/c Ratio	0.67	0.45	0.78	0.73	0.96	0.94	0.84
Control Delay (s/veh)	57.6	10.5	24.3	5.7	67.0	60.2	41.2
Queue Delay	0.0	0.0	47.8	1.1	0.0	0.0	0.0
Total Delay (s/veh)	57.6	10.5	72.1	6.8	67.0	60.2	41.2
Queue Length 50th (ft)	66	145	306	2	265	239	182
Queue Length 95th (ft)	#132	176	368	77	#467	#449	#358
Internal Link Dist (ft)		450	238			1232	
Turn Bay Length (ft)	175			185	235		235
Base Capacity (vph)	201	3126	2286	1166	468	461	488
Starvation Cap Reductn	0	0	744	132	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.45	1.15	0.82	0.96	0.94	0.84

Intersection Summary

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



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	794	414	676	62	61	240
v/c Ratio	0.52	0.77	0.47	0.33	0.32	0.61
Control Delay (s/veh)	11.9	26.4	8.8	36.4	36.2	11.9
Queue Delay	0.0	0.0	1.4	0.0	0.0	0.0
Total Delay (s/veh)	11.9	26.4	10.2	36.4	36.2	11.9
Queue Length 50th (ft)	82	180	182	30	30	0
Queue Length 95th (ft)	148	m222	m320	64	63	59
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1601	538	1434	285	287	468
Starvation Cap Reductn	0	0	533	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.77	0.75	0.22	0.21	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	216	318	651	314	444	201
v/c Ratio	0.86	0.63	0.87	0.38	0.93	0.35
Control Delay (s/veh)	69.5	44.6	23.8	5.3	58.7	5.9
Queue Delay	0.0	0.0	55.6	33.7	0.0	1.2
Total Delay (s/veh)	69.5	44.6	79.4	39.0	58.7	7.1
Queue Length 50th (ft)	102	78	164	12	~230	0
Queue Length 95th (ft)	#239	132	m237	m56	#414	49
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	252	506	805	856	479	575
Starvation Cap Reductn	0	0	461	549	0	0
Spillback Cap Reductn	0	0	0	0	0	205
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.63	1.89	1.02	0.93	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1533	808	801	1679	560	559	181
v/c Ratio	0.85	0.90	0.92	0.71	1.44	1.26	0.43
Control Delay (s/veh)	34.0	25.1	51.6	12.6	242.1	165.1	19.7
Queue Delay	0.0	0.0	0.0	1.9	0.0	0.0	0.0
Total Delay (s/veh)	34.0	25.1	51.6	14.5	242.1	165.1	19.7
Queue Length 50th (ft)	308	183	238	301	~486	~423	47
Queue Length 95th (ft)	369	#456	#344	378	#698	#648	113
Internal Link Dist (ft)	651			450		1318	
Turn Bay Length (ft)			100		250		250
Base Capacity (vph)	1806	898	892	2376	389	442	417
Starvation Cap Reductn	0	0	0	505	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.90	0.90	0.90	1.44	1.26	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

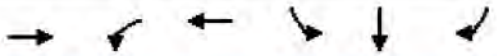


Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	157	2478	1853	886	520	490	483
v/c Ratio	0.79	0.78	0.79	0.78	1.15	1.23	1.03
Control Delay (s/veh)	69.1	15.5	25.3	8.4	125.8	154.4	78.7
Queue Delay	0.0	2.1	47.8	2.3	0.0	0.0	0.0
Total Delay (s/veh)	69.1	17.7	73.1	10.6	125.8	154.4	78.7
Queue Length 50th (ft)	93	357	335	32	~401	~410	~291
Queue Length 95th (ft)	#190	419	397	178	#607	#629	#496
Internal Link Dist (ft)		450	238			1232	
Turn Bay Length (ft)	175			185	235		235
Base Capacity (vph)	209	3235	2352	1137	451	400	470
Starvation Cap Reductn	0	585	823	137	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.94	1.21	0.89	1.15	1.23	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1055	248	668	227	228	443
v/c Ratio	0.62	0.76	0.50	0.65	0.66	0.81
Control Delay (s/veh)	21.9	54.5	7.3	48.6	48.7	26.7
Queue Delay	0.0	0.0	1.3	0.0	0.0	0.0
Total Delay (s/veh)	21.9	54.5	8.6	48.6	48.7	26.7
Queue Length 50th (ft)	244	145	202	155	156	113
Queue Length 95th (ft)	386	m231	377	225	226	224
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1696	416	1327	455	455	632
Starvation Cap Reductn	0	0	427	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.60	0.74	0.50	0.50	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



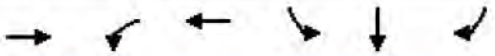
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	291	803	560	206	358	566
v/c Ratio	0.67	0.92	0.81	0.29	0.79	0.68
Control Delay (s/veh)	51.9	60.5	53.1	18.6	51.9	7.5
Queue Delay	0.0	24.0	63.3	16.0	0.3	15.6
Total Delay (s/veh)	51.9	84.5	116.3	34.5	52.2	23.0
Queue Length 50th (ft)	207	~324	392	76	231	0
Queue Length 95th (ft)	#418	#556	m195	m16	#343	92
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	436	872	879	848	487	848
Starvation Cap Reductn	0	0	664	620	0	0
Spillback Cap Reductn	0	102	6	0	9	272
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.04	2.60	0.90	0.75	0.98

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



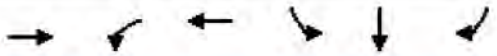
Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2581	782	1963	468	233	325
v/c Ratio	1.22dr	0.94	0.52	0.79	0.78	0.93
Control Delay (s/veh)	24.1	60.8	6.7	57.4	65.9	71.6
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	24.1	60.8	6.9	57.4	65.9	71.6
Queue Length 50th (ft)	552	305	209	191	190	199
Queue Length 95th (ft)	378	#432	156	255	#320	#372
Internal Link Dist (ft)	651		450		1306	
Turn Bay Length (ft)		400		765		570
Base Capacity (vph)	2826	840	3765	610	306	357
Starvation Cap Reductn	0	0	892	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.93	0.68	0.77	0.76	0.91

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBT	WBT	NBR	SBR
Lane Group Flow (vph)	2248	2027	563	690
v/c Ratio	0.55	0.63	0.53	0.84
Control Delay (s/veh)	5.1	10.1	36.9	49.4
Queue Delay	0.3	1.2	0.1	0.0
Total Delay (s/veh)	5.4	11.2	37.1	49.4
Queue Length 50th (ft)	28	195	160	284
Queue Length 95th (ft)	320	107	188	334
Internal Link Dist (ft)	450	240		
Turn Bay Length (ft)			317	200
Base Capacity (vph)	4079	3237	1304	1006
Starvation Cap Reductn	913	892	0	0
Spillback Cap Reductn	180	0	161	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.71	0.86	0.49	0.69

Intersection Summary



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	832	445	824	67	67	252
v/c Ratio	0.58	0.76	0.58	0.34	0.34	0.64
Control Delay (s/veh)	13.3	19.7	8.4	35.9	35.8	13.9
Queue Delay	0.0	0.0	4.2	0.0	0.0	0.0
Total Delay (s/veh)	13.3	19.7	12.5	35.9	35.8	13.9
Queue Length 50th (ft)	95	150	158	33	33	8
Queue Length 95th (ft)	155	m192	m359	66	66	68
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1543	586	1431	290	292	467
Starvation Cap Reductn	0	0	513	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.76	0.90	0.23	0.23	0.54

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



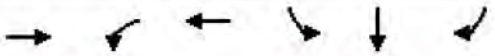
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	226	328	613	514	677	542
v/c Ratio	0.92	0.67	0.83	0.55	1.36	0.66
Control Delay (s/veh)	82.0	47.5	34.0	11.7	203.4	7.7
Queue Delay	0.0	0.0	68.6	58.7	0.6	11.1
Total Delay (s/veh)	82.0	47.5	102.6	70.4	204.1	18.8
Queue Length 50th (ft)	122	92	254	107	~485	8
Queue Length 95th (ft)	#254	135	m173	m40	#687	97
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	245	491	805	971	497	821
Starvation Cap Reductn	0	0	658	656	0	0
Spillback Cap Reductn	0	0	0	0	35	253
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.67	4.17	1.63	1.47	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2724	840	2049	758	374	207
v/c Ratio	1.24dr	1.04	0.58	1.02	1.01	0.49
Control Delay (s/veh)	54.8	83.3	8.6	83.8	94.7	30.6
Queue Delay	13.8	0.0	0.4	0.0	0.0	0.0
Total Delay (s/veh)	68.6	83.3	9.0	83.8	94.7	30.6
Queue Length 50th (ft)	~645	~363	247	~341	~323	91
Queue Length 95th (ft)	#386	#494	224	#471	#543	169
Internal Link Dist (ft)	651		450		1306	
Turn Bay Length (ft)		400		765		570
Base Capacity (vph)	2588	805	3527	744	372	420
Starvation Cap Reductn	0	0	835	0	0	0
Spillback Cap Reductn	79	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.09	1.04	0.76	1.02	1.01	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

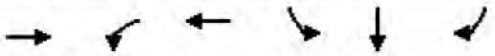
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBT	WBT	NBR	SBR
Lane Group Flow (vph)	2938	2075	793	815
v/c Ratio	0.76	0.68	0.65	0.87
Control Delay (s/veh)	6.4	6.6	35.9	47.2
Queue Delay	1.2	0.4	0.0	0.0
Total Delay (s/veh)	7.6	7.0	35.9	47.2
Queue Length 50th (ft)	286	150	220	323
Queue Length 95th (ft)	m277	171	260	389
Internal Link Dist (ft)	450	240		
Turn Bay Length (ft)			317	200
Base Capacity (vph)	3852	3057	1381	1069
Starvation Cap Reductn	632	423	0	0
Spillback Cap Reductn	413	0	32	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.91	0.79	0.59	0.76

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1236	233	726	239	239	465
v/c Ratio	0.73	0.74	0.56	0.65	0.65	0.86
Control Delay (s/veh)	24.0	51.0	9.9	47.1	47.1	35.3
Queue Delay	0.0	0.0	2.1	0.0	0.0	0.0
Total Delay (s/veh)	24.0	51.0	12.0	47.1	47.1	35.3
Queue Length 50th (ft)	309	165	339	158	158	153
Queue Length 95th (ft)	#507	m206	412	236	236	278
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1697	416	1304	455	455	609
Starvation Cap Reductn	0	0	416	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.56	0.82	0.53	0.53	0.76

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



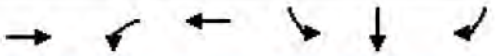
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	305	828	586	236	376	533
v/c Ratio	0.76	1.03	0.82	0.31	0.82	0.66
Control Delay (s/veh)	58.4	84.7	51.7	17.5	53.8	7.3
Queue Delay	0.0	26.1	64.1	47.7	0.1	12.0
Total Delay (s/veh)	58.4	110.9	115.8	65.2	53.9	19.2
Queue Length 50th (ft)	222	~380	397	85	242	0
Queue Length 95th (ft)	m#440	#577	m191	m16	#397	90
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	401	803	879	864	487	824
Starvation Cap Reductn	0	0	677	640	0	0
Spillback Cap Reductn	0	86	21	0	3	268
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	1.15	2.90	1.05	0.78	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	2594	784	2000	473	235	325
v/c Ratio	1.22dr	0.95	0.53	0.80	0.79	0.93
Control Delay (s/veh)	24.2	60.5	6.5	58.0	66.5	71.6
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (s/veh)	24.3	60.5	6.8	58.0	66.5	71.6
Queue Length 50th (ft)	559	306	215	193	192	199
Queue Length 95th (ft)	384	#429	150	258	#324	#372
Internal Link Dist (ft)	651		450		1306	
Turn Bay Length (ft)		400		765		570
Base Capacity (vph)	2827	840	3765	610	306	357
Starvation Cap Reductn	0	0	862	0	0	0
Spillback Cap Reductn	5	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.93	0.69	0.78	0.77	0.91

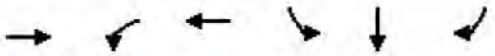
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBT	WBT	NBR	SBR
Lane Group Flow (vph)	2268	2066	563	690
v/c Ratio	0.55	0.63	0.53	0.84
Control Delay (s/veh)	5.3	10.0	35.7	48.2
Queue Delay	0.3	1.4	0.1	0.0
Total Delay (s/veh)	5.5	11.4	35.9	48.2
Queue Length 50th (ft)	27	205	154	276
Queue Length 95th (ft)	343	109	182	326
Internal Link Dist (ft)	450	240		
Turn Bay Length (ft)			317	200
Base Capacity (vph)	4119	3269	1320	1022
Starvation Cap Reductn	942	925	0	0
Spillback Cap Reductn	199	0	154	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.71	0.88	0.48	0.68

Intersection Summary



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	838	500	837	67	67	252
v/c Ratio	0.66	0.73	0.59	0.34	0.34	0.65
Control Delay (s/veh)	15.9	17.2	8.7	35.8	35.7	14.7
Queue Delay	0.0	0.0	4.7	0.0	0.0	0.0
Total Delay (s/veh)	15.9	17.2	13.4	35.8	35.7	14.7
Queue Length 50th (ft)	105	143	183	33	33	11
Queue Length 95th (ft)	155	m#264	m339	66	66	71
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1533	685	1430	291	293	463
Starvation Cap Reductn	0	0	510	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.73	0.91	0.23	0.23	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



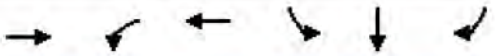
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	226	334	680	514	677	562
v/c Ratio	0.92	0.68	0.88	0.54	1.45	0.69
Control Delay (s/veh)	84.2	50.4	34.5	11.5	240.5	8.1
Queue Delay	0.0	0.0	66.7	58.9	0.7	18.9
Total Delay (s/veh)	84.2	50.4	101.2	70.4	241.2	27.1
Queue Length 50th (ft)	122	94	290	110	~485	8
Queue Length 95th (ft)	#253	138	m184	m33	#687	100
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	245	491	805	971	468	818
Starvation Cap Reductn	0	0	654	661	0	0
Spillback Cap Reductn	0	0	0	0	33	255
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.68	4.50	1.66	1.56	1.00

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	2765	841	2074	773	380	207
v/c Ratio	1.24dr	1.04	0.59	1.04	1.02	0.49
Control Delay (s/veh)	60.8	83.4	8.7	88.8	98.3	30.6
Queue Delay	13.7	0.0	0.5	0.0	0.0	0.0
Total Delay (s/veh)	74.5	83.4	9.2	88.8	98.3	30.6
Queue Length 50th (ft)	~659	~365	256	~354	~342	91
Queue Length 95th (ft)	#414	#495	233	#486	#556	169
Internal Link Dist (ft)	651		450		1306	
Turn Bay Length (ft)		400		765		570
Base Capacity (vph)	2589	805	3527	744	372	420
Starvation Cap Reductn	0	0	837	0	0	0
Spillback Cap Reductn	94	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.11	1.04	0.77	1.04	1.02	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

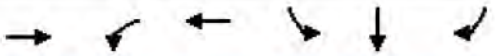
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBT	WBT	NBR	SBR
Lane Group Flow (vph)	3000	2101	795	815
v/c Ratio	0.78	0.69	0.66	0.87
Control Delay (s/veh)	6.6	7.1	36.8	48.6
Queue Delay	1.7	0.4	0.0	0.0
Total Delay (s/veh)	8.3	7.5	36.9	48.6
Queue Length 50th (ft)	291	153	227	331
Queue Length 95th (ft)	m278	m179	268	401
Internal Link Dist (ft)	450	240		
Turn Bay Length (ft)			317	200
Base Capacity (vph)	3823	3034	1365	1053
Starvation Cap Reductn	615	421	0	0
Spillback Cap Reductn	429	0	31	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.94	0.80	0.60	0.77

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1249	269	735	239	239	465
v/c Ratio	0.76	0.79	0.56	0.65	0.65	0.87
Control Delay (s/veh)	25.9	50.6	10.0	46.8	46.8	36.1
Queue Delay	0.0	0.0	2.1	0.0	0.0	0.0
Total Delay (s/veh)	25.9	50.6	12.1	46.8	46.8	36.1
Queue Length 50th (ft)	331	184	336	158	158	157
Queue Length 95th (ft)	#520	m237	428	236	236	282
Internal Link Dist (ft)	79		411		1369	
Turn Bay Length (ft)		120		470		255
Base Capacity (vph)	1645	416	1301	455	455	605
Starvation Cap Reductn	0	0	403	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.65	0.82	0.53	0.53	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	NBT	NBR
Lane Group Flow (vph)	305	842	632	236	376	592
v/c Ratio	0.81	1.12	0.84	0.30	0.83	0.70
Control Delay (s/veh)	62.5	113.3	49.1	16.2	55.8	7.8
Queue Delay	0.0	0.3	64.9	65.1	0.1	22.5
Total Delay (s/veh)	62.5	113.6	114.0	81.3	56.0	30.3
Queue Length 50th (ft)	~233	~429	400	78	242	0
Queue Length 95th (ft)	m#423	#590	m198	m13	#397	98
Internal Link Dist (ft)		411	36		1784	
Turn Bay Length (ft)	155					
Base Capacity (vph)	375	751	879	864	479	862
Starvation Cap Reductn	0	0	692	663	0	0
Spillback Cap Reductn	0	33	32	0	3	278
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	1.17	3.38	1.17	0.79	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX J

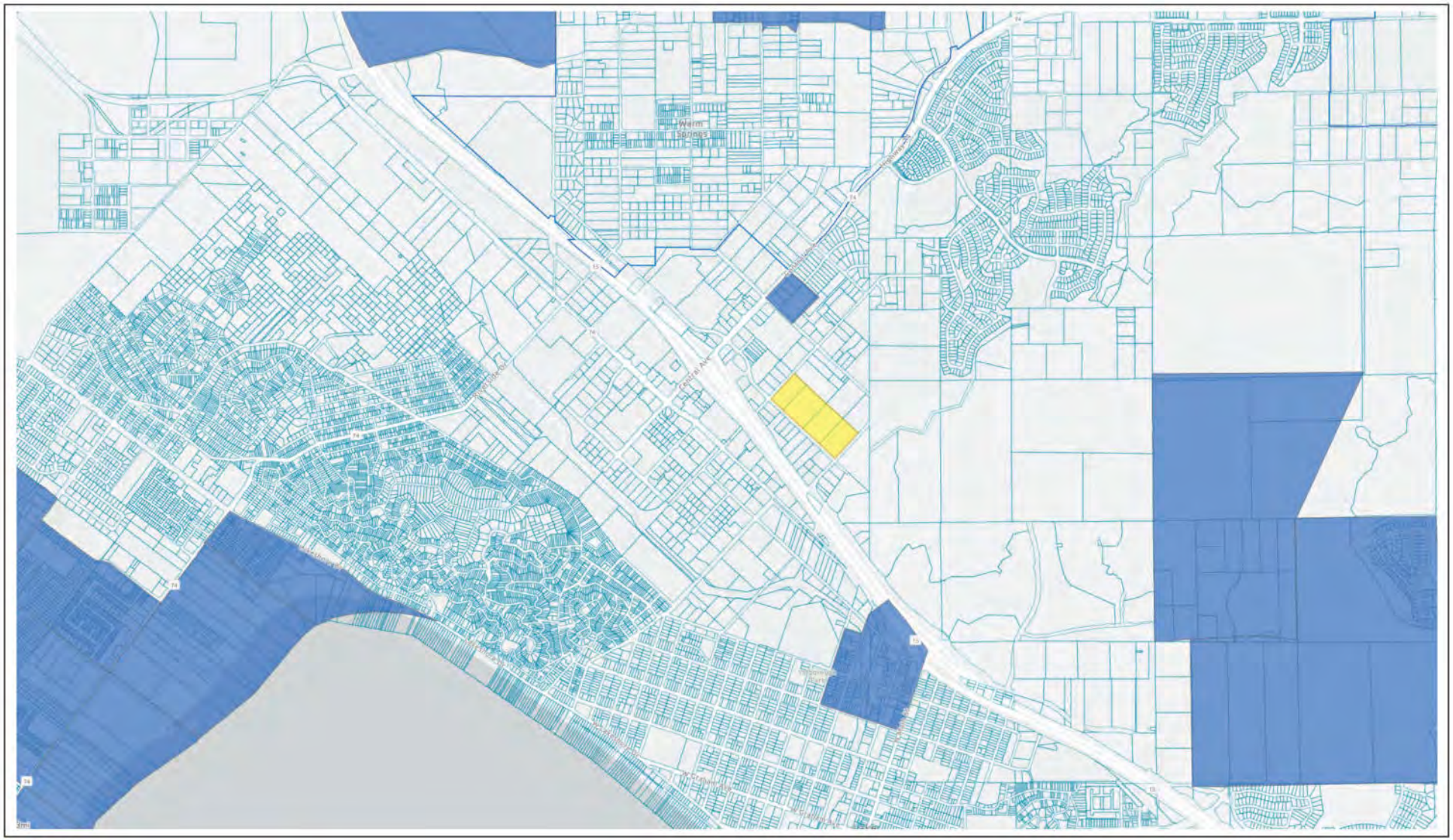
VMT CALCULATION WORKSHEETS

LSA

Appendix J
VMT Calculations
Dexter Village Project

2018	Dexter Village Residential (Project)	City of Lake Elsinore Baseline (Threshold)
Households		
Population	1,660	58,684
Employment	-	14,067
Service Population	1,660	72,751
Total Origin-Destination (OD) VMT	45,906	2,610,466
OD VMT per service population	27.7	35.9

2045	Dexter Village Residential (Project)	City of Lake Elsinore Baseline (Threshold)
Households		
Population	1,660	58,684
Employment	-	14,067
Service Population	1,660	72,751
Total Origin-Destination (OD) VMT	40,924	2,610,466
OD VMT per service population	24.7	35.9



LSA

LEGEND

Project Site

Low VMT Generating Areas

N

0 1,350 2,700

FEET

SOURCE: WRCOG VMT Screening Tool

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Dexter Village Project
Traffic Impact Analysis

Project Location VMT per Service Population