Mission Grove Apartments Project

Draft Environmental Impact Report
SCH#2022100610

Appendix I: Traffic Operation Analysis & Vehicle Miles Traveled

TRAFFIC OPERATIONAL ANALYSIS

ANTON MISSION GROVE

CITY OF RIVERSIDE

RIVERSIDE COUNTY, CALIFORNIA

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

December 2022

TRAFFIC OPERATIONAL ANALYSIS

ANTON MISSION GROVE

CITY OF RIVERSIDE

RIVERSIDE COUNTY, CALIFORNIA

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1.0 EXECUTIVE SUMMARY

The proposed Anton Mission Grove project will be a mid-rise apartment redevelopment consisting of 347 multifamily residential units that replaces the existing defunct K-Mart store. The project will be located at the northwest corner of the intersection of Mission Grove Parkway/in the City of Riverside. The project parcel is considered as Commercial (C) in the General Plan Land Use and Commercial Retail – Specific Plan Mission Grove (CR-SP) as the Zoning. The project requires a General Plan Amendment (GPA) and Zone Change (ZC) for the project parcel. The General Plan Land Use will be changed from Commercial (C) to Mixed Use Urban (MU-U), while the Zoning will be changed from Commercial Retail – Specific Plan Mission Grove (CR-SP) to Mixed Use Urban (MU-U). The project is anticipated to be completed by year 2027.

The project can be accessed via four driveways:

- Project Driveway 1 located at Plaza Driveway 2;
- Project Driveway 2 on Mission Grove Parkway;
- Project Driveway 3 on Mission Village Drive; and
- Project Driveway 4 within Mission Grove Plaza.

Project Driveway 1, Project Driveway 3, and Project Driveway 4 will be full access driveways. Project Driveway 2 will be converted from a right-in-right-out (RIRO) driveway to a right-out egress only driveway. Retail customers will no longer be able to enter and exit Mission Grove Plaza via Project Driveway 2 and the driveway on Mission Village Drive upon implementation of the project, as these driveways will be gated for resident access only. Additionally, the existing full access shopping center driveway located on Mission Village Drive between Project Driveway 3 and Mission Grove Parkway will also be removed as the project is constructed.

The project is forecast to generate 128 net trips in the a.m. peak hour, 124 net trips in the p.m. peak hour, and 1,464 net daily trips.

The study area for the project was finalized based on the criteria defined in the City of Riverside Public Works Department *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment* (dated July 2020). Based on the City's TIA Guidelines and discussions with City staff during the scoping agreement process, the study area includes 13 intersections and 13 roadway segments.

Traffic conditions were examined for the weekday daily, a.m., and p.m. peak hour conditions under the following scenarios:

- Existing Condition
- Opening Year (2027) without Project Conditions
- Opening Year (2027) with Project Conditions
- Cumulative (2045) without Project Conditions

- Cumulative (2045) with Project Conditions

1.1 EXISTING CONDITIONS SUMMARY

Based on the criteria as discussed in Section 3.2, Level of Service Procedures and Criteria, of this report, the following intersections are currently operating at an unsatisfactory LOS under existing conditions:

2. Alessandro Boulevard/Cannon Road (a.m. peak hour);
4. Trautwein Road/Alessandro Boulevard (a.m. peak hour); and
6. Trautwein Road/Mission Grove Parkway (a.m. and p.m. peak hours).

The following roadway segments are currently operating at an unsatisfactory LOS:

1. Alessandro Boulevard, between Overlook Parkway-Canyon Crest Drive and Cannon Road;
2. Alessandro Boulevard, between Cannon Road and Communications Center Drive;
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road; and
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway.

1.2 OPENING YEAR (2027) CONDITIONS SUMMARY

Based on the criteria as discussed in Section 3.2, Level of Service Procedures and Criteria, of this report, under both opening year without and with project conditions, the following intersections are forecast to operate at an unsatisfactory LOS:

2. Alessandro Boulevard/Cannon Road (both a.m. and pm. peak hours);
4. Trautwein Road/Alessandro Boulevard (a.m. peak hour); and
6. Trautwein Road/Mission Grove Parkway (both a.m. and p.m. peak hours).

All other intersections are forecast to operate at a satisfactory LOS under both opening year without and with project conditions. With the implementation of improvements recommended in Chapter 11.1, the intersection of Alessandro Boulevard/Cannon Road is still forecast to operate at a deficient LOS, although the delay will improve to a lower delay than opening year no project without improvements.

The intersection of Trautwein Road/Alessandro Boulevard is forecast to operate at a satisfactory LOS under the opening year with the recommended improvements.

The intersection of Trautwein Road/Mission Grove Parkway is forecast to continue to operate at a deficient LOS, with minimal improvement in delay with signal timing changes. No further improvement is feasible at this intersection. Table 1-A summarizes the recommended improvements for study intersections and funding mechanism under opening year conditions.

The follow study area roadway segments are forecast to operate at an unsatisfactory LOS under both opening year without and with project conditions:

1. Alessandro Boulevard, between Overlook Parkway-Canyon Crest Drive and Cannon Road;
2. Alessandro Boulevard, between Cannon Road and Communications Center Drive;
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road;
4. Alessandro Boulevard, between Trautwein Road and Plaza Driveway 1;
5. Alessandro Boulevard, between Plaza Driveway 1 and Mission Grove Parkway;
6. Alessandro Boulevard, between Mission Grove Parkway and Northrop Drive;
7. Alessandro Boulevard, between Northrop Drive and Barton Street; and
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway.

However, based on City's criteria, the project will not create an operational deficiency at these segments and therefore, operational improvements are not required.

1.3 CUMULATIVE (2045) CONDITIONS SUMMARY

Based on the criteria as discussed in the "Level of Service Procedures and Criteria" section of this report, under both cumulative without and with project conditions, the following intersections are forecast to operate at an unsatisfactory LOS:

2. Alessandro Boulevard/Cannon Road (both a.m. and p.m. peak hours);
4. Trautwein Road/Alessandro Boulevard (a.m. peak hour); and
6. Trautwein Road/Mission Grove Parkway (both a.m. and p.m. peak hours).

All other intersections are forecast to operate at a satisfactory LOS under both opening year without and with project conditions. With the implementation of improvements recommended in Chapter 11.1, the intersection of Alessandro Boulevard/Cannon Road is still forecast to operate at a deficient LOS, although the delay will improve to a lower delay than opening year no project without improvements.

The intersection of Trautwein Road/Alessandro Boulevard is forecast to operate at a satisfactory LOS under the opening year with the recommended improvements.

The intersection of Trautwein Road/Mission Grove Parkway is forecast to continue to operate at a deficient LOS, with minimal improvement in delay with signal timing changes. No further improvement is feasible at this intersection. Table 1-A summarizes the recommended improvements for study intersections and funding mechanism under cumulative conditions.

The follow study area roadway segments are forecast to operate at an unsatisfactory LOS under both cumulative without and with project conditions:

1. Alessandro Boulevard, between Overlook Parkway-Canyon Crest Drive and Cannon Road;

2. Alessandro Boulevard, between Cannon Road and Communications Center Drive;
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road;
4. Alessandro Boulevard, between Trautwein Road and Plaza Driveway 1;
5. Alessandro Boulevard, between Plaza Driveway 1 and Mission Grove Parkway;
6. Alessandro Boulevard, between Mission Grove Parkway and Northrop Drive;
7. Alessandro Boulevard, between Northrop Drive and Barton Street; and
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway.

However, based on City's criteria, the project will not create an operational deficiency at these segments and therefore, operational improvements are not required.

1.4 ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS SUMMARY

The project does not conflict with any existing or proposed bicycle, pedestrian, or public transit facilities. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and will not have a significant impact.

It should be noted that at present, there are no proposed service changes in RTA's transit network. RTA local bus Routes 20 and 22 serve the study area with stops along Alessandro Boulevard and Mission Grove Parkway adjacent to the project site. There is an existing bus stop for the southbound portion of the routes located approximately 265 feet north of the intersection of Mission Grove Parkway/Mission Village Drive. The project will relocate this existing bus stop on Mission Grove Parkway to just approximately 200 feet north of the existing location as part of its project design features.

1.5 LIST OF CHAPTER 1.0 TABLES

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Table 1-A - Recommended Improvements for Intersections and Funding Mechanism

Intersection	Opening Year (2027) with Project Improvements	Cumulative (2045) with Project Improvements	Funding Mechanism	Improvements Covered by TUMF	Improvements Covered by Fair Share
2 . Alessandro Boulevard/Communications Center Drive	Optimize signal timing (a.m. and p.m. peak hour)	Optimize signal timing (a.m. and p.m. peak hour)	Fair Share	-	Optimize signal timings.
4 . Trautwein Road/Alessandro Boulevard	Optimize signal timing (a.m. peak hour only)	Optimize signal timing (a.m. peak hour only)	Fair Share	-	Optimize signal timings.
6 . Trautwein Road/Mission Village Drive	No feasible improvements.	No feasible improvements.	Fair Share	-	
11 . Project Driveway 1/Plaza Driveway 2	Optimize signal timing (a.m. and p.m. peak hour) and extend northbound left turn pocket by 15 feet.	Optimize signal timing (a.m. and p.m. peak hour) and extend northbound left turn pocket by 15 feet.	Full Project Responsibility	-	

Notes:

TUMF refers to the Transportation Uniform Mitigation Fee Program.

2.0 INTRODUCTION

The Traffic Operational Analysis (TOA) has been prepared for the proposed Anton Mission Grove project (project) to be located at the northwest corner of the intersection of Mission Grove Parkway and Mission Village Drive in the City of Riverside (City). Figure 2-1 illustrates the regional and project location. (Figures and tables are located at the end of each chapter.)

This report is intended to satisfy the requirements established by the City of Riverside Public Works Department *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (dated July 2020). The scope of work for this TOA, 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 scenarios:

- Existing Conditions
- Opening Year (2027) without Project Conditions
- Opening Year (2027) with Project Conditions
- Cumulative (2045) without Project Conditions
- Cumulative (2045) with Project Conditions

Traffic conditions were examined for the weekday daily, a.m., and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments were analyzed using daily volume counts and comparisons were made to the daily service volume standards provided in the City's TIA Guidelines.

2.1 PROJECT DESCRIPTION

The proposed project is a mid-rise apartment redevelopment consisting of 347 multifamily residential units that will replace the existing defunct K-Mart store. The project parcel is considered as Commercial (C) in the General Plan Land Use and Commercial Retail – Specific Plan Mission Grove (CR-SP) as the Zoning. The project requires a General Plan Amendment (GPA) and Zone Change (ZC) for the project parcel. The General Plan Land Use will be changed from Commercial (C) to Mixed Use Urban (MU-U), while the Zoning will be changed from Commercial Retail – Specific Plan Mission Grove (CR-SP) to Mixed Use Urban (MU-U). The project is anticipated to be completed by year 2027. Figure 2-2 illustrates the conceptual site plan for the proposed project.

As shown in Figure 2-2, the project can be accessed via four driveways:

- Project Driveway 1 located at Plaza Driveway 2;
- Project Driveway 2 on Mission Grove Parkway;

- Project Driveway 3 on Mission Village Drive; and
- Project Driveway 4 within Mission Grove Plaza.

Project Driveway 1, Project Driveway 3, and Project Driveway 4 will be full access driveways. Project Driveway 2 will convert an existing shopping center driveway from a right-in-right-out (RIRO) driveway to a right-out egress only driveway. Additionally, the existing full access shopping center driveway located on Mission Village Drive between Project Driveway 3 and Mission Grove Parkway will also be removed as the project is constructed. As such, existing retail customers will no longer be able to enter and exit Mission Grove Plaza via Project Driveway 2 and the driveway on Mission Village Drive, as these driveways will be gated for resident access only.

2.2 LIST OF CHAPTER 2.0 FIGURES

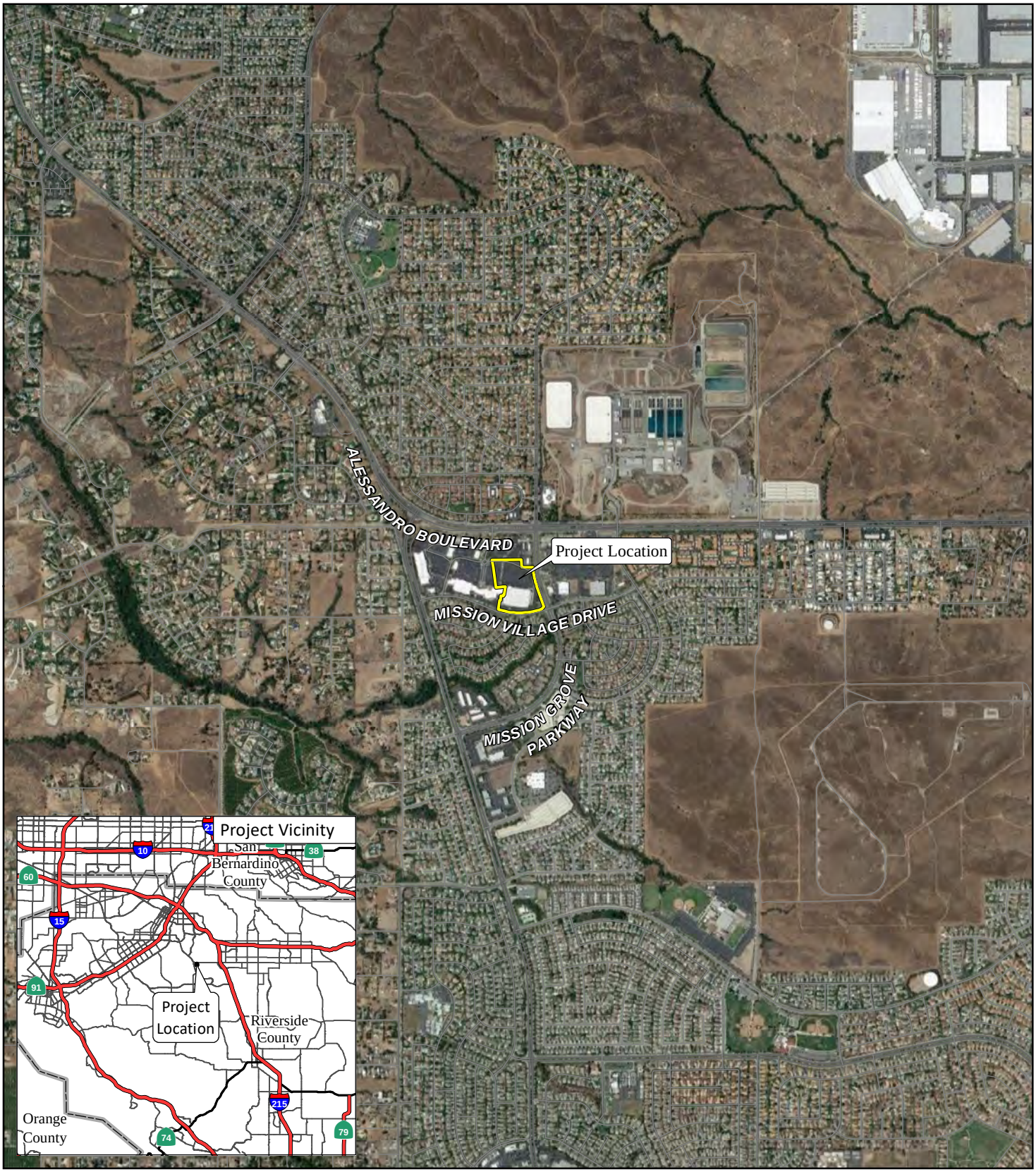

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FIGURE 2-1

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SOURCE: ESRI Streetmap, 2021; Google Earth, 2021.

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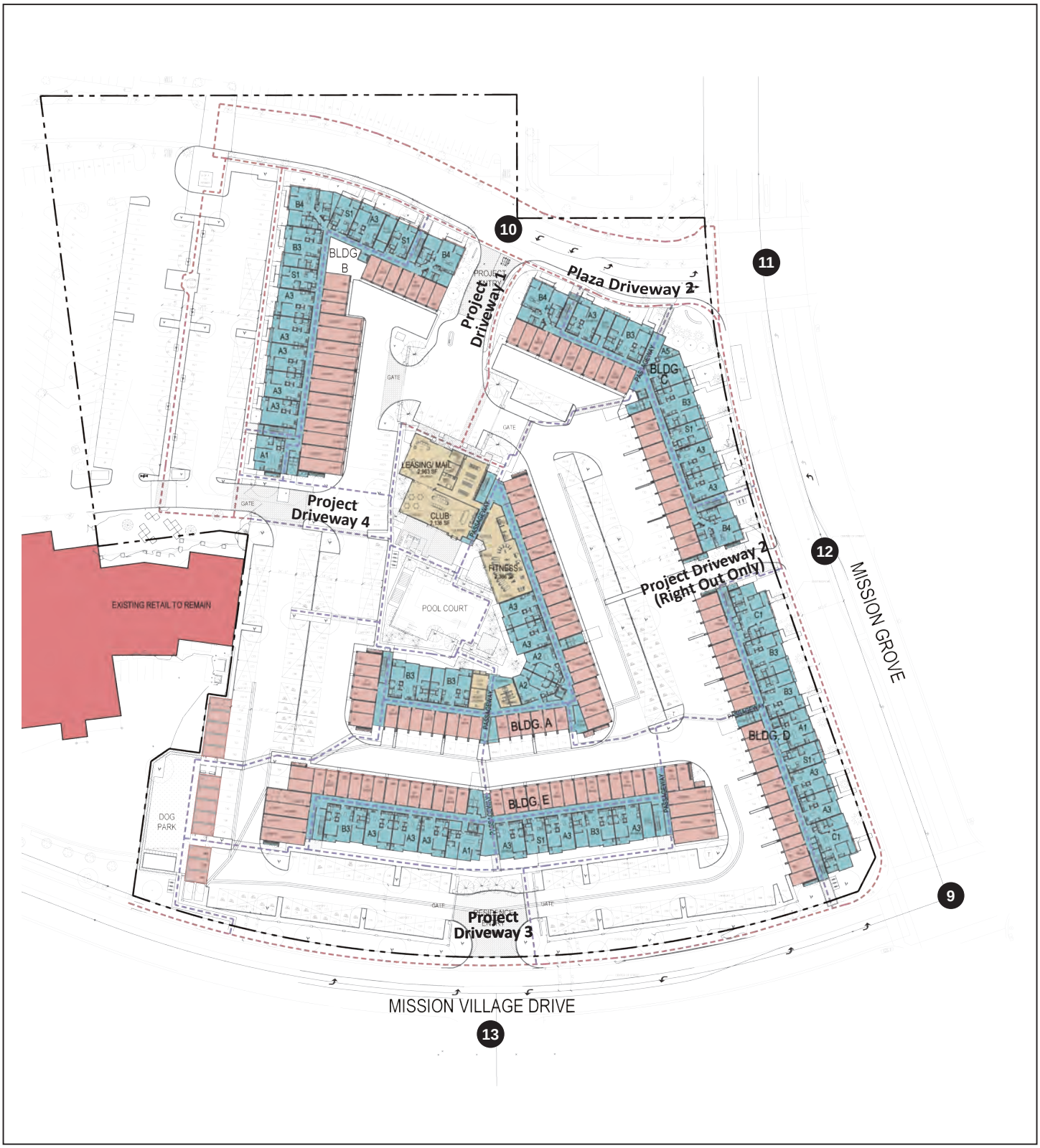
Anton Mission Grove Project
Traffic Operational Analysis

Regional and Project Location



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● Study Area Intersection

FIGURE 2-2

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Anton Mission Grove Project
Traffic Operational Analysis

Conceptual Site Plan

SOURCE: AO Architects, December 2022

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3.0 ANALYSIS METHODOLOGY AND CRITERIA

3.1 LEVEL OF SERVICE DEFINITIONS

LOS can be characterized for the whole intersection, by 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 3-A. A description of LOS for roadway segments is summarized in Table 3-B.

Table 3-C shows the LOS criteria for unsignalized and signalized intersections. Table 3-D summarizes the LOS criteria used to evaluate roadway segments based on the daily capacity 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 24 hours.

For all study area intersections, the *Highway Capacity Manual 6th Edition* (HCM 6) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using the Synchro 11 software, which uses the HCM 6 methodologies.

3.2 LEVEL OF SERVICE PROCEDURES AND CRITERIA

Study intersections and roadway segments analyzed in this report are under the jurisdiction of the City of Riverside. The City uses LOS D as its minimum level of service criterion for intersections of Collector or higher classification streets. For all other intersections, the City uses LOS C as its minimum level of service criterion.

For projects in which the proposed uses or intensities are above those contained in the General Plan, operational improvements are required at study intersections within the City when the addition of project trips causes either the intersection peak hour LOS to degrade from acceptable (LOS A through D) to unacceptable levels (LOS E or F) or the peak hour delay to increase from "without project" to "with project" as follows:

- LOS A/B by 10.0 seconds;
- LOS C by 8.0 seconds;
- LOS D by 5.0 seconds;
- LOS E by 2.0 seconds; and
- LOS F by 1.0 second.

Table 3-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 (6th Edition)

Table 3-B: Roadway Segment Level of Service Definitions

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is between 30% or less of the base free-flow speed, and the volume-to-capacity ratio is greater than 1.0.

Source: *Highway Capacity Manual* (6th Edition)

Table 3-C: 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* (6th Edition)

Table 3-D: Roadway Segment Capacity and Levels of Service

Type of Roadway	Level of Service		
	C	D	E
Local	2,500–2,799	2,800–3,099	3,100+
Collector (66' or 80')	9,900–11,199	11,200–12,499	12,500+
Arterial[1]	14,400–16,199	16,200–17,999	18,000+
Arterial (88')	16,800–19,399	19,400–21,199	22,000+
Arterial (100')	26,200–29,599	29,600–32,999	33,000+
Arterial (120')	38,700–44,099	44,100–49,499	49,500+
Arterial (144')	50,600–57,799	57,800–64,999	65,000+

Source: City of Riverside Public Works Department *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, July 2020.

[1] Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.

As stated in the City's TIA Guidelines, operational improvements at roadway segments are required when either the addition of project-related trips causes the roadway segment LOS to degrade from acceptable (LOS A through D) to unacceptable levels (LOS E or F) or when the roadway segment is operating at an unacceptable LOS in the no project scenario and the addition of project trips causes the volume-to-capacity (V/C) ratio to increase by more than 5 percent.

3.3 LIST OF CHAPTER 3.0 TABLES

- Table 3-A: Intersection Level of Service Definitions
- Table 3-B: Roadway Segment Level of Service Definitions
- Table 3-C: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 3-D: Roadway Segment Capacity and Levels of Service

4.0 EXISTING CONDITIONS

4.1 STUDY AREA

Based on the City's TIA Guidelines, the TOA is required to analyze all intersections of Collector or higher classification streets where the project would contribute 50 or more peak hour trips, along with intersections identified by City staff. Study intersections and roadway segments considered for the analysis were finalized during the TOA Scoping Agreement process, based on discussion with City staff.

4.1.1 Study Intersections

Per the Scoping Agreement (Appendix A), intersections analyzed in this study and their jurisdictions are as follows:

1. Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway (Riverside);
2. Alessandro Boulevard/Cannon Road (Riverside);
3. Alessandro Boulevard/Communications Center Drive (Riverside);
4. Trautwein Road/Alessandro Boulevard (Riverside);
5. Trautwein Road/Mission Village Drive (Riverside);
6. Trautwein Road/Mission Grove Parkway (Riverside);
7. Plaza Driveway 1/Alessandro Boulevard (Riverside);
8. Mission Grove Parkway/Alessandro Boulevard (Riverside);
9. Mission Grove Parkway/Mission Village Drive (Riverside);
10. Project Driveway 1/Plaza Driveway 2 (Riverside);
11. Mission Grove Parkway/Plaza Driveway 2 (Riverside);
12. Mission Grove Parkway/Project Driveway 2 (Riverside); and
13. Project Driveway 3-Bayou Lane/Mission Village Drive (Riverside).

Figure 4-1 illustrates the locations of all study intersections.

4.1.2 Roadway Segments

Per the Scoping Agreement (Appendix A), roadway segments analyzed in this study are as follows:

1. Alessandro Boulevard, between Overlook Parkway – Canyon Crest Drive and Cannon Road (Riverside);
2. Alessandro Boulevard, between Cannon Road and Communications Center Drive (Riverside);
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road (Riverside);
4. Alessandro Boulevard, between Trautwein Road and Plaza Driveway 1 (Riverside);

5. Alessandro Boulevard, between Plaza Driveway 1 and Mission Grove Parkway (Riverside);
6. Alessandro Boulevard, between Mission Grove Parkway and Northrop Drive (Riverside);
7. Alessandro Boulevard, between Northrop Drive and Barton Street (Riverside);
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway (Riverside);
9. Mission Village Drive, between Trautwein Road and Project Driveway 2-Bayou Lane (Riverside);
10. Mission Village Drive, between Project Driveway 2 – Bayou Lane and Mission Grove Parkway (Riverside);
11. Mission Grove Parkway, between Alessandro Boulevard and Plaza Driveway 2 (Riverside);
12. Mission Grove Parkway, between Plaza Driveway 2 and Mission Village Drive (Riverside); and
13. Mission Grove Parkway, between Mission Village Drive and Trautwein Road (Riverside).

4.2 EXISTING ROADWAY NETWORK

This section provides a description of the circulation network within the study area. Figure 4-2 illustrates existing plus project study intersection geometrics and traffic control. Within the City of Riverside, all major roadways are classified based on the Master Plan of Roadways provided in the Circulation and Community Mobility Element of the City of Riverside *General Plan 2025* (General Plan). Figure 4-3 illustrates the Master Plan of Roadways for the City. Table 4-A summarizes the classifications and number of mid-block arterial lanes for the roadway segments analyzed in the TOA. Following is a brief description of major roadways within the study area:

- **Alessandro Boulevard**: Within the study area, Alessandro Boulevard is designated as a 120-foot Arterial in the City's General Plan. Between Via Vista Drive and Northrop Drive, Alessandro Boulevard is a six-lane divided Arterial with a raised median. There are bike lanes along both directions of this segment. However, there is no provision for on-street parking on either side of this segment.

- **Overlook Parkway**: Within the study area, Overlook Parkway is designated as a 110-foot Arterial in the City's General Plan. Between Sandtrack Road and Alessandro Boulevard, Overlook Parkway is a four-lane divided Arterial with a raised median. There are no bike facilities along either direction of this segment. There is provision for on-street parking on both sides of this segment. Based on discussion with City staff, the Overlook Parkway extension west of Alessandro Boulevard has been excluded for purposes of this analysis.

- **Canyon Crest Drive**: Within the study area, Canyon Crest Drive is designated as a 110-foot Arterial in the City's General Plan. Between Alessandro Boulevard and Wilding Place, Canyon Crest Drive is a four-lane divided Arterial with a raised median. There are bike lanes along both directions of this segment. However, there is no provision for on-street parking on either side of this segment.

- **Cannon Road**: Cannon Road is a local street and has no designation in the City's General Plan. Between Coronet Drive and Alessandro Boulevard, Cannon Road is a two-lane road with a raised median. Between Alessandro Boulevard and Southridge Drive, Cannon Road is a two-lane, undivided road. There are no bike facilities along either direction of this segment. There is no provision for on-street parking on either side of this segment.

- **Trautwein Road**: Within the study area, Trautwein Road is designated as a 110-foot Arterial in the City's General Plan. Between Alessandro Boulevard and Mission Grove Parkway, Trautwein Road is a four-lane divided Arterial with a raised median. There are bike lanes along both directions of this segment. However, there is no provision for on-street parking on either side of this segment.

- **Mission Village Drive**: Mission Village Drive serves as a collector street but has no designation in the City's General Plan. Therefore, for purposes of this analysis, Mission Village Drive has been considered as a Collector street. Between Trautwein Road and Northrop Drive, Mission Village Drive is a two-lane, undivided road. There are no bike facilities along either direction of this segment. However, there is provision for on-street parking on both sides of this segment except for the north side of the segment between Trautwein Road and Mission Grove Parkway.

- **Mission Grove Parkway**: Within the study area, Mission Grove Parkway is designated as a 100-foot Arterial in the City's General Plan. Between Port Royal Way and Sydney Harbour Drive, Mission Grove Parkway is a four-lane divided Arterial with a raised median. There are no bike facilities along either direction of this segment. There is no provision for on-street parking on either side of this segment between Port Royal Way and Mission Village Drive. However, there is provision for on-street parking on both sides of this segment between Mission Village Drive and Sydney Harbour Drive.

4.3 EXISTING BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES

4.3.1 Bicycle Facilities

The City of Riverside promotes bicycling for recreation and mobility. 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, the City has adopted a Bicycle Master Plan that includes a network of proposed facilities and a three-tier implementation plan for the recommended improvements. The *Bicycle Master Plan Update: Addendum* (adopted March 2012) provides an updated inventory of all bicycle infrastructure and non-infrastructure improvements implemented between 2007 and 2012 within the City of Riverside. The addendum also provides an updated list of recommended bicycle improvements, including a new network of proposed bicycle facilities and programs that will help the City upgrade its current designation as a bronze level bicycle friendly community.

According to the City of Riverside *Bicycle Master Plan Update: Addendum,* the bikeway network within the City is classified into three categories: Class I – Bike Paths, Class II – Bike Lanes, and Class III – Bike Routes. Class I bikeways provide bicycle travel on a paved right-of-way completely separated from any street or highway. Class II bikeways provide a striped and stenciled lane for one-way travel on a street or highway. Class III bikeways provide for shared use with motor vehicle traffic and are identified only by signing.

As part of the City's Bikeway Network, Class II bike lanes have been added to both directions of Canyon Crest Drive, Alessandro Boulevard, and Trautwein Road within the study area. Proposed future Class II bike routes will be added along the eastbound and westbound directions of Overlook Parkway within the study area. Proposed future Class III bike routes will be added along the northbound and southbound directions of Mission Grove Parkway north of Alessandro Boulevard within the study area. Figure 4-4 illustrates the existing and proposed bikeways within the City of Riverside.

4.3.2 Pedestrian Facilities

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. Citywide, sidewalks are generally provided on both sides of the streets. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the City. Some trails are also available for equestrian riders. The existence of trails and sidewalks provides accessible facilities, provides safety features, and improves walkability in the City of Riverside. According to the City's General Plan, there is a proposed Regional Trail planned to intersect through Alessandro Boulevard, Mission Grove Parkway, and Trautwein Road just south of the project site. Although there are no current trails within the study area, paved sidewalks are provided on both sides of Alessandro Boulevard, Overlook Parkway, Canyon Crest Drive, Cannon Road north of Alessandro Boulevard, Trautwein Road south of Mission Village Drive, Mission Village Drive, and Mission Grove Parkway. Furthermore, paved sidewalks are provided on the west side of Trautwein Road north of Mission Village Drive, providing direct and convenient access for visitors arriving at the project site on foot. Figure 4-5 illustrates the Master Plan of trails within the City.

4.3.3 Transit Facilities

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 33 fixed routes, five CommuterLink Express routes, and Dial-A-Ride services using 334 vehicles. RTA Local bus Routes 20 and 22 operate within the study area. Route 20 has stops on Alessandro Boulevard and Mission Grove Parkway within the study area. Route 22 has stops on Alessandro Boulevard, Mission Grove Parkway, and Trautwein Road within the study area. Route 20 has connections to communities in Perris while Route 22 has connections to communities in Moreno Valley.

4.4 EXISTING TRAFFIC VOLUMES

Traffic volumes for existing conditions are typically developed using existing count data collected at study intersections and roadway segments. Due to atypical conditions statewide because of COVID-19, new traffic counts may not reflect realistic traffic conditions at the study intersections and roadway segments. Therefore, LSA consulted with traffic counters and reviewed recently completed traffic studies for other projects in the City to compile a list of counts available for both study intersections and roadway segments. Based on discussion with City staff, historical counts can only be considered if they are less than 3 years old.

Historical counts at intersections were available for study intersection 6 – Trautwein Road/Mission Grove Parkway. Historical counts for intersections and daily traffic volumes along Alessandro Boulevard were available for intersections and segments east of Barton Street, which were obtained from the *Sycamore Hills Distribution Center Traffic Operations Analysis* (dated June 2019, and revised September 2020) by Urban Crossroads. Detailed count and historical count sheets are included in Appendix B.

For study intersection 6 – Trautwein Road/Mission Grove Parkway, historical counts were available from year 2019. Therefore, existing (2022) traffic volumes at this study intersection was developed by applying a growth rate of 2 percent per annum to year 2019 counts. Furthermore, these volumes were compared with the existing (2022) counts collected at this study intersections. As a conservative approach, the higher of the two for each movement at this intersection was considered to be the traffic volumes under existing conditions. As for remaining intersections along Trautwein Road and Mission Grove Parkway where historical counts were not available, adjustments were made based on the percentage difference in approach volumes at intersection 6 between adjusted 2022 post COVID-19 volumes and existing (2022) counts.

Existing traffic volumes along Alessandro Boulevard were compared to the volumes obtained in the *Sycamore Hills Distribution Center TOA*. Since the existing traffic volumes were found to be generally higher overall than the volumes obtained from the *Sycamore Hills Distribution Center TOA*, no adjustments were made for existing counts along Alessandro Boulevard.

Vehicle classification counts were collected at the intersections of Alessandro Boulevard/Overlook Parkway – Canyon Crest Drive, Alessandro Boulevard/Trautwein Road, Trautwein Road/Mission Village Drive, Trautwein Road/Mission Grove Parkway, Plaza Driveway 1/Alessandro Boulevard, Mission Grove Parkway/Alessandro Boulevard, Mission Grove Parkway/Mission Village Drive, and Mission Grove Parkway/Plaza Driveway 2. At these locations, counts were converted to Passenger Car Equivalent (PCE) volumes. 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 in the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. The percentage of trucks at the remaining study intersections without classification counts was determined based on truck percentages derived from adjacent intersections with classification counts. At these locations, truck PCE volumes were computed using a PCE factor of 2.0 for all trucks, consistent with HCM 6 methodologies. Figures 4-6 illustrates existing peak hour traffic volumes at study intersections. Detailed volume development worksheets are included in Appendix C.

There were no historical counts available for the study area roadway segments. However, the Sycamore Hills Distribution Center TOA (by Urban Crossroads, dated June 2019 and revised September 2020) was available for review. After review of the Sycamore Hills Distribution Center TOA, the historical (2019) and existing (2022) traffic volumes at study segment 7 - Alessandro Boulevard between Northrop Drive and Barton Street were compared. Existing (2022) traffic counts showed significantly higher volumes than traffic volumes at this segment reported in the Sycamore Hills Distribution Center TOA. Therefore, existing counts for roadway segment volumes were considered for this study. Table 4-B summarizes the existing daily traffic volumes at study area

roadway segments. The corresponding traffic volume exhibit from the Sycamore Hills Distribution Center is included in Appendix B.

4.5 EXISTING LEVELS OF SERVICE

4.5.1 Study Intersections

An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. For all signalized intersections, existing signal timing sheets were obtained from City staff and the corresponding signal timings were included in the Synchro files. These timings were used for all the analysis scenarios. The signal timing sheets are included in Appendix B. Table 4-C summarizes the results of this analysis and shows that the following intersections are currently operating at an unsatisfactory LOS under existing conditions:

2. Alessandro Boulevard/Cannon Road (a.m. peak hour only);
4. Trautwein Road/Alessandro Boulevard (a.m. peak hour only); and
6. Trautwein Road/Mission Grove Parkway (both a.m. and p.m. peak hours).

All other intersections are forecast to operate at a satisfactory LOS. Detailed Level of Service Worksheets are included in Appendix D.

4.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 4-D summarizes the results of this analysis and shows that the following roadway segments are currently operating at an unsatisfactory LOS:

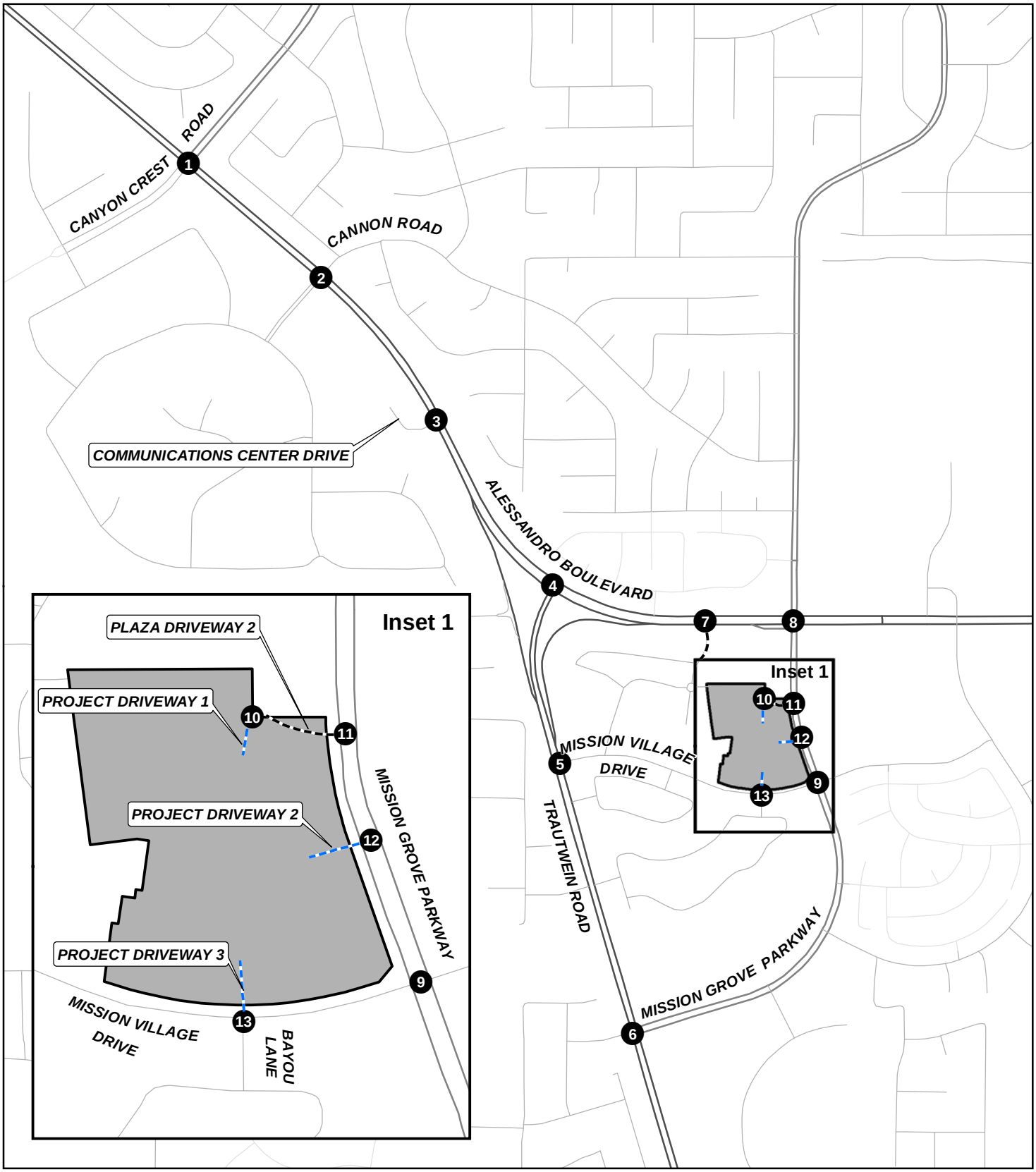
1. Alessandro Boulevard, between Overlook Parkway-Canyon Crest Drive and Cannon Road;
2. Alessandro Boulevard, between Cannon Road and Communications Center Drive;
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road; and
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway.

All other roadway segments currently operate at a satisfactory LOS.

4.6 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Study Area Intersections
- Figure 4-2: Existing Plus Project Study Intersection Geometrics and Traffic Control
- Figure 4-3: City of Riverside Master Plan of Roadways
- Figure 4-4: City of Riverside Existing and Proposed Bikeways
- Figure 4-5: City of Riverside Master Plan of Trails
- Figure 4-6: Existing Peak Hour Traffic Volumes
- Table 4-A: City of Riverside General Plan Roadway Segment Classification

- Table 4-B: Existing Roadway Segment Daily Traffic Volumes
- Table 4-C: Existing Intersection Levels of Service
- Table 4-D: Existing Roadway Segment Levels of Service



LSA

LEGEND

- Project Location
- Study Area Intersection
- Plaza Driveway
- Project Driveway

0 500 1000
FEET

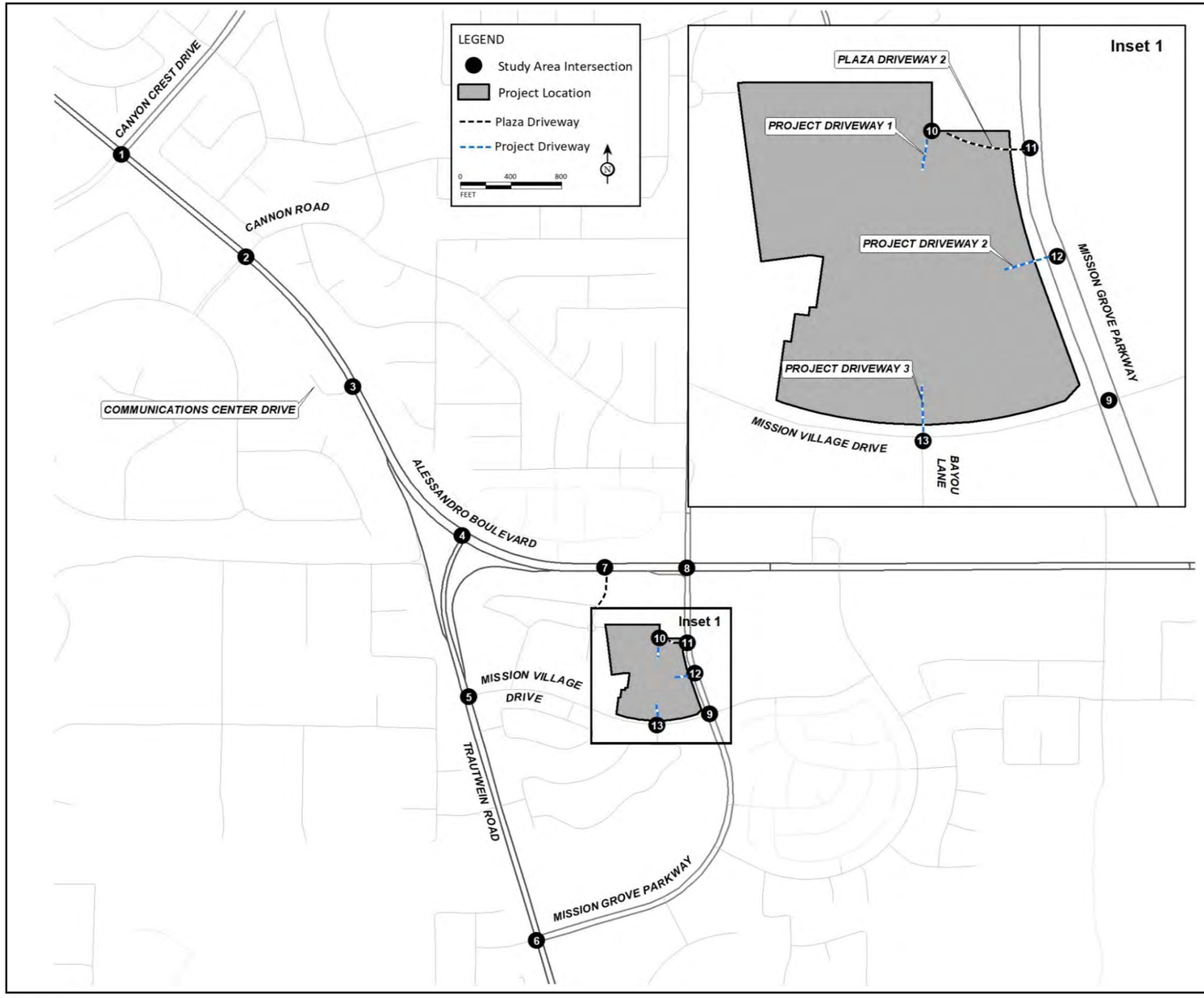
SOURCE: ESRI Streetmap, 2021

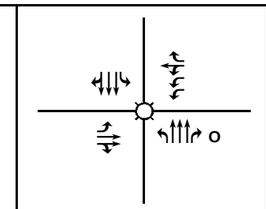
I:\AGV2101\GIS\Reports\fig4-1_Intersections.mxd (9/19/2022)

FIGURE 4-1

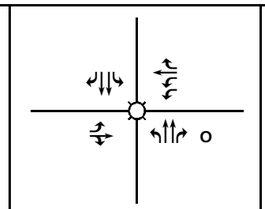
Anton Mission Grove Project
Traffic Operational Analysis

Study Area Intesrections

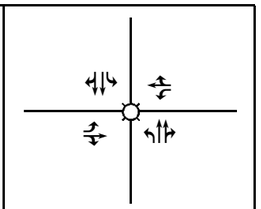




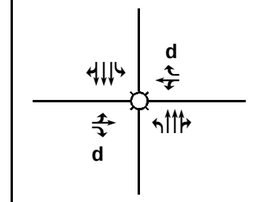
1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway



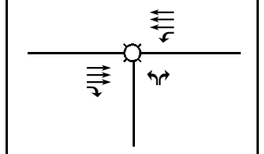
6 Trautwein Road/Mission Grove Parkway



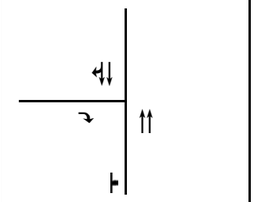
11 Mission Grove Parkway/Plaza Driveway 2



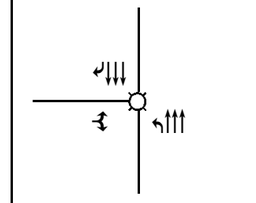
2 Alessandro Boulevard/Cannon Road



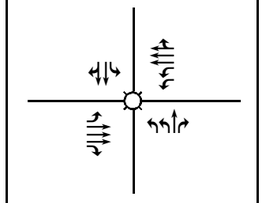
7 Plaza Driveway 1/Alessandro Boulevard



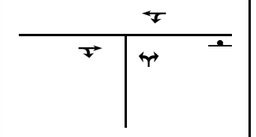
12 Mission Grove Parkway/Project Driveway 2



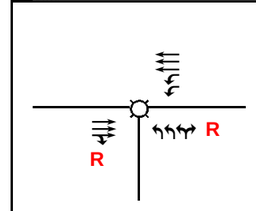
3 Alessandro Boulevard/Communications Center Drive



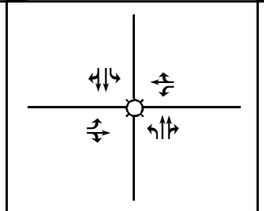
8 Mission Grove Parkway/Alessandro Boulevard



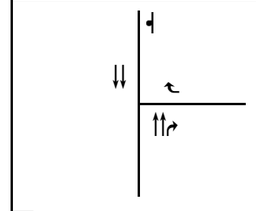
13 Project Driveway 3-Bayou Lane/Mission Village Drive



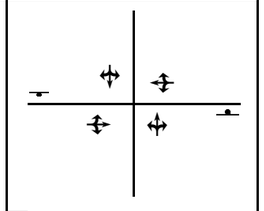
4 Trautwein Road/Alessandro Boulevard



9 Mission Grove Parkway/Mission Village Drive



5 Trautwein Road/Mission Village Drive



10 Project Driveway 1/Plaza Driveway 2

LSA

FIGURE 4-2

Legend

Signal
Stop Sign
R No Right-Turn on Red
o Right-Turn Overlap
d De-facto Right Turn

Anton Mission Grove Project
Traffic Operational Analysis

Existing Study Intersection Geometrics and Traffic Control

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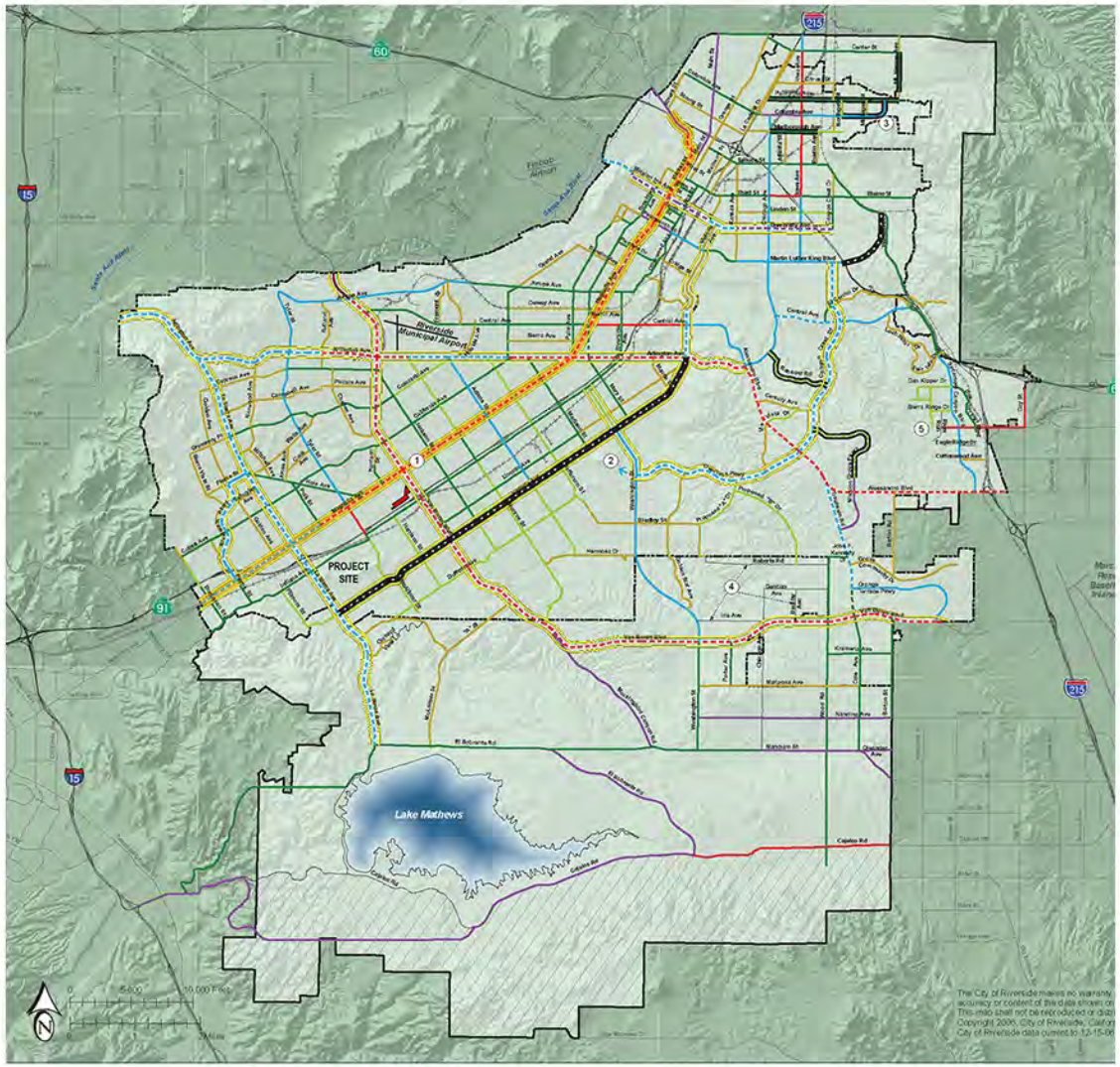

LSA

LEGEND

66 FT LOCAL	2 LANES *
66 FT COLLECTOR	2 LANES
80 FT COLLECTOR	2 LANES
88 FT ARTERIAL	4 LANES
100 FT ARTERIAL	4 LANES
110 FT ARTERIAL	4 LANES
120 FT ARTERIAL	6 LANES
144 FT ARTERIAL	8 LANES

SCENIC BOULEVARD
REQUIRES SPECIAL LANDSCAPING, ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED.

SPECIAL BOULEVARD
TWO-LANE DIVIDED ROADWAY OF VARIABLE GEOMETRIC DESIGN

SPECIAL BOULEVARD
VARIABLE WIDTHS AND DESIGN, CONTACT PUBLIC WORKS FOR DETAIL. SEE OBJECTIVE CCM-3 AND POLICIES CCM-3.1 THROUGH CCM-3.5.

PARKWAYS
FOR INFORMATION ON PARKWAYS SEE LAND USE ELEMENT.

CETAP CORRIDOR AREA
CORRIDOR OPTIONS SUBJECT TO SPECIAL STUDY.

RIVERSIDE CITY BOUNDARY

RIVERSIDE PROPOSED SPHERE OF INFLUENCE

NOTE:

* LOCAL STREETS ARE NOT SHOWN ON THIS PLAN EXCEPT WHERE NEEDED FOR CLARITY.

(1) MAGNOLIA AVENUE SHALL BE A SPECIAL BLVD, WITH 4 LANES EASTERLY OF HARRISON STREET.

(2) OVERLOOK PARKWAY SHALL BE A 2-LANE, 110-FOOT ARTERIAL WITH A WIDE MEDIAN PARKWAY. THE ALIGNMENT OF OVERLOOK PARKWAY WESTERLY OF WASHINGTON IS NOT YET DETERMINED PENDING PREPARATION OF SPECIFIC PLAN LEVEL STUDY.

(3) COLUMBIA AVENUE IS SHOWN BY HUNTER BUSINESS PARK SPECIFIC PLAN AS A 134-FOOT ARTERIAL. ACTUAL STREET WIDTH, DUE TO RAILROAD OVERCROSSING , WILL BE DETERMINED BY PUBLIC WORKS.

(4) THESE STREETS SHALL BE 66-FOOT LOCAL ROADWAYS SERVING AS ALTERNATE ROUTES.

(5) THE STREETS IN SYCAMORE CANYON BUSINESS PARK SPECIFIC PLAN VARY IN SIZE. SEE THE SPECIFIC PLAN FOR DETAILS.

FIGURE 4-3

Anton Mission Grove Project
Traffic Operational Analysis

City of Riverside Master Plan of Roadways

SOURCE: City of Riverside General Plan Circulation Element

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LSA

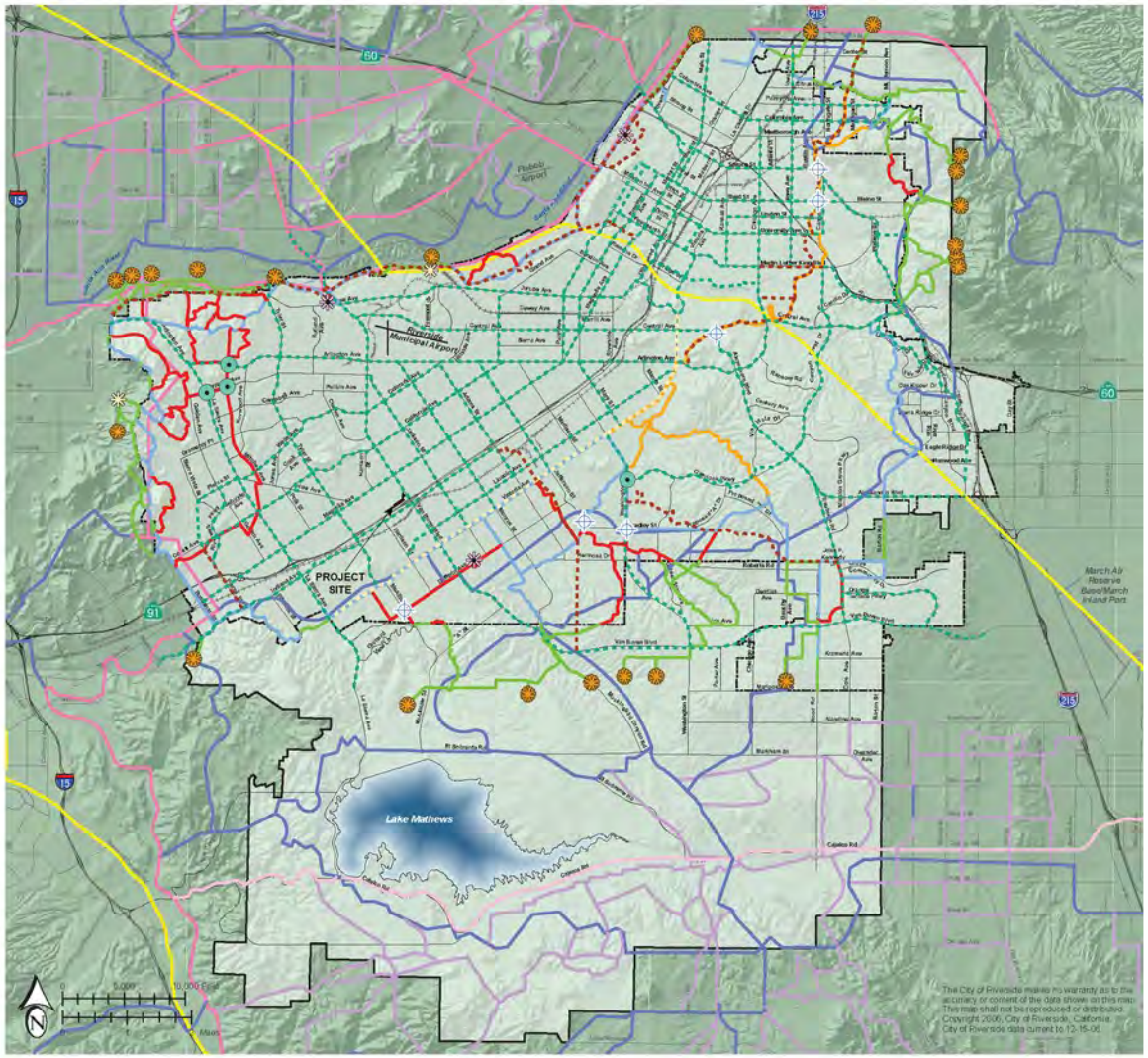
FIGURE 4-4

Anton Mission Grove Project
Traffic Operational Analysis

City of Riverside Existing and Proposed Bikeways

SOURCE: City of Riverside Bicycle Master Plan Update: Addendum (adopted March 2012)

I:\AGV2101\GIS\Reports\fig4-4_Bike Network_11-30-2022.psd



LSA

LEGEND

CITY TRAIL POINTS

- STAGING AREAS EXISTING FACILITIES
- STAGING AREAS PROPOSED FACILITIES
- CONNECTION TO COUNTY DESIGNATED TRAILS
- TRAIL CROSSING PROPOSED STOP SIGN
- TRAIL CROSSING PROPOSED TRAFFIC SIGNAL

CITY TRAILS

- PRIMARY - EQUESTRIAN, BIKE & PEDESTRIAN TRAIL
- SECONDARY - EQUESTRIAN, BIKE & PEDESTRIAN TRAIL
- SECONDARY - NO EQUESTRIAN
- IN ADJACENT JURISDICTION

CITY BIKEWAYS

- CLASS 1
- CLASS 1&2
- CLASS 2

RIVERSIDE COUNTY TRAILS

- CLASS 1 BIKE PATH
- CLASS 1 BIKE PATH/REGIONAL TRAIL
- COMMUNITY TRAIL
- REGIONAL TRAIL
- HISTORIC TRAIL
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

SOURCE: City of Riverside General Plan Circulation Element

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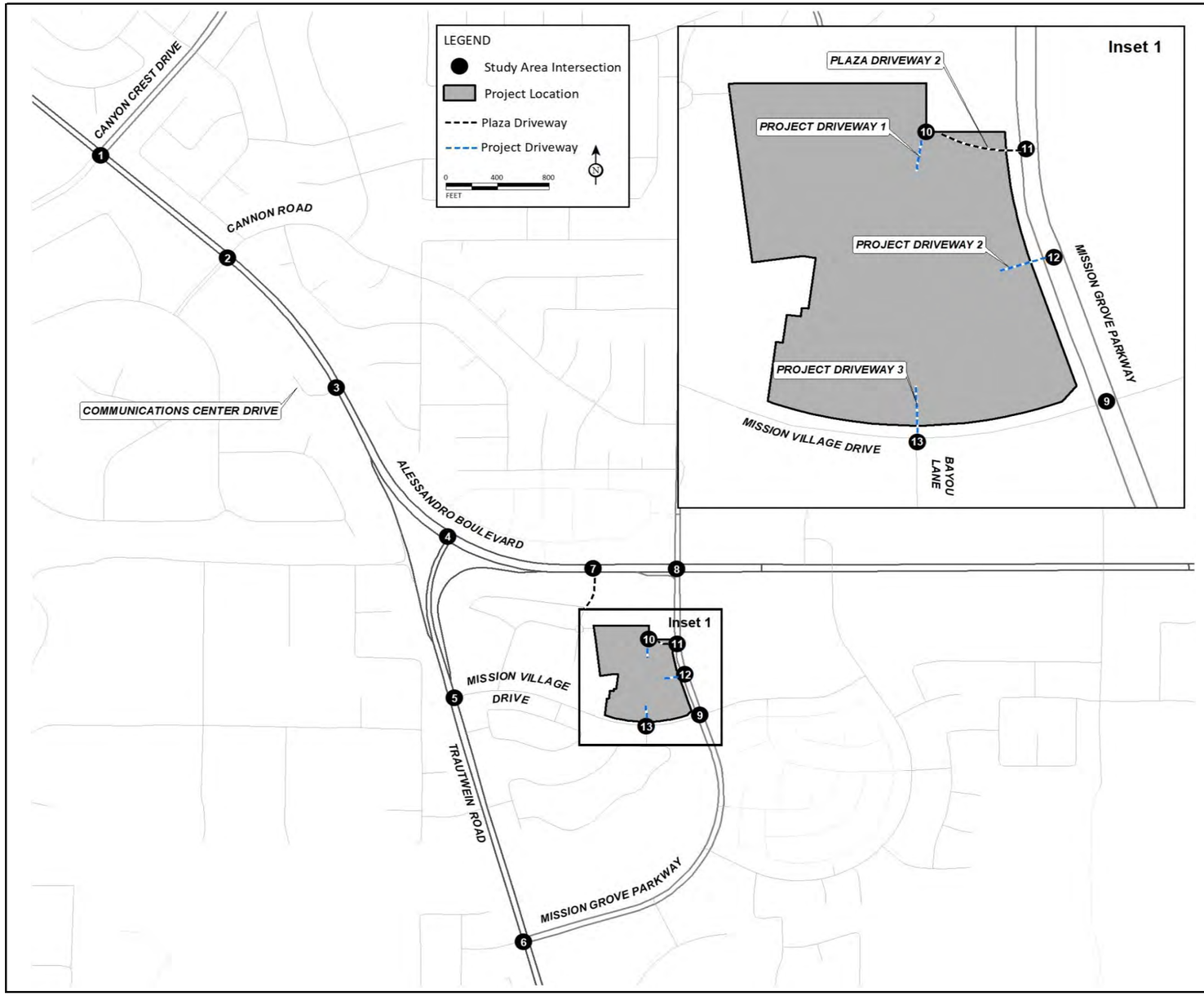
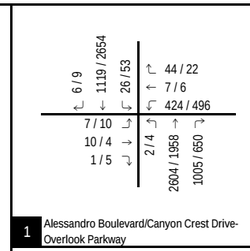
FIGURE 4-5

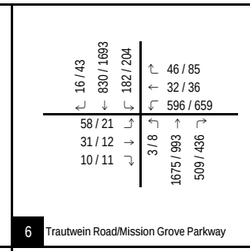
Anton Mission Grove Project
Traffic Operational Analysis

City of Riverside Master Plan of Trails

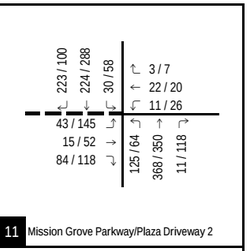




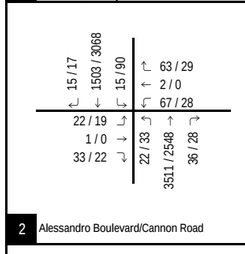
1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway



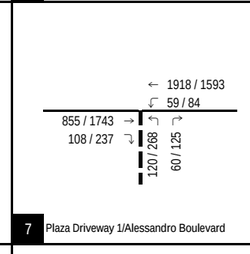
6 Trautwein Road/Mission Grove Parkway



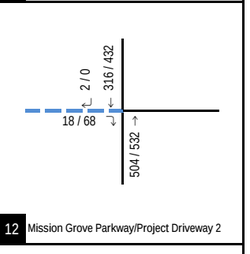
11 Mission Grove Parkway/Plaza Driveway 2



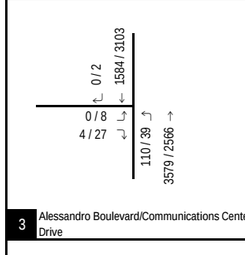
2 Alessandro Boulevard/Cannon Road



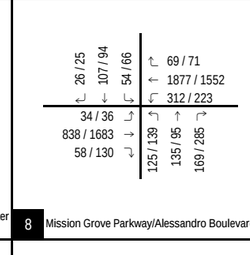
7 Plaza Driveway 1/Alessandro Boulevard



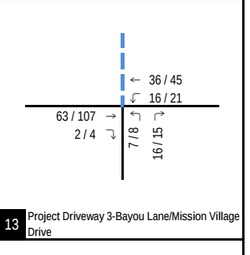
12 Mission Grove Parkway/Project Driveway 2



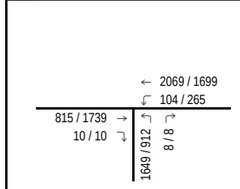
3 Alessandro Boulevard/Communications Center Drive



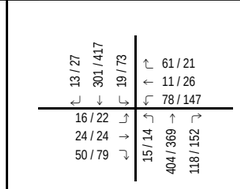
8 Mission Grove Parkway/Alessandro Boulevard



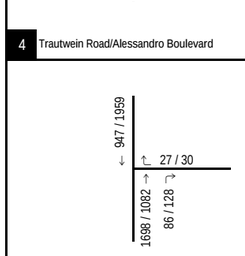
13 Project Driveway 3-Bayou Lane/Mission Village Drive



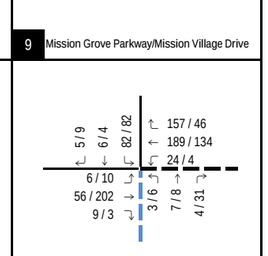
4 Trautwein Road/Alessandro Boulevard



9 Mission Grove Parkway/Mission Village Drive



5 Trautwein Road/Mission Village Drive



10 Project Driveway 1/Plaza Driveway 2

LSA

FIGURE 4-6

XXXX / YYYY
AM / PM Peak Hour PCE Traffic Volumes

Plaza Driveway
Project Driveway

Anton Mission Grove Project
Traffic Operational Analysis

Existing Peak Hour Traffic Volumes

LSA

Table 4-A - Roadway Segment Classification

Roadway	#	Segment	Existing Condition Number of Lanes	Jurisdiction	Functional Classification[1]
Alessandro Boulevard	1	Between Overlook Parkway-Canyon Crest Drive and Cannon Road	6	City of Riverside	Arterial (120')
	2	Between Cannon Road and Communications Center Drive	6	City of Riverside	Arterial (120')
	3	Between Communications Center Drive and Trautwein Road	6	City of Riverside	Arterial (120')
	4	Between Trautwein Road and Plaza Driveway 1	6	City of Riverside	Arterial (120')
	5	Between Plaza Driveway 1 and Mission Grove Parkway	6	City of Riverside	Arterial (120')
	6	Between Mission Grove Parkway and Northrop Drive	6	City of Riverside	Arterial (120')
	7	Between Northrop Drive and Barton Street	6	City of Riverside	Arterial (120')
Trautwein Road	8	Between Alessandro Boulevard and Mission Grove Parkway	4	City of Riverside	Arterial (110')
Mission Village Drive	9	Between Trautwein Road and Project Driveway 2-Bayou Lane	2	City of Riverside	Collector (66')[2]
	10	Between Project Driveway 2-Bayou Lane and Mission Grove Parkway	2	City of Riverside	Collector (66')[2]
Mission Grove Parkway	11	Between Alessandro Boulevard and Plaza Driveway 2	4	City of Riverside	Arterial (100')
	12	Between Plaza Driveway 2 and Mission Village Drive	4	City of Riverside	Arterial (100')
	13	Between Mission Village Drive and Trautwein Road	4	City of Riverside	Arterial (100')

Notes:

[1]Classifications for all segments have been obtained from the City of Riverside General Plan Circulation and Community Mobility Element Master Plan of Roadways.

[2]City of Riverside General Plan Circulation and Community Mobility Element Master Plan of Roadways does not have a roadway classification for this segment. Therefore, a roadway classification of Collector (66') was assumed.

LSA

Table 4-B - Existing Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Project Trips	Existing With Project ADT
Alessandro Boulevard	1	Between Overlook Parkway-Canyon Crest Drive and Cannon Road	67,721	732	68,453
	2	Between Cannon Road and Communications Center Drive	67,635	732	68,367
	3	Between Communications Center Drive and Trautwein Road	54,009	732	54,741
	4	Between Trautwein Road and Plaza Driveway 1	42,861	622	43,483
	5	Between Plaza Driveway 1 and Mission Grove Parkway	42,347	439	42,786
	6	Between Mission Grove Parkway and Northrop Drive	45,483	498	45,981
	7	Between Northrop Drive and Barton Street	47,048	498	47,546
Trautwein Road	8	Between Alessandro Boulevard and Mission Grove Parkway	33,787	110	33,897
Mission Village Drive	9	Between Trautwein Road and Project Driveway 2-Bayou Lane	1,962	154	2,116
	10	Between Project Driveway 2-Bayou Lane and Mission Grove Parkway	2,359	322	2,681
Mission Grove Parkway	11	Between Alessandro Boulevard and Plaza Driveway 2	10,666	937	11,603
	12	Between Plaza Driveway 2 and Mission Village Drive	10,353	277	10,630
	13	Between Mission Village Drive and Trautwein Road	13,091	190	13,281

LSA

Table 4-C - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project						Exceeds LOS Standard
			Control	A.M. Peak Hour			P.M. Peak Hour		
				Delay (sec.)	LOS		Delay (sec.)	LOS	
1 . Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway	City of Riverside	D	Signal	17.6	B		19.7	B	No
2 . Alessandro Boulevard/Cannon Road	City of Riverside	D	Signal	149.6	**F**	*	30.6	C	**Yes**
3 . Alessandro Boulevard/Communications Center Drive	City of Riverside	D	Signal	4.5	A		6.0	A	No
4 . Trautwein Road/Alessandro Boulevard	City of Riverside	D	Signal	60.0	**E**	*	21.5	C	**Yes**
5 . Trautwein Road/Mission Village Drive	City of Riverside	D	OWSC	15.2	C		10.9	B	No
6 . Trautwein Road/Mission Grove Parkway	City of Riverside	D	Signal	56.0	**E**	*	59.5	**E**	* **Yes**
7 . Plaza Driveway 1/Alessandro Boulevard	City of Riverside	D	Signal	8.6	A		16.3	B	No
8 . Mission Grove Parkway/Alessandro Boulevard	City of Riverside	D	Signal	33.2	C		38.1	D	No
9 . Mission Grove Parkway/Mission Village Drive	City of Riverside	D	Signal	21.1	C		26.3	C	No
10 . Project Driveway 1/Plaza Driveway 2	City of Riverside	D	TWSC	14.5	B		15.6	C	No
11 . Mission Grove Parkway/Plaza Driveway 2	City of Riverside	D	Signal	18.6	B		22.0	C	No
12 . Mission Grove Parkway/Project Driveway 2	City of Riverside	D	OWSC	8.7	A		9.0	A	No
13 . Project Driveway 3-Bayou Lane/Mission Village Drive	City of Riverside	D	OWSC	9.0	A		9.3	A	No

Notes:

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 4-D - Existing Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	General Plan Roadway Classification[1]	Existing Number of Lanes	Without Project			
				Roadway Capacity[2]	Daily Volume	V/C Ratio	LOS
Segments on Alessandro Boulevard							
1 . Between Overlook Parkway-Canyon Crest Drive and Cannon Road	City of Riverside	Arterial (120')	6	54,899	67,721	1.23	**F** *
2 . Between Cannon Road and Communications Center Drive	City of Riverside	Arterial (120')	6	54,899	67,635	1.23	**F** *
3 . Between Communications Center Drive and Trautwein Road	City of Riverside	Arterial (120')	6	54,899	54,009	0.98	**E** *
4 . Between Trautwein Road and Plaza Driveway 1	City of Riverside	Arterial (120')	6	54,899	42,861	0.78	C
5 . Between Plaza Driveway 1 and Mission Grove Parkway	City of Riverside	Arterial (120')	6	54,899	42,347	0.77	C
6 . Between Mission Grove Parkway and Northrop Drive	City of Riverside	Arterial (120')	6	54,899	45,483	0.83	D
7 . Between Northrop Drive and Barton Street	City of Riverside	Arterial (120')	6	54,899	47,048	0.86	D
Segments on Trautwein Road							
8 . Between Alessandro Boulevard and Mission Grove Parkway	City of Riverside	Arterial (110')[3]	4	36,399	33,787	0.93	**E** *
Segments on Mission Village Drive							
9 . Between Trautwein Road and Project Driveway 2-Bayou Lane	City of Riverside	Collector (66')	2	13,799	1,962	0.14	A
10 . Between Project Driveway 2-Bayou Lane and Mission Grove Parkway	City of Riverside	Collector (66')	2	13,799	2,359	0.17	A
Segments on Mission Grove Parkway							
11 . Between Alessandro Boulevard and Plaza Driveway 2	City of Riverside	Arterial (100')	4	36,399	10,666	0.29	A
12 . Between Plaza Driveway 2 and Mission Village Drive	City of Riverside	Arterial (100')	4	36,399	10,353	0.28	A
13 . Between Mission Village Drive and Trautwein Road	City of Riverside	Arterial (100')	4	36,399	13,091	0.36	A

Notes:

LOS = Level of Service

* Exceeds LOS Standard

[1] Roadway classification has been obtained from the City of Riverside General Plan Circulation and Community Mobility Element Master Plan of Roadways.

[2] Roadway capacitiy has been obtained from the City of Riverside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated July 2020).

[3] City of Riverside does not have roadway capacity for Arterial (110)'. Therefore, roadway capacity for Arterial (100)' was assumed.

5.0 PROJECT TRAFFIC

5.1 EXISTING TRAFFIC REASSIGNMENT

Project Driveway 2 is currently an existing RIRO driveway for retail traffic, which will be converted to become a right-out egress only driveway for residents upon implementation of the project. Retail customers will no longer be able to enter and exit Mission Grove Plaza via Project Driveway 2 as the project is completed. Therefore, existing trips from Project Driveway 2 have been redistributed to study intersection 10 – Project Driveway 1/Plaza Driveway 2 and study intersection 11 – Mission Grove Parkway/Plaza Driveway 2. The reassignment of existing trips was developed taking into consideration the project site layout and driveway location.

5.2 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 220 – "Multifamily Housing (Mid-Rise) Not Close to Rail Transit." Since the project is a partial redevelopment of a retail shopping plaza located on an existing defunct K-Mart store and it is estimated that a certain percentage of trips between the existing land uses and adjacent land uses will be made on site and through alternative modes of travel such as walking and biking, these internal trips and localized trips should not utilize the major street system. The internal capture rates were obtained using the Riverside County Transportation Model (RIVCOM). The internal capture rate of 9 percent was applied to the project trip generation to determine the number of internal trips. The internal trips were then subtracted from the total trip generation for the land use to establish the net project trip generation.

The proposed project is anticipated to generate 1,609 gross daily trips, with 141 gross trips occurring during the a.m. peak hour, and 136 gross trips occurring during the p.m. peak hour. The proposed project is also anticipated to have 145 daily internal trip capture, with 13 internal trips occurring during the a.m. peak hour, and 12 internal trips occurring in the p.m. peak hour. The net project trip generation is anticipated to generate 1,464 net daily trips, with 128 net trips occurring during the a.m. peak hour, and 124 net trips occurring during the p.m. peak hour.

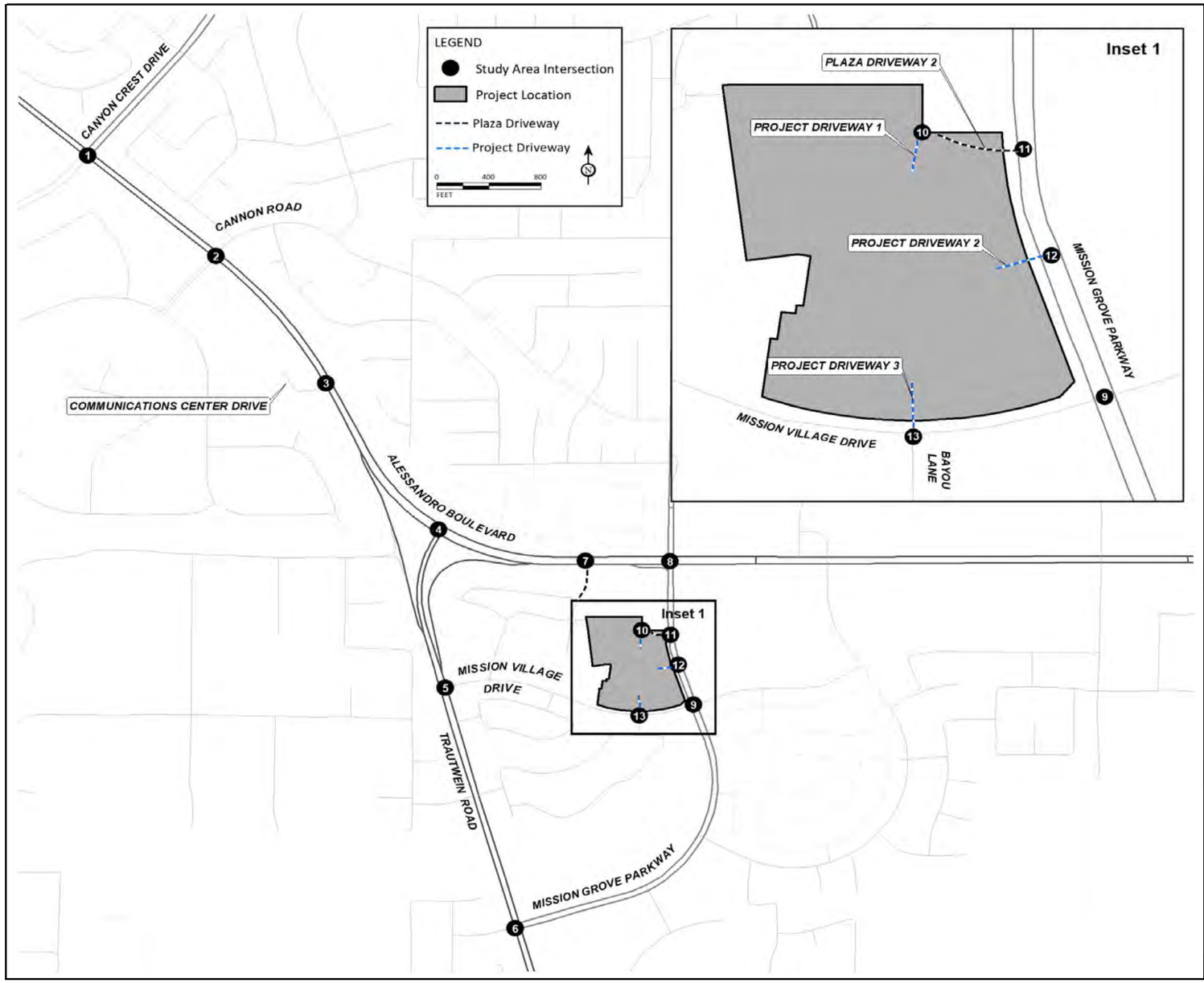
Table 5-A summarizes the trip generation, internal capture, and net project trips.

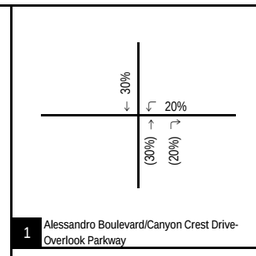
5.3 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distributions were developed using select zone model runs obtained from RIVCOM. The select zone model plots for the proposed project have been included as part of the scoping agreement in Appendix A. However, project trip distribution at the driveways was adjusted by taking into consideration their corresponding locations and access. Figure 5-1 illustrates the project trip distribution. The project trip assignment is the product of the project trip generation and trip distribution percentages. Figure 5-2 illustrates the project trip assignment.

5.4 LIST OF CHAPTER 5.0 FIGURES AND TABLES

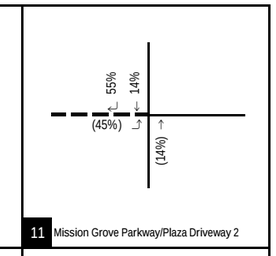
- Table 5-A: Project Trip Generation





1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway

6 Trautwein Road/Mission Grove Parkway



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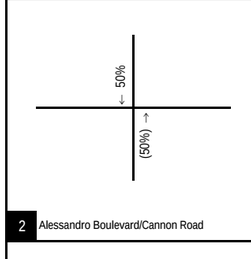
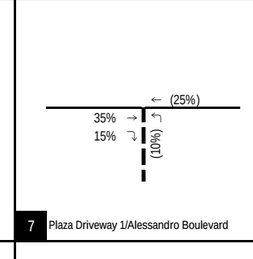
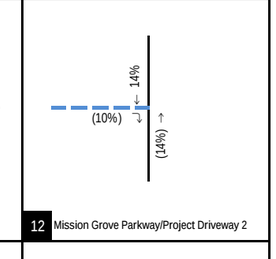


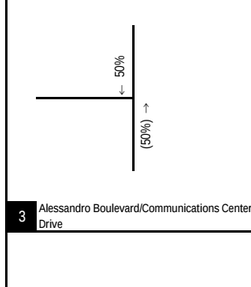
2 Alessandro Boulevard/Cannon Road



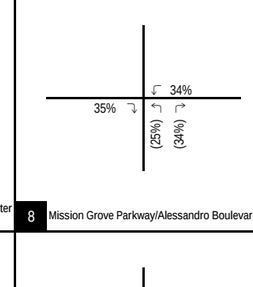
7 Plaza Driveway 1/Alessandro Boulevard



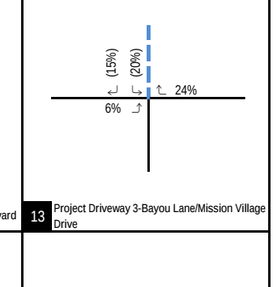
12 Mission Grove Parkway/Project Driveway 2



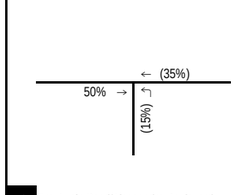
3 Alessandro Boulevard/Communications Center Drive



8 Mission Grove Parkway/Alessandro Boulevard



13 Project Driveway 3-Bayou Lane/Mission Village Drive



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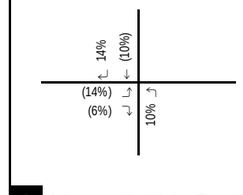
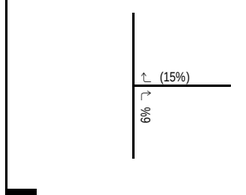


9 Mission Grove Parkway/Mission Village Drive



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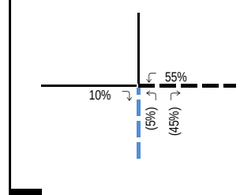


10 Project Driveway 1/Plaza Driveway 2

LSA

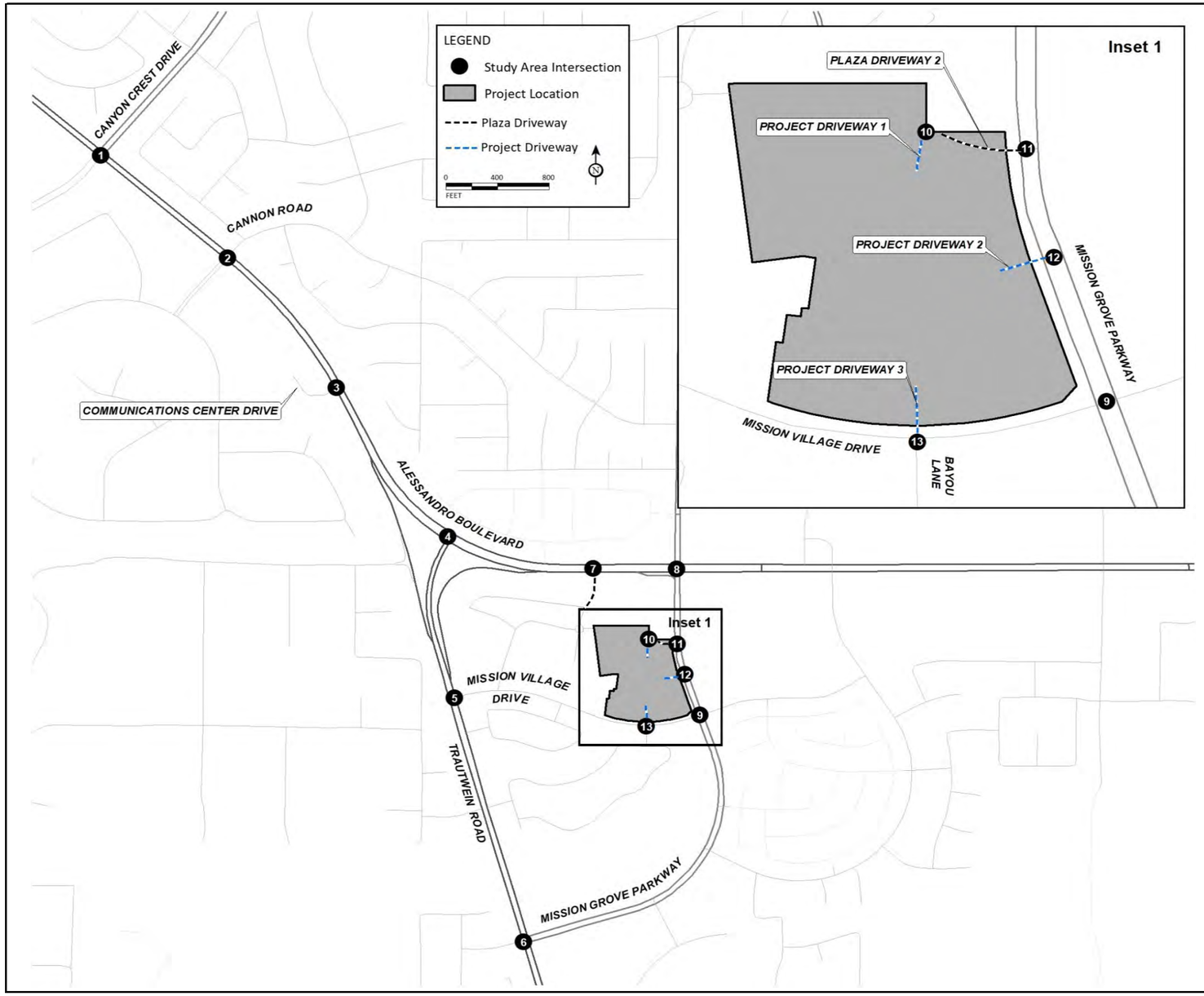
FIGURE 5-1

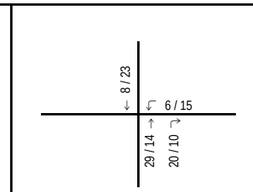
XX% (YY%)
Inbound (Outbound) Distribution

Plaza Driveway
Project Driveway

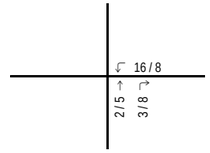
Anton Mission Grove Project
Traffic Operational Analysis

Project Trip Distribution

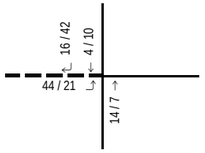




1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway

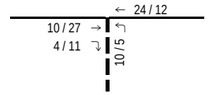


6 Trautwein Road/Mission Grove Parkway

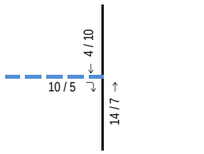


11 Mission Grove Parkway/Plaza Driveway 2

2 Alessandro Boulevard/Cannon Road

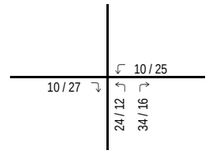


7 Plaza Driveway 1/Alessandro Boulevard



12 Mission Grove Parkway/Project Driveway 2

3 Alessandro Boulevard/Communications Center Drive



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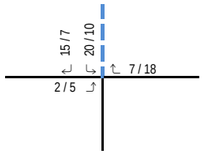
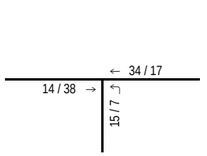
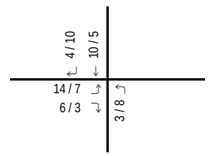


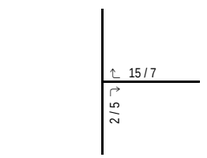
13 Project Driveway 3-Bayou Lane/Mission Village Drive



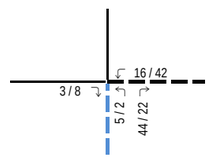
4 Trautwein Road/Alessandro Boulevard



9 Mission Grove Parkway/Mission Village Drive



5 Trautwein Road/Mission Village Drive



10 Project Driveway 1/Plaza Driveway 2

LSA

FIGURE 5-2

XX / YY
AM / PM Peak Hour Traffic Volumes

Plaza Driveway
Project Driveway

Anton Mission Grove Project
Traffic Operational Analysis

Project Trip Assignment

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
Apartments - Mid-Rise	347 DU							
Trips/Unit[1]		0.09	0.31	0.41	0.24	0.15	0.39	4.64
Trip Generation		32	109	141	83	53	136	1,609
Gross Project Trip Generation		**32**	**109**	**141**	**83**	**53**	**136**	**1,609**
Internal Trip Capture[2]		**3**	**10**	**13**	**7**	**5**	**12**	**145**
Net Project Trip Generation		**29**	**99**	**128**	**76**	**48**	**124**	**1,464**

Notes:

DU = Dwelling Units

[1] Fitted curve equation rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 221 - "Multifamily Housing (Mid-Rise); Not Close to Rail Transit", Setting/Location - "General Urban/Suburban."

[2] Internal Trip Capture of 9% was obtained from RIVCOM version 3.0 select zone model plots.

6.0 OPENING YEAR ANALYSIS

6.1 PROJECT DESIGN FEATURES

To improve circulation and alleviate potential queuing issues upon implementation of the project, the project will add project design features at the following intersections:

10. Project Driveway 1/Plaza Driveway 2
    - Addition of a dedicated westbound left turn lane for project trips.
12. Mission Grove Parkway/Project Driveway 2
    - Converting Project Driveway 2 from a RIRO driveway to a right-out egress only driveway.
13. Project Driveway 3-Bayou Lane/Mission Village Drive
    - Addition of a dedicated eastbound left turn lane.
    - Addition of a dedicated westbound left turn lane.

As previously mentioned, the project design features at the intersections of Mission Grove Parkway/Project Driveway 2 and Project Driveway 3 – Bayou Lane/Mission Village Drive will restrict the commercial access for the existing retail traffic. As such, to develop traffic volumes for with project scenarios, existing retail traffic at these driveways were rerouted through other adjacent driveways that would allow access to retail traffic. Figure 6-1 illustrates opening year and cumulative with project study intersection geometrics and traffic control.

RTA local bus Routes 20 and 22 serve the study area with stops along Alessandro Boulevard and Mission Grove Parkway adjacent to the project site. There is currently an existing bus stop located approximately 265 feet north of the intersection of Mission Grove Parkway/Mission Village Drive for the southbound directions of the routes. Based on coordination with RTA, the project will relocate the bus stop approximately 200 feet north of the existing location as part of its project design features. This relocation of the bus stop will enhance pedestrian connectivity and access to public transit to and from the project and the existing commercial/retail.

6.2 OPENING YEAR (2027) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for opening year without project conditions were developed by applying a growth of 2.0 percent per annum to existing traffic volumes and adding trips from approved and pending development projects in the area. This methodology was applied for both study intersections and roadway segments. Information concerning cumulative projects in the vicinity of the proposed project was obtained from City staff and nearby jurisdictions. Figure 6-2 illustrates the cumulative project locations. Trip generation for cumulative projects was either obtained from the respective traffic studies prepared for the projects or developed using rates from the ITE *Trip Generation Manual* (11th Edition). Table 6-A lists the cumulative projects included in this analysis and shows the cumulative projects are

estimated to generate 2,062 net trips in the a.m. peak hour, 3,730 net trips in the p.m. peak hour, and 39,483 net daily trips.

Cumulative project trips were assigned to the roadway network based on their locations in relation to surrounding land uses and regional arterials. Figure 6-3 illustrates the total peak hour cumulative project trip assignment at study area intersections. Figure 6-4 illustrates the peak hour traffic volumes at study intersections under opening year without project conditions. Table 6-B summarizes opening year without project daily traffic volumes at study area roadway segments.

6.3 OPENING YEAR (2027) WITH PROJECT TRAFFIC VOLUMES

Opening year with project traffic volumes were developed by adding proposed project traffic to the opening year without project traffic volumes. Figure 6-5 illustrates the opening year with project peak hour traffic volumes at study intersections. Table 6-C summarizes opening year with project daily traffic volumes at study area roadway segments.

Detailed volume development worksheets are included in Appendix C.

6.4 OPENING YEAR (2027) WITHOUT PROJECT LEVELS OF SERVICE

6.4.1 Study Intersections

An intersection LOS analysis was conducted for opening year without project conditions using the methodologies previously discussed. Table 6-D summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under opening year without project conditions:

2. Alessandro Boulevard/Cannon Road (both a.m. and p.m. peak hours);
4. Trautwein Road/Alessandro Boulevard (a.m. peak hour only); and
6. Trautwein Road/Mission Grove Parkway (both a.m. and p.m. peak hours).

All other intersections are forecast to operate at a satisfactory LOS. Detailed Level of Service Worksheets are included in Appendix D.

6.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for opening year conditions using the methodologies previously discussed. Table 6-D summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS:

1. Alessandro Boulevard, between Overlook Parkway-Canyon Crest Drive and Cannon Road;
2. Alessandro Boulevard, between Cannon Road and Communications Center Drive;
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road;
4. Alessandro Boulevard, between Trautwein Road and Plaza Driveway 1;
5. Alessandro Boulevard, between Plaza Driveway 1 and Mission Grove Parkway;
6. Alessandro Boulevard, between Mission Grove Parkway and Northrop Drive;

7. Alessandro Boulevard, between Northrop Drive and Barton Street; and
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway.

All other roadway segments are forecast to operate at a satisfactory LOS.

6.5 OPENING YEAR (2027) WITH PROJECT LEVELS OF SERVICE

6.5.1 Study Intersections

An intersection LOS analysis was conducted for opening year with project conditions using the methodologies previously discussed. Table 6-C summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under opening year with project conditions:

2. Alessandro Boulevard/Cannon Road (both a.m. and p.m. peak hours);
4. Trautwein Road/Alessandro Boulevard (a.m. peak hour only); and
6. Trautwein Road/Mission Grove Parkway (both a.m. and p.m. peak hours).

These intersections are forecast to operate at an unsatisfactory LOS even under opening year without project conditions. Therefore, the project would contribute to the forecast deficiency at these intersections. As such, improvements would be required at those intersections.

All other intersections are forecast to operate at a satisfactory LOS under opening year with project conditions. Detailed Level of Service Worksheets are included in Appendix D.

6.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for opening year with project conditions using the methodologies previously discussed. Previously referenced Table 6-D summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under opening year with project conditions:

1. Alessandro Boulevard, between Overlook Parkway-Canyon Crest Drive and Cannon Road;
2. Alessandro Boulevard, between Cannon Road and Communications Center Drive;
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road;
4. Alessandro Boulevard, between Trautwein Road and Plaza Driveway 1;
5. Alessandro Boulevard, between Plaza Driveway 1 and Mission Grove Parkway;
6. Alessandro Boulevard, between Mission Grove Parkway and Northrop Drive;
7. Alessandro Boulevard, between Northrop Drive and Barton Street; and
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway.

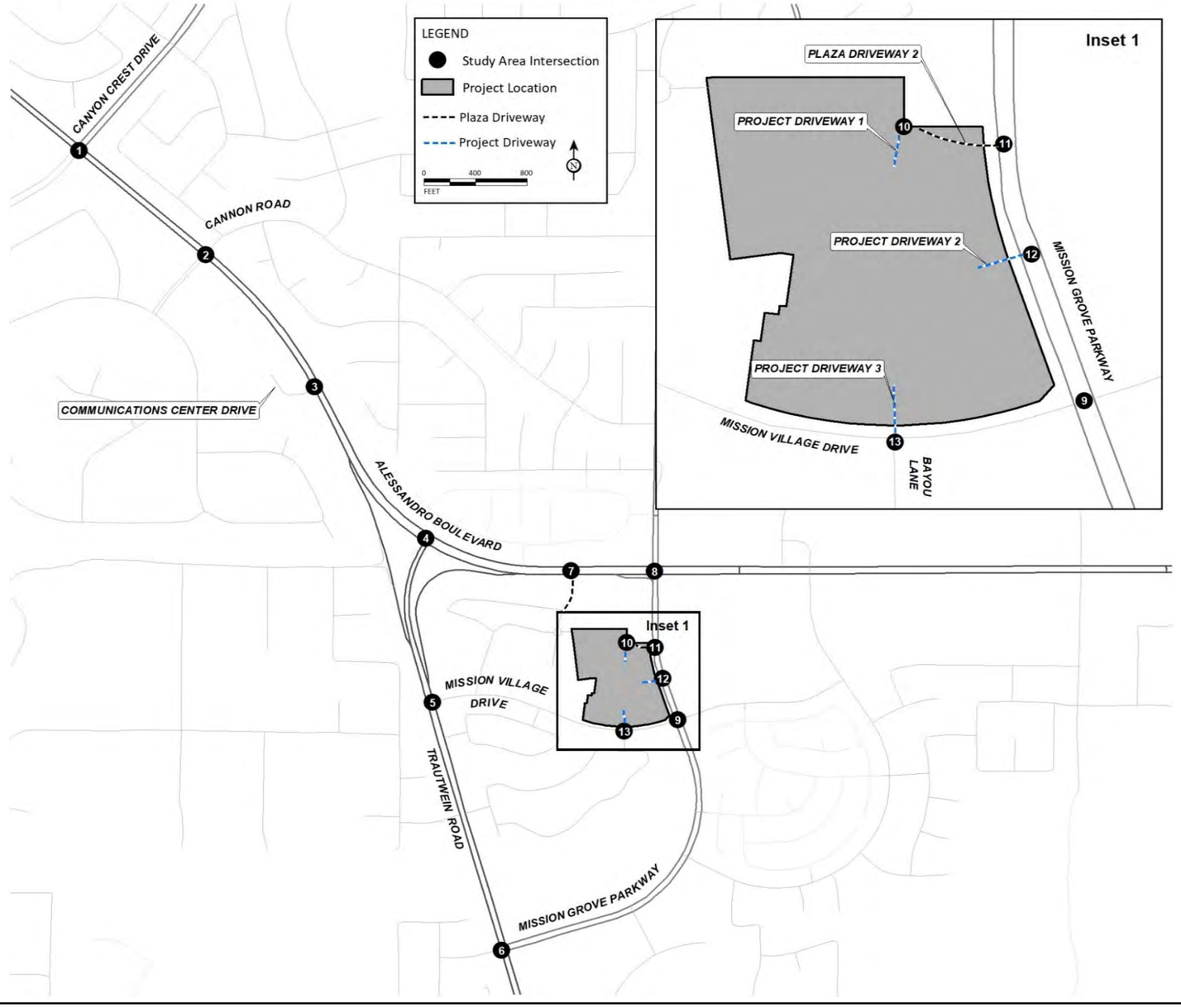
These segments are forecast to operate at an unsatisfactory LOS even under opening year without project conditions. However, based on the City's criteria, the project would not create an

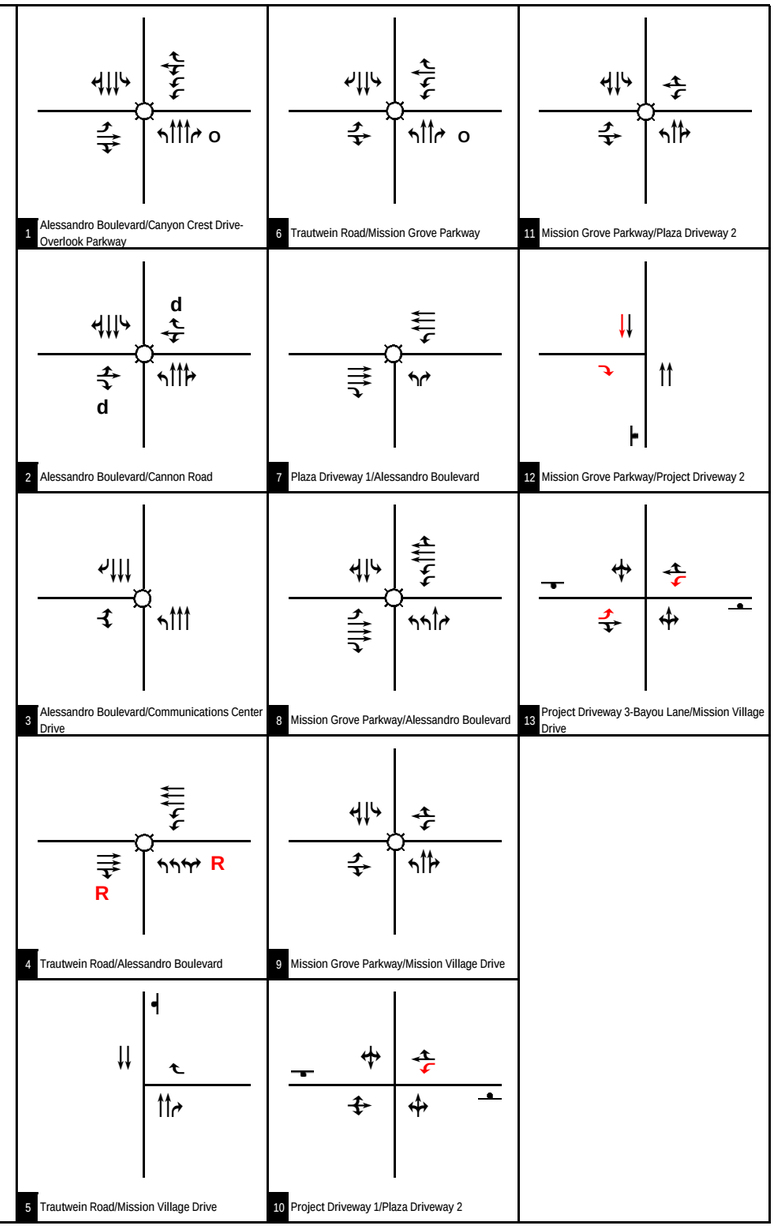
operational deficiency at these segments and therefore, operational improvements are not required.

All other roadway segments are forecast to operate at a satisfactory LOS under opening year with project conditions.

6.6 LIST OF CHAPTER 6.0 FIGURES AND TABLES

- Figure 6-1: Opening Year (2027) and Cumulative (2045) With Project Study Intersection Geometrics and Traffic Control
- Figure 6-2: Cumulative Project Locations
- Figure 6-3: Cumulative Projects Trip Assignment
- Figure 6-4: Opening Year (2027) without Project Peak Hour Traffic Volumes
- Figure 6-5: Opening Year (2027) with Project Peak Hour Traffic Volumes
- Table 6-A: Cumulative Projects Trip Generation
- Table 6-B: Opening Year (2027) Roadway Segment Daily Traffic Volumes
- Table 6-C: Opening Year (2027) Intersection Levels of Service
- Table 6-D: Opening Year (2027) Roadway Segment Levels of Service





LSA

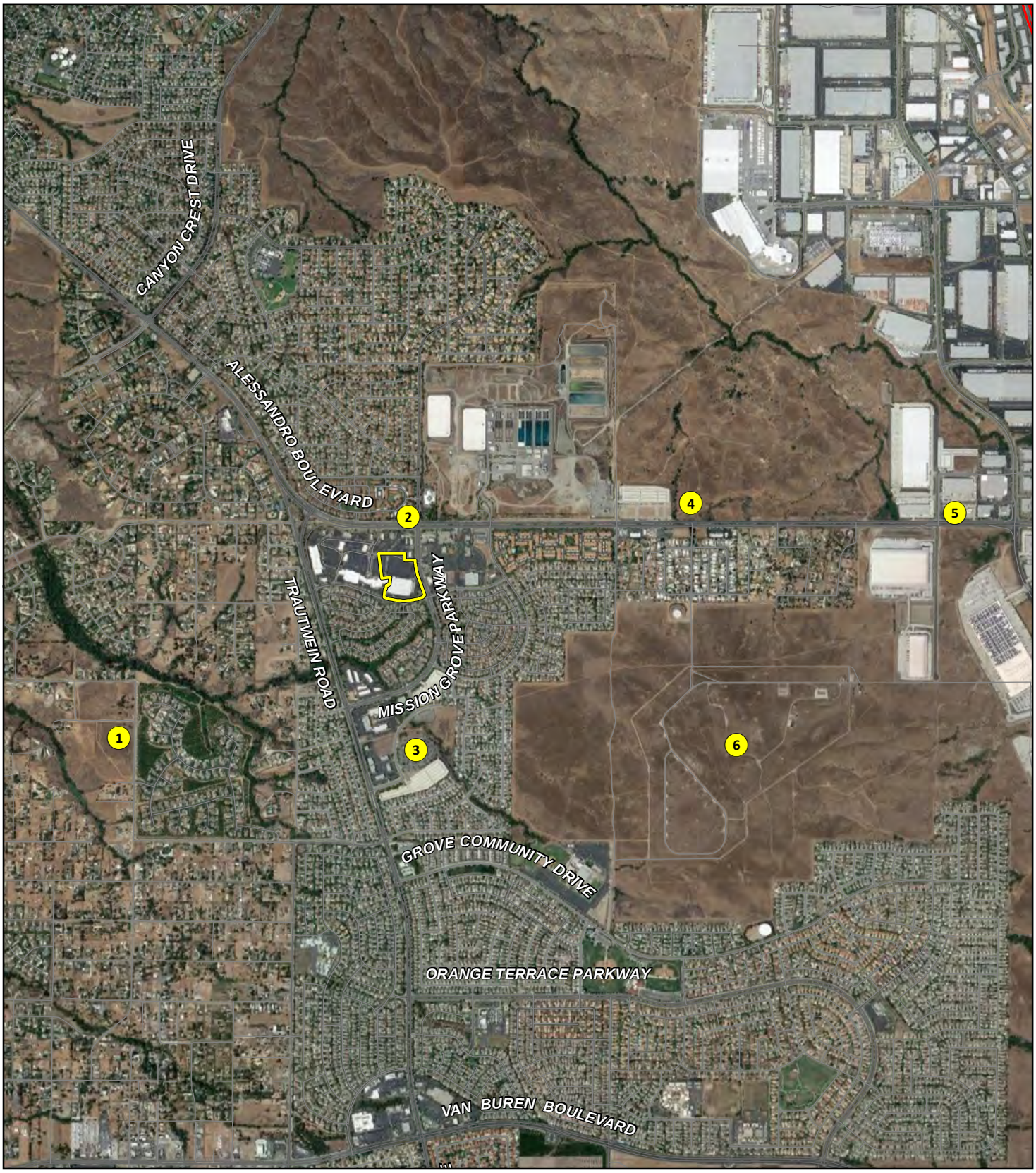
FIGURE 6-1

Legend

Signal
Stop Sign
R No Right-Turn on Red
o Right-Turn Overlap
d De-facto Right Turn
Project Design Feature

Anton Mission Grove Project
Traffic Operational Analysis

Opening Year (2027) and Cumulative (2045) With Project Study Intersection Geometrics and Traffic Control



LEGEND

Project Location

Cumulative Project Location

FIGURE 6-2

N

0 1125 2250

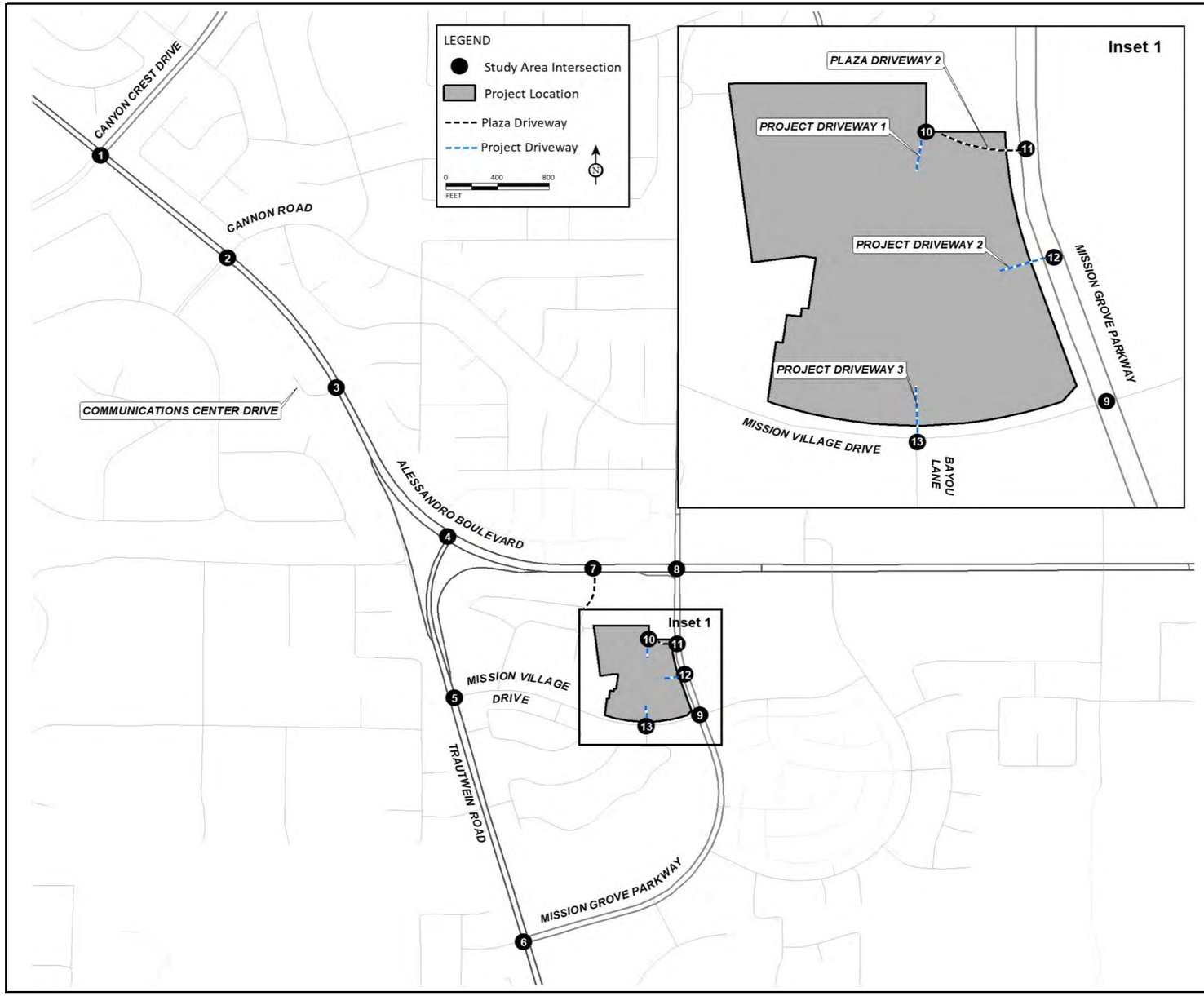
FEET

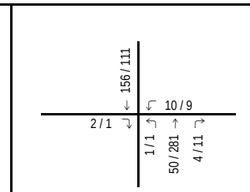
SOURCE: ESRI Streetmap, 2013; Google Earth, 2018

I:\AGV2101\GIS\Reports\fig6-1_Cumulative.mxd (12/2/2022)

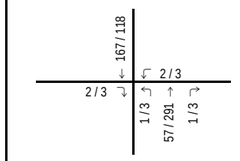
Anton Mission Grove Project
Traffic Operational Analysis

Cumulative Project Locations



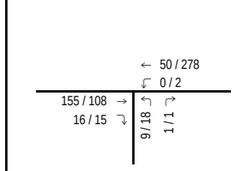


1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway

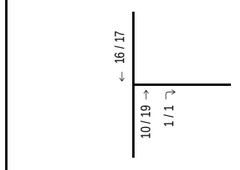


2 Alessandro Boulevard/Cannon Road

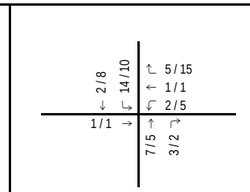
3 Alessandro Boulevard/Communications Center Drive



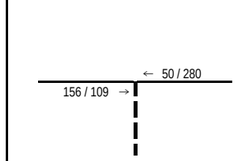
4 Trautwein Road/Alessandro Boulevard



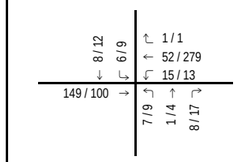
5 Trautwein Road/Mission Village Drive



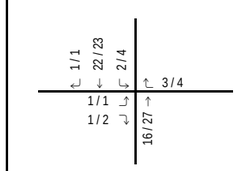
6 Trautwein Road/Mission Grove Parkway



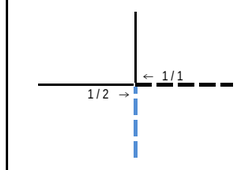
7 Plaza Driveway 1/Alessandro Boulevard



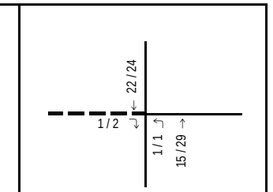
8 Mission Grove Parkway/Alessandro Boulevard



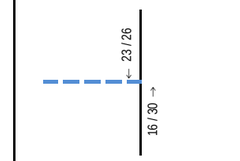
9 Mission Grove Parkway/Mission Village Drive



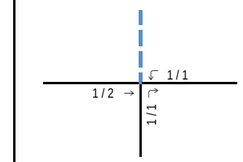
10 Project Driveway 1/Plaza Driveway 2



11 Mission Grove Parkway/Plaza Driveway 2



12 Mission Grove Parkway/Project Driveway 2



13 Project Driveway 3-Bayou Lane/Mission Village Drive

LSA

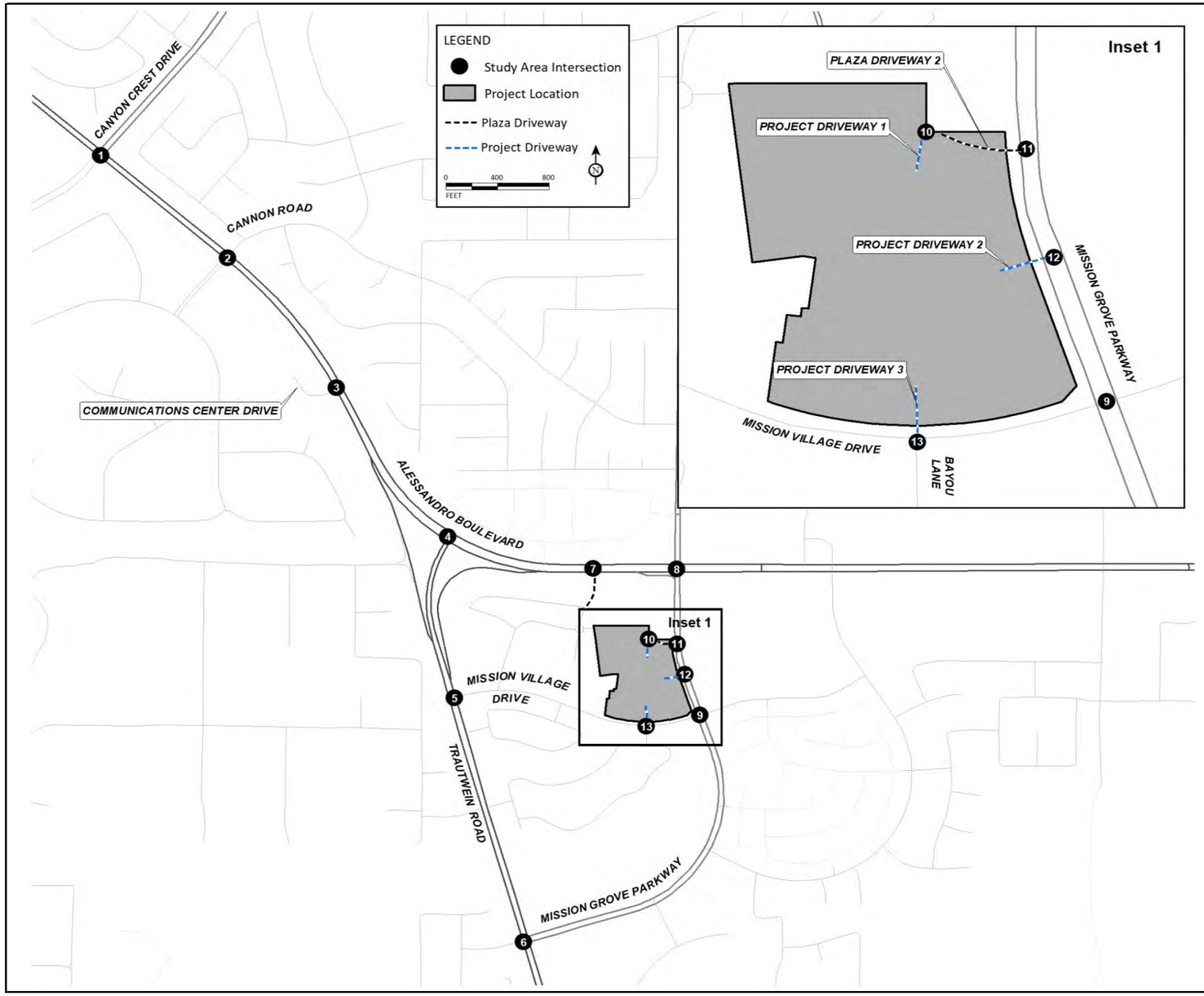
FIGURE 6-3

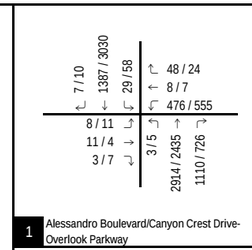
XXX / YYY
AM / PM Peak Hour Traffic Volumes

Plaza Driveway
Project Driveway

Anton Mission Grove Project
Traffic Operational Analysis

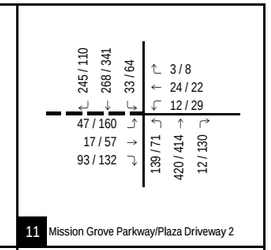
Cumulative Projects Trip Assignment



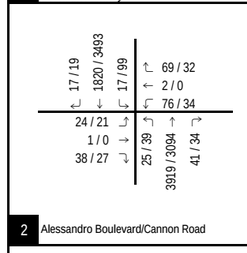


1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway

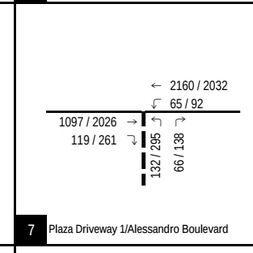
6 Trautwein Road/Mission Grove Parkway



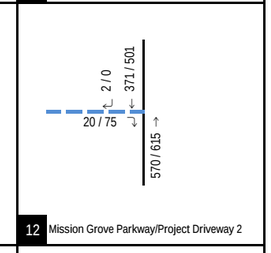
11 Mission Grove Parkway/Plaza Driveway 2



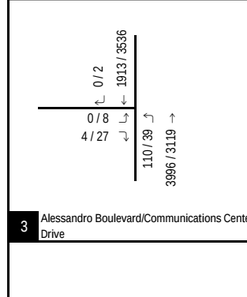
2 Alessandro Boulevard/Cannon Road



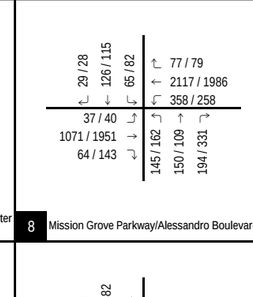
7 Plaza Driveway 1/Alessandro Boulevard



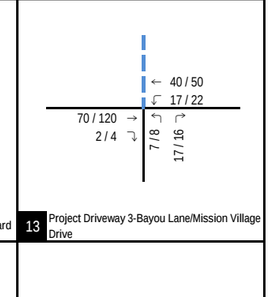
12 Mission Grove Parkway/Project Driveway 2



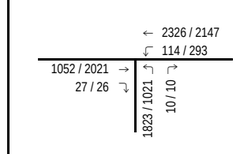
3 Alessandro Boulevard/Communications Center Drive



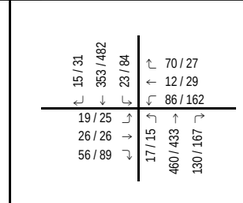
8 Mission Grove Parkway/Alessandro Boulevard



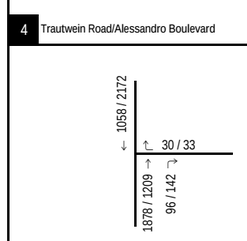
13 Project Driveway 3-Bayou Lane/Mission Village Drive



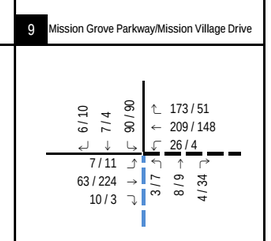
4 Trautwein Road/Alessandro Boulevard



9 Mission Grove Parkway/Mission Village Drive



5 Trautwein Road/Mission Village Drive



10 Project Driveway 1/Plaza Driveway 2

LSA

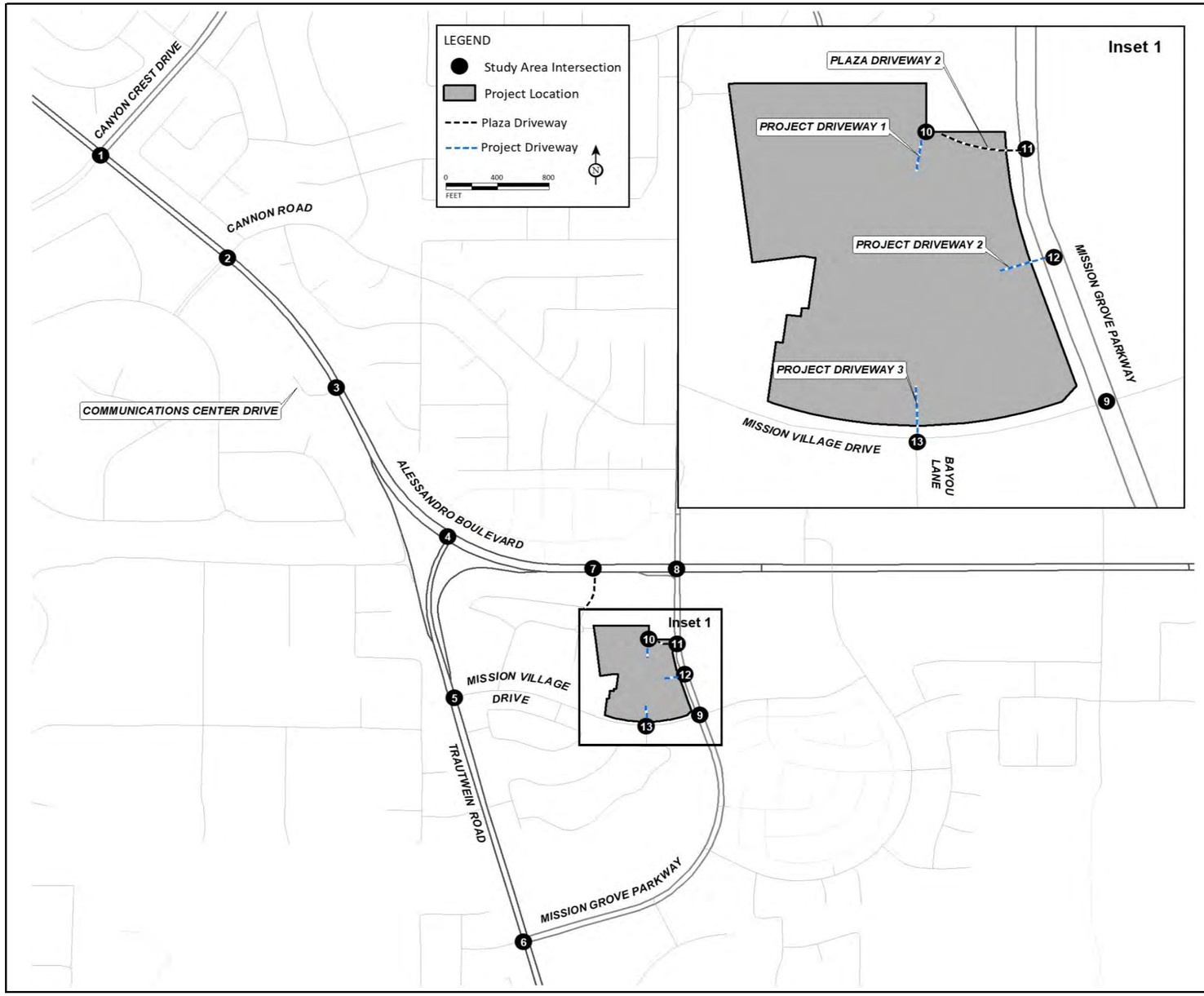
FIGURE 6-4

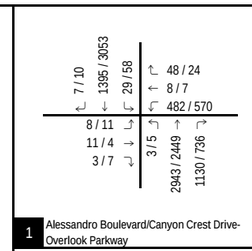
XXXX / YYYY
AM / PM Peak Hour Traffic Volumes

Plaza Driveway
Project Driveway

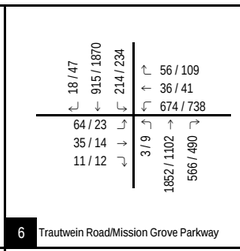
Anton Mission Grove Project
Traffic Operational Analysis

Opening Year (2027) without Project Peak Hour Traffic Volumes

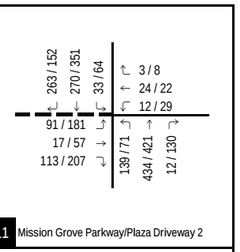




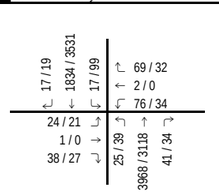
1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway



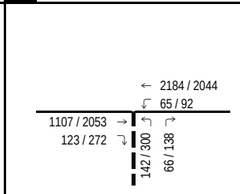
6 Trautwein Road/Mission Grove Parkway



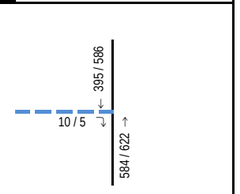
11 Mission Grove Parkway/Plaza Driveway 2



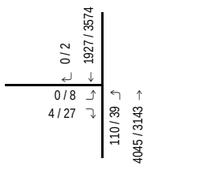
2 Alessandro Boulevard/Cannon Road



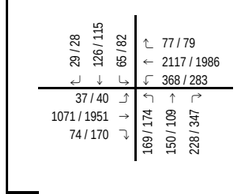
7 Plaza Driveway 1/Alessandro Boulevard



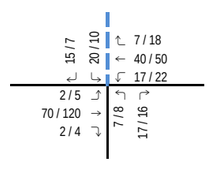
12 Mission Grove Parkway/Project Driveway 2



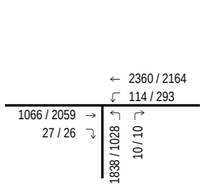
3 Alessandro Boulevard/Communications Center Drive



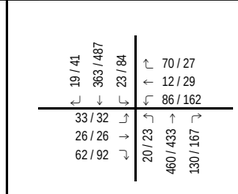
8 Mission Grove Parkway/Alessandro Boulevard



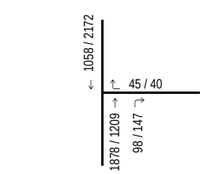
13 Project Driveway 3-Bayou Lane/Mission Village Drive



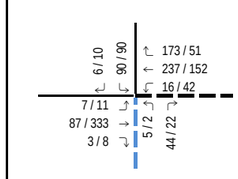
4 Trautwein Road/Alessandro Boulevard



9 Mission Grove Parkway/Mission Village Drive



5 Trautwein Road/Mission Village Drive



10 Project Driveway 1/Plaza Driveway 2

LSA

FIGURE 6-5

XXXX / YYYY
AM / PM Peak Hour PCE Traffic Volumes

Plaza Driveway
Project Driveway

Anton Mission Grove Project
Traffic Operational Analysis

Opening Year (2027) with Project Peak Hour Traffic Volumes

LSA

Table 6-A - 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
1.	**PR-2021-001030 (Tentative Tract Map 38074 - Single Family Residential)**									
	18399 Ferrari Dr	54	DU							
	Trips/Unit[1]			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			10	28	38	32	19	51	509
2.	**PR-2021-001023 (Vehicle Wash Facility)**									
	360 E. Alessandro Blvd	3.6	TSF							
	Trips/Unit[2]			5.66	3.32	8.98	7.10	7.10	14.20	163.09
	Trip Generation			20	12	32	26	26	51	587
3.	**PR-2021-001082 (Tesla Dealership with Body Shop)**									
	7920 Lindbergh Dr	51.6	TSF							
	Trips/Unit[3]			1.36	0.50	1.86	0.97	1.45	2.42	27.84
	Trip Generation			70	26	96	50	75	125	1,436
4.	**P19-0626 (Two Distribution Warehouses with Total Area of 603.1 TSF)[4]**									
	1220 Alessandro Blvd									
	Passenger Car Trip Generation			26	8	34	14	34	48	573
	Truck Trip PCE Generation			31	10	41	13	28	39	693
		Total PCE Trip Generation		**57**	**18**	**75**	**27**	**62**	**87**	**1,266**
5.	**PR-2022-001254 (Drive Thru Coffee Shop)**									
	2000 Alessandro Blvd	0.93	TSF							
	Trips/Unit[5]			43.80	42.08	85.88	19.50	19.49	38.99	533.57
	Trip Generation			41	39	80	18	18	36	495
	Pass-By Trips[6]			(10)	(10)	(20)	(5)	(5)	(9)	(124)
	Net Trip Generation			**31**	**29**	**60**	**13**	**13**	**27**	**371**
6.	**West Campus Upper Plateau Project (Industrial Building, Business Park, Park)[7]**									
	West of Cactus Ave's current terminus									
	Building B: High-Cube Fulfillment	1250.00	TSF							
	Trip Generation (Cars)			99	30	129	50	130	180	2,188
	Trip Generation (Trucks)			18	5	23	7	19	26	474
	Total Trip Generation			117	35	152	57	149	206	2,662
	Building C: High-Cube Fulfillment	587.00	TSF							
	Trip Generation (Cars)			47	14	61	24	61	85	1,028
	Trip Generation (Trucks)			9	3	12	3	9	12	222
	Total Trip Generation			56	17	73	27	70	97	1,250
	High-Cube Cold Storage Warehouse	500.00	TSF							
	Trip Generation (Cars)			38	2	40	10	36	46	686
	Trip Generation (Trucks)			5	11	16	8	8	16	376
	Total Trip Generation			43	13	56	18	44	62	1,062
	Remaining Industrial: High-Cube Fullfillment	725.56	TSF							
	Trip Generation (Cars)			58	17	75	29	75	104	1,270
	Trip Generation (Trucks)			11	3	14	4	11	15	276
	Total Trip Generation			69	20	89	33	86	119	1,546
	Business Park Office	324.12	TSF							
	Trip Generation (Cars)			405	75	480	75	366	441	3,228
	Business Park Office	60.00	TSF							
	Trip Generation (Cars)			95	17	112	19	90	109	744
	Business Park Warehouse	896.28	TSF							
	Trip Generation (Cars)			69	16	85	233	825	1,058	10,640
	Trip Generation (Trucks)			29	7	36	8	28	36	512
	Business Park Mixed-Use	482.77	TSF							
	Trip Generation (Cars)			203	36	239	39	187	226	1,602
	Business Park Warehouse	337.94	TSF							
	Trip Generation (Cars)			26	6	32	88	311	399	4,012
	Trip Generation (Trucks)			11	3	14	3	11	14	194
	Retail Mixed-Use	160.92	TSF							
	Trip Generation			173	106	279	409	426	835	10,866
	Pass-by Reduction			0	0	0	(164)	(164)	(327)	(4348)
	Net Trip Generation			173	106	279	245	262	508	6,518
	Active Park	42.20	AC							
	Trip Generation			137	137	274	95	95	190	2,110
	Public Park	18.08	AC							
	Trip Generation			6	6	12	4	4	8	90
		Total Trip Generations (Cars)		1,356	462	1,818	911	2,442	3,354	34,116
		Internal Trip Reduction		(86)	(86)	(172)	(42)	(42)	(84)	(856)
		Total Trip Generations (Trucks)		83	32	115	33	86	119	2,054
		Total Project Trip Generation		1,353	408	1,761	902	2,486	3,389	35,314
	Total Gross Trip Generation			**1,637**	**617**	**2,254**	**1,097**	**2,728**	**3,823**	**40,463**
	Total Pass-By Trips			**(10)**	**(10)**	**(20)**	**(5)**	**(5)**	**(9)**	**(124)**
	Total Internal Trip Reduction			**(86)**	**(86)**	**(172)**	**(42)**	**(42)**	**(84)**	**(856)**
	Total Net Trip Generation			**1,541**	**521**	**2,062**	**1,050**	**2,681**	**3,730**	**39,483**

Notes:

DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres

[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 rates obtained from the ITE *Trip Generation Manual* (11th Edition) for Land Use 948 - "Automated Car Wash", Setting/Location - "General Urban/Suburban." Only P.M. peak hour rates are available for this land use in the ITE manual. The AM peak hour and daily rates were obtained by using the PM peak hour trip generation rate ratio between Land Use 948 and Land Use 949 - "Car Wash and Detail Center" and applying the ratio to the PM peak hour and daily rates for Land Use 949. Also, the PM peak hour splits for Land Use 948 were used for the AM peak hour.

[3] Rates based on the ITE *Trip Generation Manual* (11th Edition) for Land Use 840 - "Automobile Sales (New)", Setting Location - "General Urban/Suburban."

[4] Trip generation taken from "Sycamore Hills Distribution Center" traffic study by Urban Crossroads (September 2020).

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

[6] Since there are no pass-by rates for Land Use 937 - "Coffee/Donut Shop with Drive-Through Window", Pass-by rates based on Land Use 934 – "Fast-Food Resturant with Drive-Through" from ITE *Trip Generation Manual*, 11th Edition were used instead. As per the City of Riverside Public Works Department Traffic Impact Analysis Preparation Guide, dated December 2017, the pass-by rate shall not be assumed to exceed 25%. Since the pass-by rates provideds in the ITE *Trip Generation Manual* are higher than 25%, a pass-by rate of 25% was used.

[7] Trip generation taken from draft "Meridian West Campus - Upper Pleateau Traffic Impact Analysis".

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Table 6-B - Opening Year (2027) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	2022 - 2027 Growth	Cumulative Projects Trips	Opening Year (2027) Without Project ADT	Project Trips	Opening Year (2027) With Project ADT
Alessandro Boulevard	1	Between Overlook Parkway-Canyon Crest Drive and Cannon Road	67,721	6,772	4,220	78,713	732	79,445
	2	Between Cannon Road and Communications Center Drive	67,635	6,764	4,340	78,739	732	79,471
	3	Between Communications Center Drive and Trautwein Road	54,009	5,401	4,342	63,752	732	64,484
	4	Between Trautwein Road and Plaza Driveway 1	42,861	4,286	4,006	51,153	622	51,775
	5	Between Plaza Driveway 1 and Mission Grove Parkway	42,347	4,235	4,006	50,588	439	51,027
	6	Between Mission Grove Parkway and Northrop Drive	45,483	4,548	4,328	54,359	498	54,857
	7	Between Northrop Drive and Barton Street	47,048	4,705	4,328	56,081	498	56,579
Trautwein Road	8	Between Alessandro Boulevard and Mission Grove Parkway	33,787	3,379	418	37,584	110	37,694
Mission Village Drive	9	Between Trautwein Road and Project Driveway 2-Bayou Lane	1,962	196	13	2,171	154	2,325
	10	Between Project Driveway 2-Bayou Lane and Mission Grove Parkway	2,359	236	43	2,638	322	2,960
Mission Grove Parkway	11	Between Alessandro Boulevard and Plaza Driveway 2	10,666	1,067	612	12,345	937	13,282
	12	Between Plaza Driveway 2 and Mission Village Drive	10,353	1,035	662	12,050	277	12,327
	13	Between Mission Village Drive and Trautwein Road	13,091	1,309	557	14,957	190	15,147

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Table 6-C - Opening Year (2027) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project						With Project						A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	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 . Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway	City of Riverside	D	Signal	19.7	B		23.2	C	Signal	20.0	B		23.8	C	0.3	0.6	No
2 . Alessandro Boulevard/Cannon Road	City of Riverside	D	Signal	197.3	F	*	100.9	F	*	Signal	>200	F	*	105.4	F	*	6.1	4.5	**Yes**
3 . Alessandro Boulevard/Communications Center Drive	City of Riverside	D	Signal	5.4	A		7.4	A		Signal	5.6	A		7.6	A		0.2	0.2	No
4 . Trautwein Road/Alessandro Boulevard	City of Riverside	D	Signal	78.1	E	*	22.9	C		Signal	79.5	E	*	23.0	C		1.4	0.1	**Yes**
5 . Trautwein Road/Mission Village Drive	City of Riverside	D	OWSC	17.8	C		11.3	B		OWSC	18.5	C		11.4	B		0.7	0.1	No
6 . Trautwein Road/Mission Grove Parkway	City of Riverside	D	Signal	79.1	E	*	72.2	E	*	Signal	82.1	F	*	73.8	E	*	3.0	1.6	**Yes**
7 . Plaza Driveway 1/Alessandro Boulevard	City of Riverside	D	Signal	9.1	A		18.4	B		Signal	9.4	A		18.8	B		0.3	0.4	No
8 . Mission Grove Parkway/Alessandro Boulevard	City of Riverside	D	Signal	36.8	D		47.0	D		Signal	39.6	D		49.4	D		2.8	2.4	No
9 . Mission Grove Parkway/Mission Village Drive	City of Riverside	D	Signal	21.5	C		27.5	C		Signal	22.3	C		28.0	C		0.8	0.5	No
10 . Project Driveway 1/Plaza Driveway 2	City of Riverside	D	TWSC	16.0	C		17.4	C		TWSC	17.3	C		25.3	D		1.3	7.9	No
11 . Mission Grove Parkway/Plaza Driveway 2	City of Riverside	D	Signal	18.7	B		22.1	C		Signal	24.2	C		30.1	C		5.5	8.0	No
12 . Mission Grove Parkway/Project Driveway 2	City of Riverside	D	OWSC	8.7	A		9.2	A		OWSC	8.9	A		9.3	A		0.2	0.1	No
13 . Project Driveway 3-Bayou Lane/Mission Village Drive	City of Riverside	D	OWSC	9.0	A		9.3	A		TWSC	9.4	A		9.7	A		0.4	0.4	No

Notes:

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 6-D - Opening Year (2027) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project				Plus Project				V/C Ratio Difference	Project Related Operational Deficiency[4]
				Roadway Capacity[1]	Daily Volume	V/C Ratio	LOS	Roadway Capacity[1]	Daily Volume	V/C Ratio	LOS		
Segments on Alessandro Boulevard													
1 . Between Overlook Parkway-Canyon Crest Drive and Cannon Road	City of Riverside	Arterial (120')	6	54,899	78,713	1.43	F *	54,899	79,445	1.45	F *	0.01	No
2 . Between Cannon Road and Communications Center Drive	City of Riverside	Arterial (120')	6	54,899	78,739	1.43	F *	54,899	79,471	1.45	F *	0.01	No
3 . Between Communications Center Drive and Trautwein Road	City of Riverside	Arterial (120')	6	54,899	63,752	1.16	F *	54,899	64,484	1.17	F *	0.01	No
4 . Between Trautwein Road and Plaza Driveway 1	City of Riverside	Arterial (120')	6	54,899	51,153	0.93	E *	54,899	51,775	0.94	E *	0.01	No
5 . Between Plaza Driveway 1 and Mission Grove Parkway	City of Riverside	Arterial (120')	6	54,899	50,588	0.92	E *	54,899	51,027	0.93	E *	0.01	No
6 . Between Mission Grove Parkway and Northrop Drive	City of Riverside	Arterial (120')	6	54,899	54,359	0.99	E *	54,899	54,857	1.00	E *	0.01	No
7 . Between Northrop Drive and Barton Street	City of Riverside	Arterial (120')	6	54,899	56,081	1.02	F *	54,899	56,579	1.03	F *	0.01	No
Segments on Trautwein Road													
8 . Between Alessandro Boulevard and Mission Grove Parkway	City of Riverside	Arterial (110')[3]	4	36,399	37,584	1.03	F *	36,399	37,694	1.04	F *	0.00	No
Segments on Mission Village Drive													
9 . Between Trautwein Road and Project Driveway 2-Bayou Lane	City of Riverside	Collector (66')	2	13,799	2,171	0.16	A	13,799	2,325	0.17	A	0.01	No
10 . Between Project Driveway 2-Bayou Lane and Mission Grove Parkway	City of Riverside	Collector (66')	2	13,799	2,638	0.19	A	13,799	2,960	0.21	A	0.02	No
Segments on Mission Grove Parkway													
11 . Between Alessandro Boulevard and Plaza Driveway 2	City of Riverside	Arterial (100')	4	36,399	12,345	0.34	A	36,399	13,282	0.36	A	0.03	No
12 . Between Plaza Driveway 2 and Mission Village Drive	City of Riverside	Arterial (100')	4	36,399	12,050	0.33	A	36,399	12,327	0.34	A	0.01	No
13 . Between Mission Village Drive and Trautwein Road	City of Riverside	Arterial (100')	4	36,399	14,957	0.41	A	36,399	15,147	0.42	A	0.01	No

Notes:

LOS = Level of Service

***** Exceeds LOS Standard

[1] Roadway classification has been obtained from the City of Riverside General Plan Circulation and Community Mobility Element Master Plan of Roadways.

[2] Roadway capacitiy has been obtained from the City of Riverside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated July 2020).

[3] City of Riverside does not have roadway capacity for Arterial (110)'. Therefore, roadway capacity for Arterial (100)' was assumed.

[4] Operational deficiency determined based on the criteria included in the City of Riverside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated July 2020).

7.0 CUMULATIVE ANALYSIS

7.1 CUMULATIVE (2045) WITHOUT PROJECT TRAFFIC VOLUMES

RIVCOM was used to develop cumulative (2045) traffic volumes. The methodology used to develop cumulative traffic volumes for intersections and roadway segments is consistent with the National Cooperative Highway Research Program (NCHRP) as well as local procedures for post-processing of modeled traffic volumes. Additionally, the model socioeconomic data for the future scenario were reviewed to include the most recent project description for the Meridian West Campus project proposed to be developed east of the proposed project.

Figure 7-1 illustrates cumulative without project peak hour traffic volumes at study intersections. Table 7-A summarizes cumulative without project daily traffic volumes at study area roadway segments.

7.2 CUMULATIVE (2045) WITH PROJECT TRAFFIC VOLUMES

Cumulative with project traffic volumes were developed by adding proposed project traffic to the cumulative without project traffic volumes.

Figure 7-2 illustrates cumulative with project peak hour traffic volumes at study intersections. Previously referenced Table 7-A summarizes cumulative with project daily traffic volumes at study area roadway segments.

Detailed volume development worksheets are included in Appendix C.

7.3 CUMULATIVE (2045) WITHOUT PROJECT LEVELS OF SERVICE

7.3.1 Study Intersections

Previously referenced Figure 6-1 illustrates study intersections geometrics and traffic control under cumulative conditions. An intersection LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 7-B summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under cumulative without project conditions:

2. Alessandro Boulevard/Cannon Road (both a.m. and p.m. peak hours);
4. Trautwein Road/Alessandro Boulevard (a.m. peak hour only); and
6. Trautwein Road/Mission Grove Parkway (both a.m. and p.m. peak hours).

All other intersections are forecast to operate at a satisfactory LOS.

7.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS:

1. Alessandro Boulevard, between Overlook Parkway-Canyon Crest Drive and Cannon Road;
2. Alessandro Boulevard, between Cannon Road and Communications Center Drive;
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road;
4. Alessandro Boulevard, between Trautwein Road and Plaza Driveway 1;
5. Alessandro Boulevard, between Plaza Driveway 1 and Mission Grove Parkway;
6. Alessandro Boulevard, between Mission Grove Parkway and Northrop Drive;
7. Alessandro Boulevard, between Northrop Drive and Barton Street; and
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway.

All other roadway segments are forecast to operate at a satisfactory LOS.

7.4 CUMULATIVE (2045) WITH PROJECT LEVELS OF SERVICE

7.4.1 Study Intersections

An intersection LOS analysis was conducted for cumulative with project conditions using the methodologies previously discussed. Previously referenced Table 7-B summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under cumulative with project conditions:

2. Alessandro Boulevard/Cannon Road (both a.m. and p.m. peak hours);
4. Trautwein Road/Alessandro Boulevard (a.m. peak hour only); and
6. Trautwein Road/Mission Grove Parkway (both a.m. and p.m. peak hours).

Both intersections are forecast to operate at an unsatisfactory LOS even under cumulative without project conditions. Therefore, the project would contribute to the forecast deficiency at those intersections. As such, improvements would be required at those intersections.

All other intersections are forecast to operate at a satisfactory LOS under cumulative with project conditions. Detailed Level of Service Worksheets are included in Appendix D.

7.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative with project conditions using the methodologies previously discussed. Previously referenced Table 7-C summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under cumulative with project conditions:

1. Alessandro Boulevard, between Overlook Parkway-Canyon Crest Drive and Cannon Road;
2. Alessandro Boulevard, between Cannon Road and Communications Center Drive;
3. Alessandro Boulevard, between Communications Center Drive and Trautwein Road;
4. Alessandro Boulevard, between Trautwein Road and Plaza Driveway 1;
5. Alessandro Boulevard, between Plaza Driveway 1 and Mission Grove Parkway;

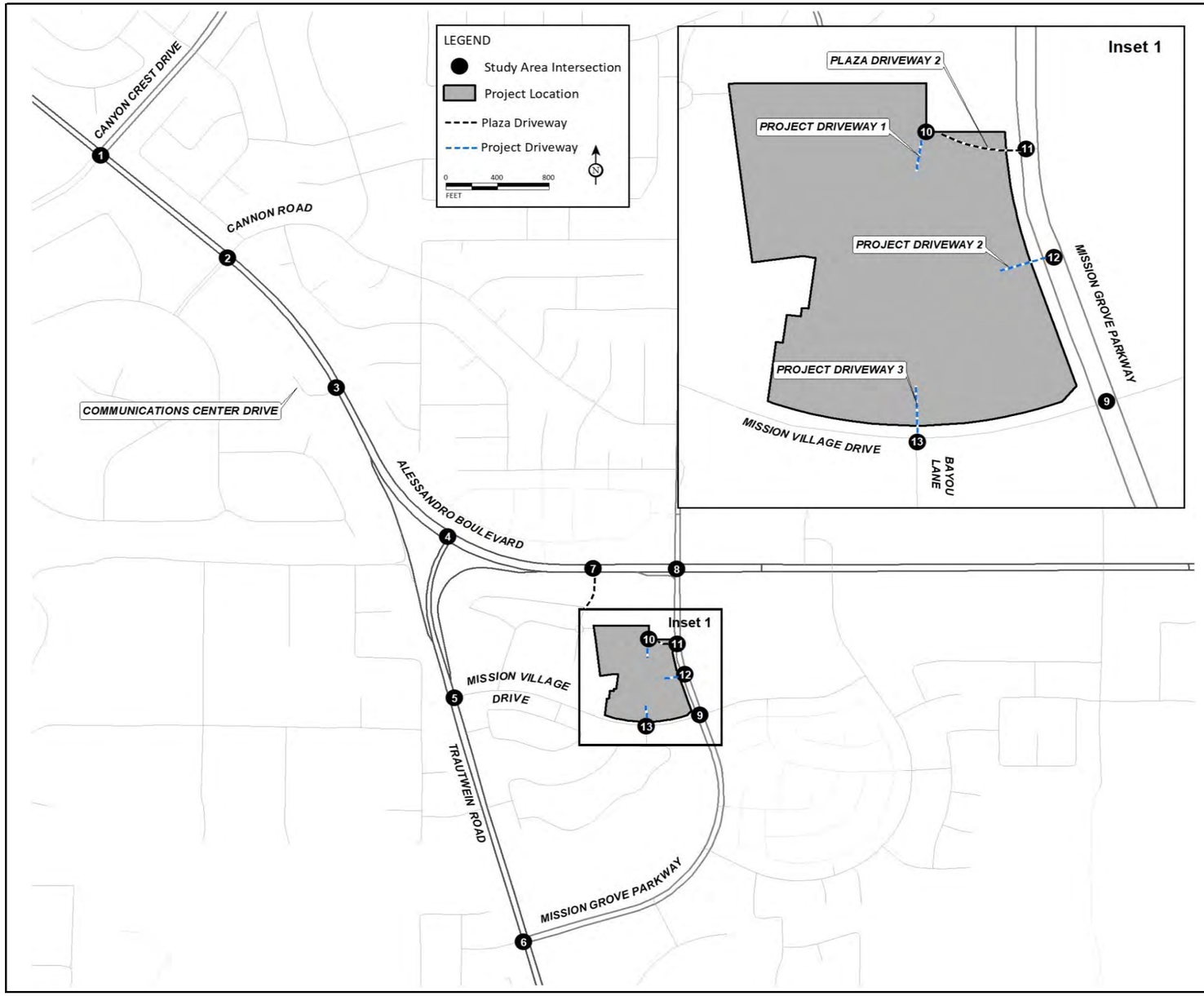
6. Alessandro Boulevard, between Mission Grove Parkway and Northrop Drive;
7. Alessandro Boulevard, between Northrop Drive and Barton Street; and
8. Trautwein Road, between Alessandro Boulevard and Mission Grove Parkway.

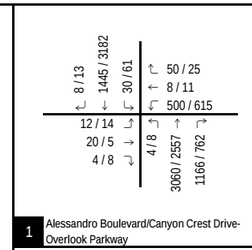
All these segments are forecast to operate at an unsatisfactory LOS even under cumulative without project conditions. However, based on the City's criteria, the project would not create an operational deficiency at this segment and therefore, operational improvements are not required.

All other roadway segments are forecast to operate at a satisfactory LOS under cumulative without project conditions.

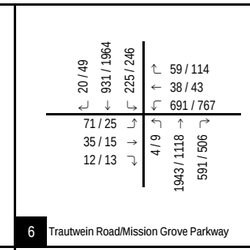
7.5 LIST OF CHAPTER 7.0 FIGURES AND TABLES

- Figure 7-1: Cumulative (2045) without Project Peak Hour Traffic Volumes
- Figure 7-2: Cumulative (2045) with Project Peak Hour Traffic Volumes
- Table 7-A: Cumulative (2045) Roadway Segment Daily Traffic Volumes
- Table 7-B: Cumulative (2045) Intersection Levels of Service
- Table 7-C: Cumulative (2045) Roadway Segment Levels of Service

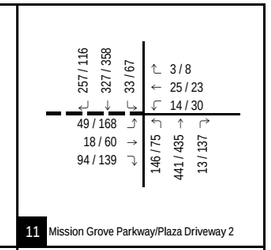




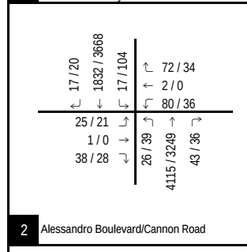
1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway



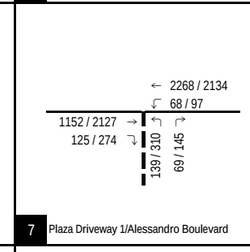
6 Trautwein Road/Mission Grove Parkway



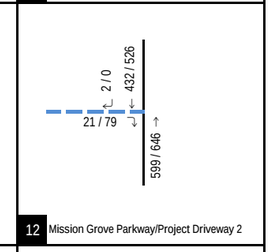
11 Mission Grove Parkway/Plaza Driveway 2



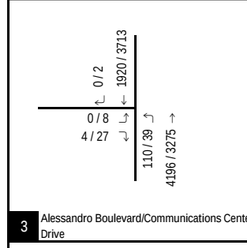
2 Alessandro Boulevard/Cannon Road



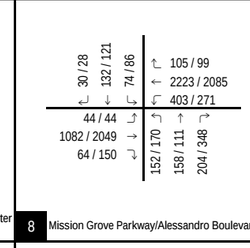
7 Plaza Driveway 1/Alessandro Boulevard



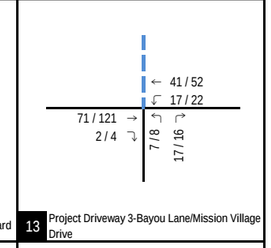
12 Mission Grove Parkway/Project Driveway 2



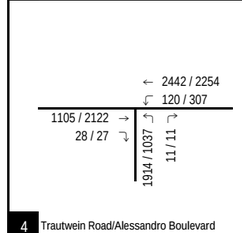
3 Alessandro Boulevard/Communications Center Drive



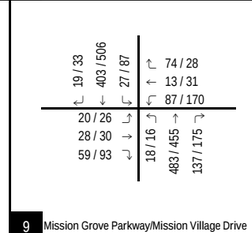
8 Mission Grove Parkway/Alessandro Boulevard



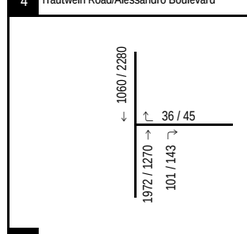
13 Project Driveway 3-Bayou Lane/Mission Village Drive



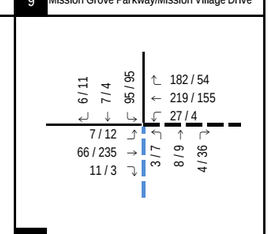
4 Trautwein Road/Alessandro Boulevard



9 Mission Grove Parkway/Mission Village Drive



5 Trautwein Road/Mission Village Drive



10 Project Driveway 1/Plaza Driveway 2

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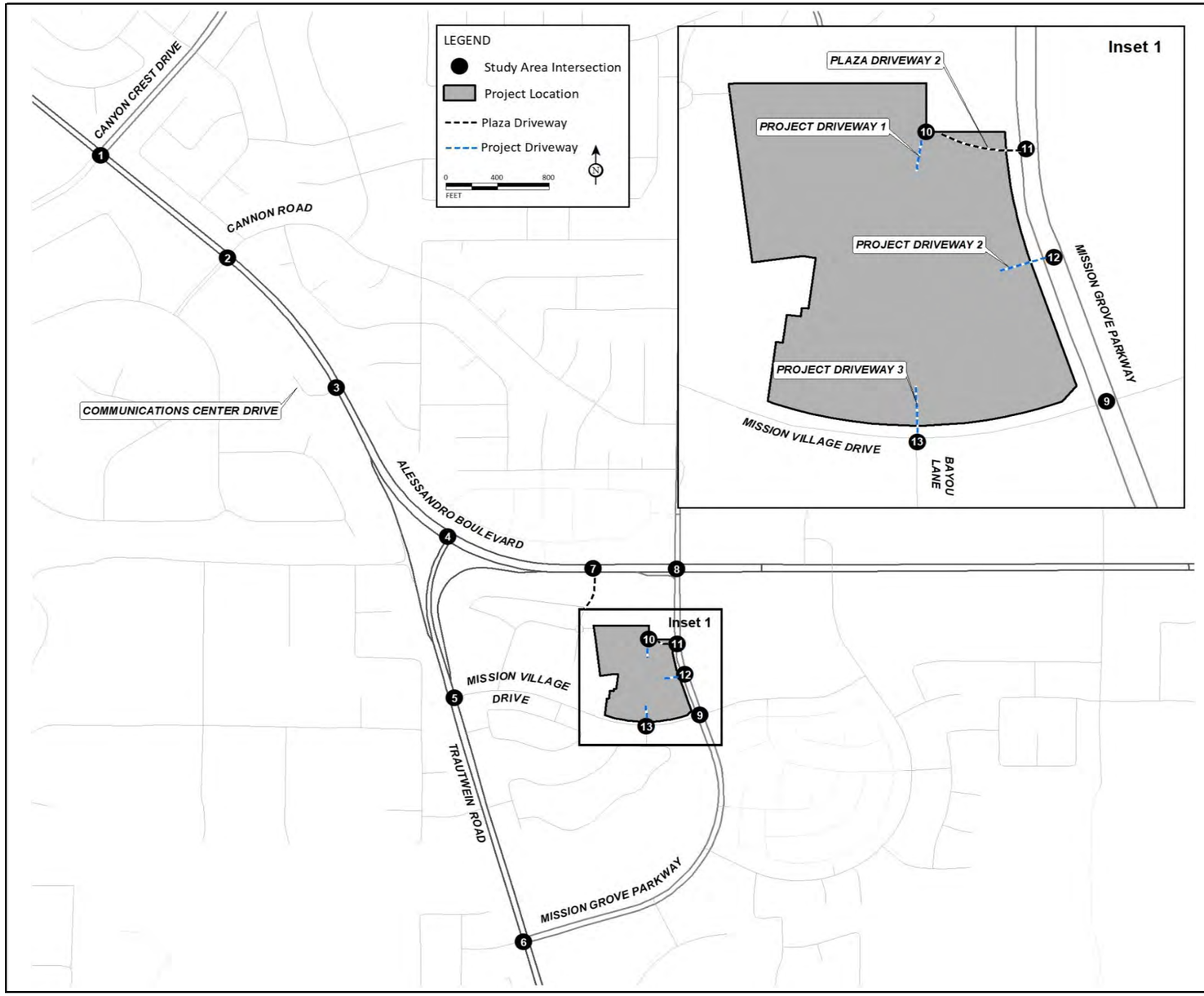
FIGURE 7-1

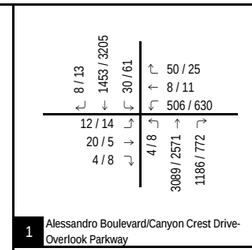
XXXX / YYYY
AM / PM Peak Hour Traffic Volumes

Plaza Driveway
Project Driveway

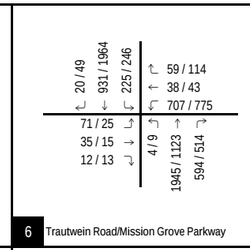
Anton Mission Grove Project
Traffic Operational Analysis

Cumulative (2045) without Project Peak Hour Traffic Volumes

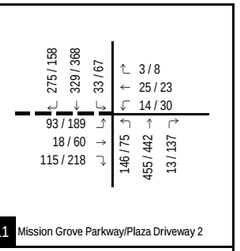




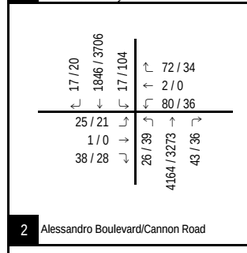
1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway



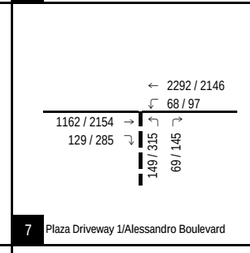
6 Trautwein Road/Mission Grove Parkway



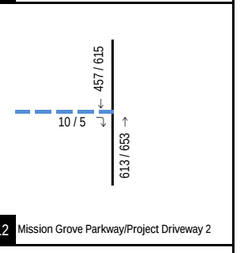
11 Mission Grove Parkway/Plaza Driveway 2



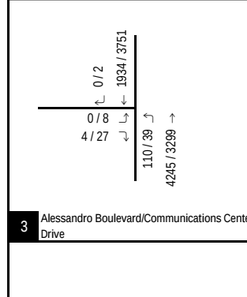
2 Alessandro Boulevard/Cannon Road



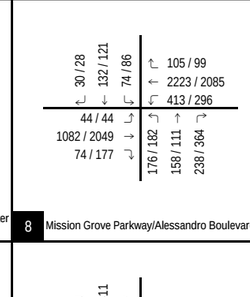
7 Plaza Driveway 1/Alessandro Boulevard



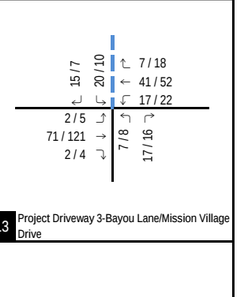
12 Mission Grove Parkway/Project Driveway 2



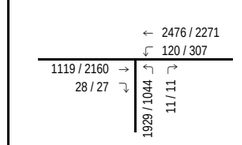
3 Alessandro Boulevard/Communications Center Drive



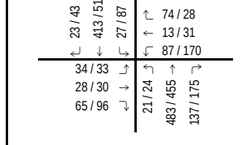
8 Mission Grove Parkway/Alessandro Boulevard



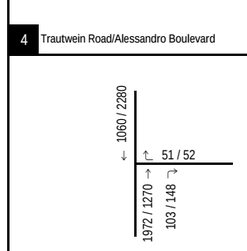
13 Project Driveway 3-Bayou Lane/Mission Village Drive



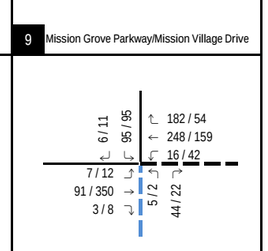
4 Trautwein Road/Alessandro Boulevard



9 Mission Grove Parkway/Mission Village Drive



5 Trautwein Road/Mission Village Drive



10 Project Driveway 1/Plaza Driveway 2

LSA

FIGURE 7-2

XXXX / YYYY
AM / PM Peak Hour PCE Traffic Volumes

Plaza Driveway
Project Driveway

Anton Mission Grove Project
Traffic Operational Analysis

Cumulative (2045) with Project Peak Hour Traffic Volumes

LSA

Table 7-A - Cumulative (2045) Roadway Segment Daily Traffic Volumes

Roadway	#	Segment	Cumulative (2045) Without Project ADT	Project Trips	Cumulative (2045) With Project ADT
Alessandro Boulevard	1	Between Overlook Parkway-Canyon Crest Drive and Cannon Road	82,649	732	83,381
	2	Between Cannon Road and Communications Center Drive	82,675	732	83,407
	3	Between Communications Center Drive and Trautwein Road	66,939	732	67,671
	4	Between Trautwein Road and Plaza Driveway 1	53,711	622	54,333
	5	Between Plaza Driveway 1 and Mission Grove Parkway	53,117	439	53,556
	6	Between Mission Grove Parkway and Northrop Drive	57,077	498	57,575
	7	Between Northrop Drive and Barton Street	58,885	498	59,383
Trautwein Road	8	Between Alessandro Boulevard and Mission Grove Parkway	39,463	110	39,573
Mission Village Drive	9	Between Trautwein Road and Project Driveway 2-Bayou Lane	4,345	154	4,499
	10	Between Project Driveway 2-Bayou Lane and Mission Grove Parkway	4,742	322	5,064
Mission Grove Parkway	11	Between Alessandro Boulevard and Plaza Driveway 2	12,962	937	13,899
	12	Between Plaza Driveway 2 and Mission Village Drive	12,653	277	12,930
	13	Between Mission Village Drive and Trautwein Road	15,705	190	15,895

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Table 7-B - Cumulative (2045) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					With Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour				
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS			
1 . Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway	City of Riverside	D	Signal	21.4	C	27.1	C	Signal	21.8	C	27.7	C	0.4	0.6	No
2 . Alessandro Boulevard/Cannon Road	City of Riverside	D	Signal	>200	F *	139.5	F *	Signal	>200	F *	144.2	F *	5.8	4.7	**Yes**
3 . Alessandro Boulevard/Communications Center Drive	City of Riverside	D	Signal	5.9	A	8.3	A	Signal	6.2	A	8.6	A	0.3	0.3	No
4 . Trautwein Road/Alessandro Boulevard	City of Riverside	D	Signal	81.6	F *	22.6	C	Signal	83.1	F *	22.7	C	1.5	0.1	**Yes**
5 . Trautwein Road/Mission Village Drive	City of Riverside	D	OWSC	20.5	C	11.8	B	OWSC	21.6	C	11.8	B	1.1	0.0	No
6 . Trautwein Road/Mission Grove Parkway	City of Riverside	D	Signal	91.8	F *	79.4	E *	Signal	94.9	F *	81.1	F *	3.1	1.7	**Yes**
7 . Plaza Driveway 1/Alessandro Boulevard	City of Riverside	D	Signal	9.2	A	18.6	B	Signal	9.6	A	19.0	B	0.4	0.4	No
8 . Mission Grove Parkway/Alessandro Boulevard	City of Riverside	D	Signal	40.7	D	47.7	D	Signal	43.8	D	50.2	D	3.1	2.5	No
9 . Mission Grove Parkway/Mission Village Drive	City of Riverside	D	Signal	20.9	C	28.2	C	Signal	21.6	C	28.7	C	0.7	0.5	No
10 . Project Driveway 1/Plaza Driveway 2	City of Riverside	D	TWSC	14.6	B	15.1	C	TWSC	15.6	C	19.8	C	1.0	4.7	No
11 . Mission Grove Parkway/Plaza Driveway 2	City of Riverside	D	Signal	18.2	B	22.2	C	Signal	23.6	C	29.8	C	5.4	7.6	No
12 . Mission Grove Parkway/Project Driveway 2	City of Riverside	D	OWSC	8.8	A	9.3	A	OWSC	9.0	A	9.3	A	0.2	0.0	No
13 . Project Driveway 3-Bayou Lane/Mission Village Drive	City of Riverside	D	OWSC	9.0	A	9.3	A	TWSC	9.3	A	9.7	A	0.3	0.4	No

Notes:

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-C - Cumulative (2045) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Classification[1]	Existing Number of Lanes	Without Project				Plus Project				V/C Ratio Difference	Project Related Operational Deficiency[4]
				Roadway Capacity[1]	Daily Volume	V/C Ratio	LOS	Roadway Capacity[1]	Daily Volume	V/C Ratio	LOS		
Segments on Alessandro Boulevard													
1 . Between Overlook Parkway-Canyon Crest Drive and Cannon Road	City of Riverside	Arterial (120')	6	54,899	82,649	1.51	F *	54,899	83,381	1.52	F *	0.01	No
2 . Between Cannon Road and Communications Center Drive	City of Riverside	Arterial (120')	6	54,899	82,675	1.51	F *	54,899	83,407	1.52	F *	0.01	No
3 . Between Communications Center Drive and Trautwein Road	City of Riverside	Arterial (120')	6	54,899	66,939	1.22	F *	54,899	67,671	1.23	F *	0.01	No
4 . Between Trautwein Road and Plaza Driveway 1	City of Riverside	Arterial (120')	6	54,899	53,711	0.98	E *	54,899	54,333	0.99	E *	0.01	No
5 . Between Plaza Driveway 1 and Mission Grove Parkway	City of Riverside	Arterial (120')	6	54,899	53,117	0.97	E *	54,899	53,556	0.98	E *	0.01	No
6 . Between Mission Grove Parkway and Northrop Drive	City of Riverside	Arterial (120')	6	54,899	57,077	1.04	F *	54,899	57,575	1.05	F *	0.01	No
7 . Between Northrop Drive and Barton Street	City of Riverside	Arterial (120')	6	54,899	58,885	1.07	F *	54,899	59,383	1.08	F *	0.01	No
Segments on Trautwein Road													
8 . Between Alessandro Boulevard and Mission Grove Parkway	City of Riverside	Arterial (110')[3]	4	36,399	39,463	1.08	F *	36,399	39,573	1.09	F *	0.00	No
Segments on Mission Village Drive													
9 . Between Trautwein Road and Project Driveway 2-Bayou Lane	City of Riverside	Collector (66')	2	13,799	4,345	0.31	A	13,799	4,499	0.33	A	0.01	No
10 . Between Project Driveway 2-Bayou Lane and Mission Grove Parkway	City of Riverside	Collector (66')	2	13,799	4,742	0.34	A	13,799	5,064	0.37	A	0.02	No
Segments on Mission Grove Parkway													
11 . Between Alessandro Boulevard and Plaza Driveway 2	City of Riverside	Arterial (100')	4	36,399	12,962	0.36	A	36,399	13,899	0.38	A	0.03	No
12 . Between Plaza Driveway 2 and Mission Village Drive	City of Riverside	Arterial (100')	4	36,399	12,653	0.35	A	36,399	12,930	0.36	A	0.01	No
13 . Between Mission Village Drive and Trautwein Road	City of Riverside	Arterial (100')	4	36,399	15,705	0.43	A	36,399	15,895	0.44	A	0.01	No

Notes:

LOS = Level of Service

***** Exceeds LOS Standard

[1] Roadway classification has been obtained from the City of Riverside General Plan Circulation and Community Mobility Element Master Plan of Roadways.

[2] Roadway capacitiy has been obtained from the City of Riverside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated July 2020).

[3] City of Riverside does not have roadway capacity for Arterial (110)'. Therefore, roadway capacity for Arterial (100)' was assumed.

[4] Operational deficiency determined based on the criteria included in the City of Riverside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated July 2020).

8.0 QUEUING ANALYSIS

An intersection and driveway queuing analysis was requested by City staff during the scoping agreement process to ensure that adequate queuing is provided at project driveways and adjacent intersections. In case queuing deficiencies are identified, the project would need to alleviate potential queuing issues. As such, the queuing analysis was performed at the following six intersections/driveways:

8. Mission Grove Parkway/Alessandro Boulevard;
9. Mission Grove Parkway/Mission Village Drive;
10. Project Driveway 1/Plaza Driveway 2;
11. Mission Grove Parkway/Plaza Driveway 2;
12. Mission Grove Parkway/Project Driveway 2; and
13. Project Driveway 3-Bayou Lane/Mission Village Drive.

Table 8-A lists the available turn-pocket storage lengths and summarizes the 95th percentile back-of-queue lengths at the six study intersections under opening year and cumulative with project conditions. Intersection queues at signalized intersections were reported from Synchro. Intersection queues at stop controlled intersections were reported from SimTraffic.

As shown in Table 8-A, queues for some of the movements are projected to exceed the existing available turn-pocket storage length under opening year and cumulative with project scenarios. The queues that exceed the available storage lengths are as follows:

8. Mission Grove Parkway/Alessandro Boulevard: Southbound left-turn (a.m. peak hour)
9. Mission Grove Parkway/Mission Village Drive: Westbound left-turn (both a.m. and p.m. peak hours)
11. Mission Grove Parkway/Plaza Driveway 2: Northbound left-turn (a.m. peak hour), and eastbound left-turn (both a.m. and p.m. peak hours).

It should be noted that the project does not add any project trips for the movements that exceed the storage lanes at the intersections of Mission Grove Parkway/Alessandro Boulevard and Mission Grove Parkway/Mission Village Drive.

However, the project does add project traffic at the movements that are forecast to exceed the storage lengths at the intersection of Mission Grove Parkway/Plaza Driveway 2. These queues include the queues for the northbound left turn and eastbound left turn movements. This intersection is forecasted to operate at a satisfactory delay and LOS under all analysis scenarios. However, operational improvements have been identified to alleviate queuing issues for this intersection under Chapter 11 – Circulation Improvements and Funding Sources.

8.1 LIST OF CHAPTER 8.0 TABLES

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Table 8-A - Intersection and Driveway Queuing Analysis

Intersection	Movement	Storage Length[1]	Opening Year (2027) With Project[2] AM	Opening Year (2027) With Project[2] PM	Cumulative (2045) With Project[2] AM	Cumulative (2045) With Project[2] PM
8 . Mission Grove Parkway/Alessandro Boulevard	**2x NBL**	185	145	150	145	150
Signal	**SBL**	155	130	**160**	145	**160**
	EBL	185	85	95	95	95
	EBR	460	35	125	35	125
	2x WBL	300	270	220	295	225
9 . Mission Grove Parkway/Mission Village Drive	**NBL**	150	50	50	50	55
Signal	**SBL**	150	55	130	60	130
	EBL	95	70	65	70	65
	WBL	65	**135**	**215**	**135**	**225**
10 . Project Driveway 1/Plaza Driveway 2	**WBL**	45	10	45	10	45
TWSC						
11 . Mission Grove Parkway/Plaza Driveway 2	**NBL**	150	**165**	115	**165**	125
Signal	**SBL**	150	55	100	55	110
	EBL	90	**95**	**110**	**95**	**110**
	WBL	60	20	25	25	25
12 . Mission Grove Parkway/Project Driveway 2	**EBR**	-	30	20	35	20
OWSC						
13 . Project Driveway 3-Bayou Lane/Mission Village Drive	**EBL**	150	0	0	0	10
TWSC	**WBL**	155	0	15	15	25

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 Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

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

9.0 SITE ACCESS ANALYSIS

9.1 EVALUATION OF PROJECT DRIVEWAYS

An evaluation of project driveways was requested by City staff during the scoping agreement process to minimize driveway impacts and provide adequate turn-around maneuvers for motorists without access. Previously referenced Figure 2-2 illustrates the project site plan. As shown in Figure 2-2, access to the project site will be provided via four driveways. Following is a description of all the project driveways:

- Project Driveway 1: This will be a full access driveway located within the plaza near Plaza Driveway 2.
- Project Driveway 2: This will be a right-out egress only driveway located at Mission Grove Parkway.
- Project Driveway 3: This will be a full access driveway located on Mission Village Drive.
- Project Driveway 4: This will be a full access driveway located within the plaza near the existing retail.

All project driveways will be gated for resident access only. Project Driveway 1 and Project Driveway 3 will have access gates recessed into the project parcel and require space for turn-around maneuvers in the event that motorists without access attempt to access the project.

As the project is constructed, Project Driveway 1 will modify the south leg on Plaza Driveway 2 as one of the entrances to the project. This intersection will operate as a two-way stop controlled (TWSC) intersection with implementation of the project. Project Driveway 1 and the parking lot across the project will have stop controls at both approaches under the with project scenario. This driveway will feature recessed gates and a westbound left-turn pocket into the project from Plaza Driveway 2. As such, access into the project is anticipated to have sufficient storage length to allow vehicles to enter the project site without causing subsequent vehicles to queue out onto Plaza Driveway 2. In the event that a motorist without access attempts to access the project, Project Driveway 1 will provide adequate space for turn-around maneuvers as shown in Figure 9-1. It should be noted that Project Driveway 1 will function as the main entrance and will provide access to the leasing office and mail room.

Project Driveway 2 will replace the existing RIRO driveway with a right-out egress only driveway. This intersection will operate as a one-way stop controlled (OWSC) with implementation of the project. This driveway will only allow for egress movement and is not anticipated to create any queues on Mission Grove Parkway.

Project Driveway 3 will add a north leg on the intersection of Mission Village Drive/Bayou Lane. This intersection will operate as a TWSC with implementation of the project. Project Driveway 3 and Bayou Lane will be stop controlled at their respective approaches under the with project scenario. This driveway will feature recessed gates and an eastbound left-turn pocket into the project on Mission Village Drive. As such, access into the project is anticipated to have sufficient storage length to allow vehicles to enter the project site without causing subsequent vehicles to back out onto

Mission Village Drive. In the event that a motorist without access attempts to access the project, Project Driveway 3 will provide adequate space for turn-around maneuvers as shown in Figure 9-2.

Project Driveway 4 will add an access gate within the plaza near existing retail. Project Driveway 4 will not provide direct access to the major street network and is not anticipated to affect traffic operations on any city streets.

9.2 BICYCLE, PEDESTRIAN, AND TRANSIT ACCESSIBILITY

9.2.1 Bicycle Accessibility

As part of the City's Bikeway Network, Class II bike lanes have been added to both directions of Canyon Crest Drive, Alessandro Boulevard, and Trautwein Road within the study area. Proposed future Class III bike routes will be added along the northbound and southbound directions of Mission Grove Parkway north of Alessandro Boulevard within the study area. Since there are no existing bike facilities along Mission Village Drive or Mission Grove Parkway south of Alessandro Boulevard, it is anticipated that the majority of bicyclists will access the project site from Plaza Driveway 1 on Alessandro Boulevard. Figure 9-3 illustrates the path of travel and locations of bicycle storage within the site.

9.2.2 Pedestrian Accessibility

Paved sidewalks are provided on both sides of Mission Village Drive and Mission Grove Parkway, providing direct and convenient access for visitors arriving at the project site on foot. Paved sidewalks and crosswalks are also provided within the project site between the residential uses, live/work units, and commercial uses. As such, the project will provide pedestrian safety for residents that will access the adjacent commercial uses. Previously referenced Figure 9-3 illustrates the resident path of travel and Americans with Disabilities Act (ADA) path of travel between the project site and adjacent land uses.

9.2.3 Transit Accessibility

RTA local bus Routes 20 and 22 serve the study area with stops along Alessandro Boulevard and Mission Grove Parkway adjacent to the project site. There is an existing bus stop located approximately 265 feet north of the intersection of Mission Grove Parkway/Mission Village Drive. Based on comments by City staff, the project will need to coordinate with the City/RTA to relocate this existing bus stop on Mission Grove Parkway and determine any additional improvements required for the bus stop amenities to better serve residents and nearby retail customers. The project proposes to shift this bus stop to 50 feet south of the intersection of Mission Grove Parkway/Plaza Driveway 2, which is approximately an additional 210 feet north of the existing bus stop.

9.3 LIST OF CHAPTER 9.0 FIGURES

- Figure 9-1: Turn-Around Maneuver at Project Driveway 1
- Figure 9-2: Turn-Around Maneuver at Project Driveway 3
- Figure 9-3: Residential Path of Travel and Bicycle Storage Locations

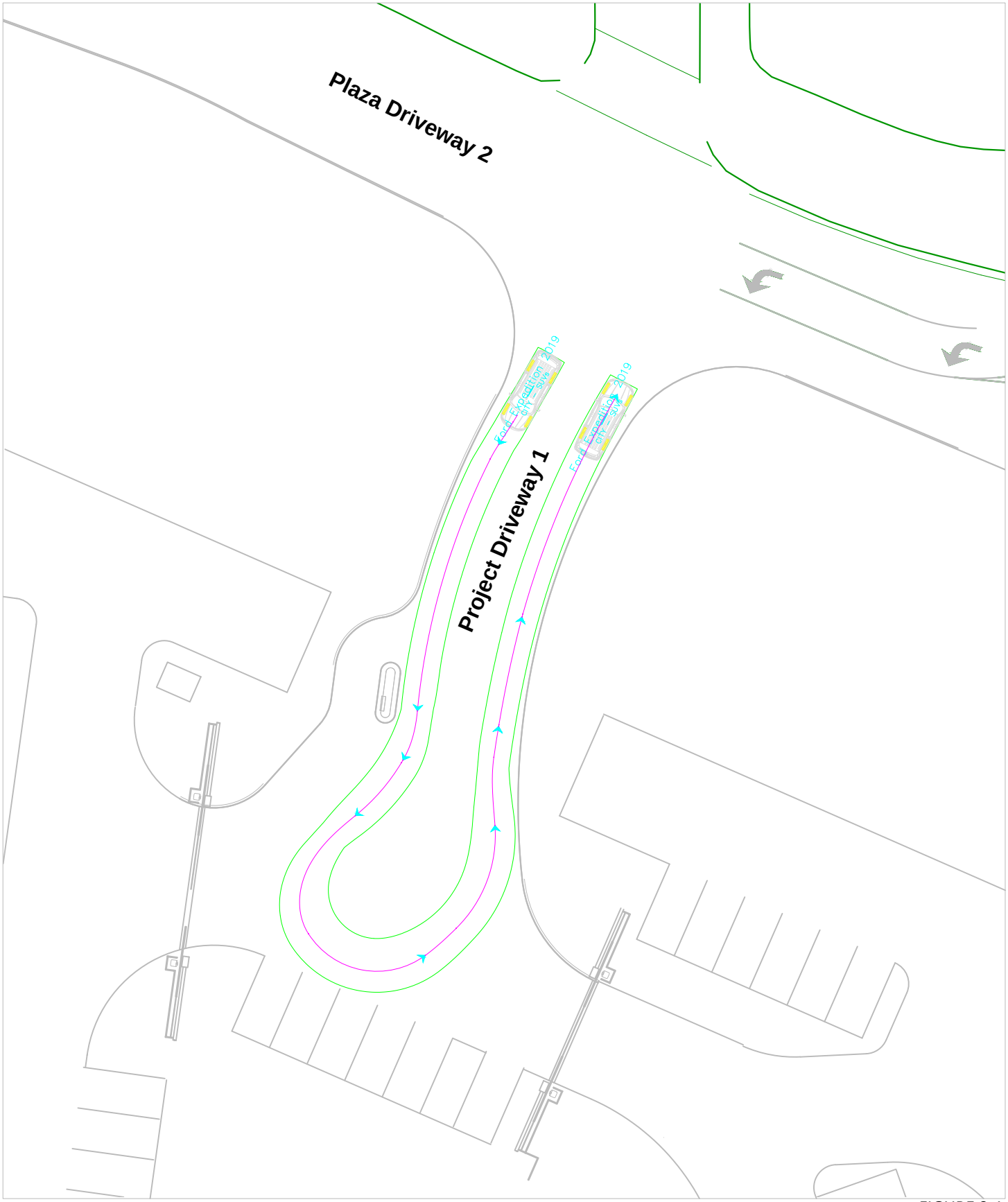

FIGURE 9-1

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* Turn templates generated on AutoTURN Pro 11.0 using a Ford Expedition 2019.

N

Anton Mission Grove Project
Traffic Operational Analysis

NOT TO SCALE
SOURCE: AO Architects, October 2022

Turn-Around Maneuver at Project Driveway 1

P:\AGV2101_Anton Mission Grove\Traffic\Site Plan\Path of Travel Figure\Xref\Wrong Turns.dwg (12/5/2022)

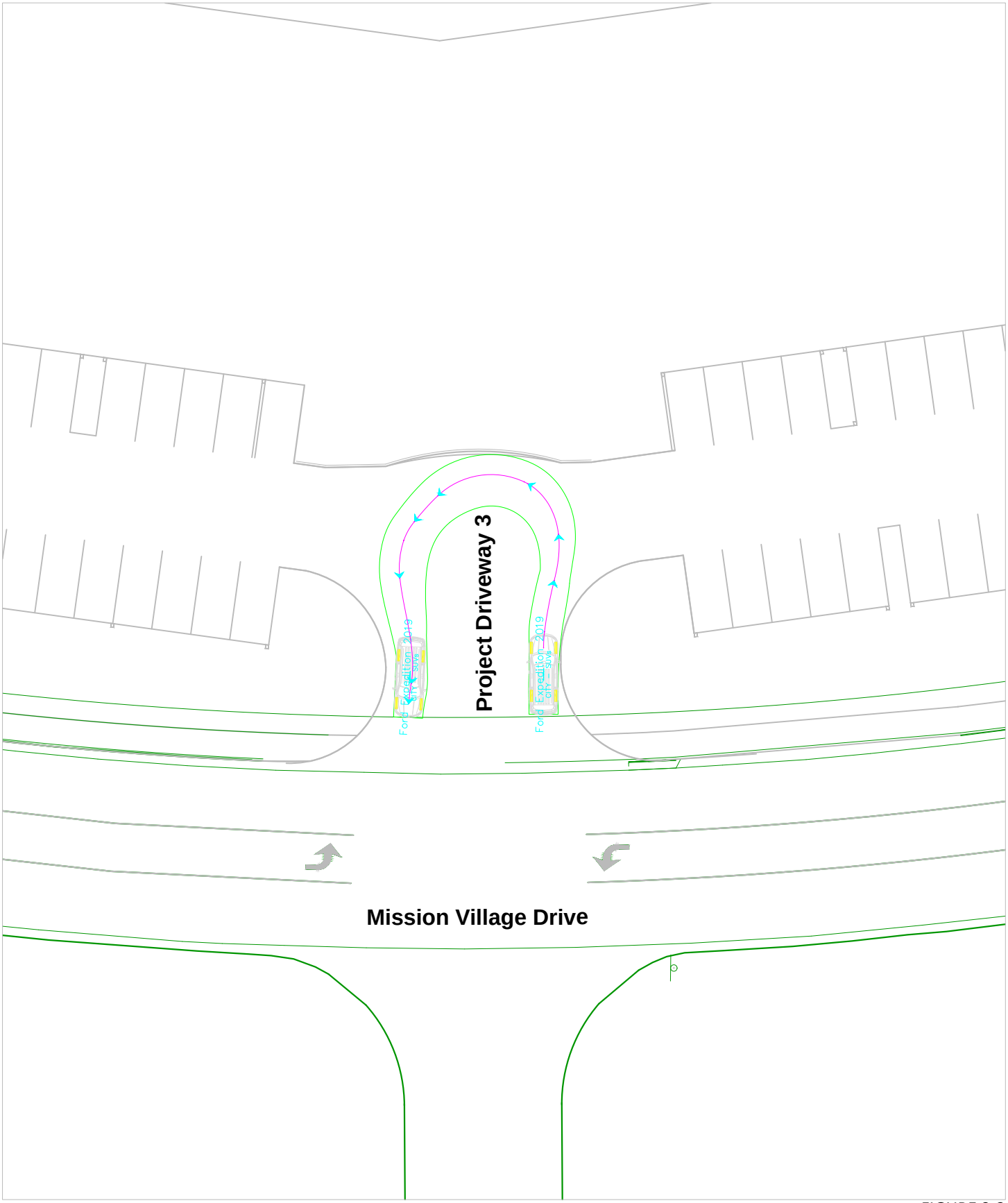

FIGURE 9-2

LSA

* Turn templates generated on AutoTURN Pro 11.0 using a Ford Expedition 2019.

N

Anton Mission Grove Project
Traffic Operational Analysis

NOT TO SCALE
SOURCE: AO Architects, October 2022

Turn-Around Maneuver at Project Driveway 3

P:\AGV2101_Anton Mission Grove\Traffic\Site Plan\Path of Travel Figure\Xref\Wrong Turns.dwg (12/5/2022)

FIGURE 9-3

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LEGEND

Resident Path of Travel

ADA Path of Travel

Bicycle Racks (Note: not shown in site plan: Building Entries - 4 Bikes, Retail Portal - 4 Bikes)
TOTAL : 32 Short Term Spaces, 35 Long Term Spaces

Anton Mission Grove Project
Traffic Operational Analysis

NOT TO SCALE

SOURCE: AO Architects, October 2022

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Residential Path of Travel and Bicycle Storage Locations

10.0 ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

According to the City's TIA Guidelines, a significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities.

Based on the City's *Bicycle Master Plan Update: Addendum*, adopted March 2012, at present, Class II bike lanes have been added to both directions of Canyon Crest Drive, Alessandro Boulevard, and Trautwein Road within the study area. Proposed future Class II bike routes will be added along the eastbound and westbound directions of Overlook Parkway within the study area. Proposed future Class III bike routes will be added along the northbound and southbound directions of Mission Grove Parkway north of Alessandro Boulevard within the study area. As such, the project would not decrease the performance or safety of any existing or proposed bicycle facility.

According to the City of Riverside *General Plan Circulation Element*, sidewalks are generally provided on both sides of the streets. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the City. According to the City's General Plan, there is a proposed Regional Trail planned to intersect through Alessandro Boulevard, Mission Grove Parkway, and Trautwein Road just south of the project site. Although there are no current trails within the study area, paved sidewalks are provided on both sides of Alessandro Boulevard, Overlook Parkway, Canyon Crest Drive, Cannon Road north of Alessandro Boulevard, Trautwein Road south of Mission Village Drive, Mission Village Drive, and Mission Grove Parkway. Furthermore, paved sidewalks are provided on the west side of Trautwein Road north of Mission Village Drive. The project would not affect any existing sidewalks. As such, the project would not decrease the performance or safety of any existing or proposed pedestrian facility.

RTA local bus Routes 20 and 22 currently operate within the study area. Route 20 has stops on Alessandro Boulevard and Mission Grove Parkway within the study area. Route 22 has stops on Alessandro Boulevard, Mission Grove Parkway, and Trautwein Road within the study area. Route 20 has connections to communities in Perris while Route 22 has connections to communities in Moreno Valley. There is an existing bus stop serving the southbound direction of the routes located approximately 265 feet north of the intersection of Mission Grove Parkway/Mission Village Drive. Based on coordination with RTA, the project will relocate this existing bus stop on Mission Grove Parkway to approximately 200 feet north of the existing bus stop location as part of its project design features. This relocation of the bus stop will enhance pedestrian connectivity and access to public transit to and from the project and the existing commercial/retail.

The project does not conflict with any existing or proposed bicycle, pedestrian, or public transit facilities. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and would not have a significant impact.

11.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

11.1 RECOMMENDED IMPROVEMENTS

Based on the results of the LOS analysis, improvements have been recommended at study intersections where the project is forecast to create or contribute to operational deficiencies under opening year and cumulative conditions where feasible improvements could be identified. Table 11-A summarizes the recommended improvements for study intersections for all analysis scenarios. Tables 11-B and 11-C summarize the post-improvement intersection levels of service under opening year and cumulative conditions, respectively.

It should be noted that with the implementation of the proposed improvements, the intersection of Alessandro Boulevard/Cannon Road is still forecast to operate at a deficient LOS. However, the improvements will improve the delay under with Project conditions to better than the corresponding delay under without Project conditions.

The intersection of Trautwein Road/Alessandro Boulevard is forecast to operate at a satisfactory LOS under the opening year and cumulative with the recommended improvements.

The intersection of Trautwein Road/Mission Grove Parkway is forecast to continue to operate at a deficient LOS. No feasible improvements are feasible at this intersection for all project scenarios.

For the intersection of Mission Grove Parkway/Plaza Driveway 2, it is forecasted to operate at an acceptable LOS under all analysis scenarios. However, as discussed in Chapter 8.0 – Queuing Analysis, the northbound left-turn and eastbound left-turn queues would exceed the available storage under opening year and cumulative with project scenarios. Therefore, improvements were identified at this intersection to alleviate the respective queuing deficiencies. Recommended improvements include retiming the signal timing, and extending the northbound left turn pocket 15 feet by cutting into the median to accommodate the forecast queues. For the eastbound left-turn pocket, it should be noted that a 25 foot taper along with a 90 foot storage length may be sufficient to accommodate the deficient queue, although the queue would extend into the taper. However, this queue is not expected to block the eastbound through-right turn traffic or any of the internal driveways on-site. Improvements at this intersection would be fully implemented by the project.

11.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program may be considered sufficient project obligation to alleviate project-related operational deficiencies. At study intersections 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 toward the implementation of the improvements.

11.2.1 TUMF Program

The underlying purpose of the 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 levels of service, increased delay and increased congestion on regional transportation facilities, and 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.

11.2.2 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. Since the improvements at the intersections of Alessandro Boulevard/Cannon Road, Trautwein Road/Alessandro Boulevard, and Trautwein Road/Mission Grove Parkway are not covered under any fee program, the project's fair share has been calculated based on project traffic as a percentage of total growth from existing to cumulative conditions. Previously referenced Table 11-A summarizes the project's fair share at the intersections.

11.3 LIST OF CHAPTER 11.0 TABLES

- Table 11-A: Recommended Improvements for Intersections, Funding Mechanism, and Fair Share
- Table 11-B: Opening Year (2027) with Project with Improvements Intersection Levels of Service
- Table 11-C: Cumulative (2045) with Project with Improvements Intersection Levels of Service

LSA

Table 11-A - Recommended Improvements for Intersections, Funding Mechanism, and Fair Share

Intersection	Opening Year (2027) with Project Improvements	Cumulative (2045) with Project Improvements	Funding Mechanism	Improvements Covered by TUMF	Improvements Covered by Fair Share	Fair Share Percentage
2 . Alessandro Boulevard/Communications Center Drive	Optimize signal timing (a.m. and p.m. peak hour)	Optimize signal timing (a.m. and p.m. peak hour)	Fair Share	-	Optimize signal timings.	6.05%
4 . Trautwein Road/Alessandro Boulevard	Optimize signal timing (a.m. peak hour only)	Optimize signal timing (a.m. peak hour only)	Fair Share	-	Optimize signal timings.	6.13%
6 . Trautwein Road/Mission Village Drive	No feasible improvements.	No feasible improvements.	Fair Share	-		3.22%
11 . Project Driveway 1/Plaza Driveway 2	Optimize signal timing (a.m. and p.m. peak hour) and extend northbound left turn pocket by 15 feet.	Optimize signal timing (a.m. and p.m. peak hour) and extend northbound left turn pocket by 15 feet.	Full Project Responsibility	-		100%

Notes:

TUMF refers to the Transportation Uniform Mitigation Fee Program.

[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.

LSA

Table 11-B - Project Opening Year (2027) with Project Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project Without Improvements					With Project Without Improvements					With Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
2 . Alessandro Boulevard/Cannon Road	City of Riverside	D	Signal	197.3	F *	100.9	F *	Signal	>200	F *	105.4	F *	Signal	152.9	F *	78.3	E *
4 . Trautwein Road/Alessandro Boulevard	City of Riverside	D	Signal	78.1	E *	22.9	C	Signal	79.5	E *	23.0	C	Signal	42.8	D	23.0	C
6 . Trautwein Road/Mission Grove Parkway	City of Riverside	D	Signal	79.1	E *	72.2	E *	Signal	82.1	F *	73.8	E *	Signal	82.1	F *	73.8	E *

Notes:

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 11-C - Cumulative (2045) with Project with Project Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project Without Improvements						With Project Without Improvements						With Project With Improvements					
				A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour				A.M. Peak Hour			P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	Delay (sec.)	LOS		Control	Delay (sec.)	LOS		Delay (sec.)	LOS		Control	Delay (sec.)	LOS		Delay (sec.)	LOS	
2 . Alessandro Boulevard/Cannon Road	City of Riverside	D	Signal	>200	F	*	139.5	139.5	F	*	Signal	>200	F	*	144.2	F	*	Signal	166.0	F	*	107.9	F	*
4 . Trautwein Road/Alessandro Boulevard	City of Riverside	D	Signal	81.6	F	*	22.6	22.6	C		Signal	83.1	F	*	22.7	C		Signal	46.7	D		22.7	C	
6 . Trautwein Road/Mission Grove Parkway	City of Riverside	D	Signal	91.8	F	*	79.4	79.4	E	*	Signal	94.9	F	*	81.1	F	*	Signal	94.9	F	*	81.1	F	*

Notes:

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

APPENDIX A

SCOPING AGREEMENT

APPROVED
Vital Patel
09/12/2022

CITY OF RIVERSIDE
City of Arts & Innovation

Public Works Department

Traffic Analysis Scoping Form

This scoping form shall be submitted to the City of Riverside Traffic Engineering Division

Project Identification:

Case Number:	PR-2021-001216
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Anton Mission Grove Project
Project Address:	375 E Alessandro Boulevard Riverside, CA 92508
Project Opening Year:	2027
Project Description:	Demolish existing vacant 104,321 square foot (sf) K-Mart store and replacing with 347 unit apartment complex within the Mission Grove Shopping Center.

	Consultant:	**Developer:**
Name:	LSA Associates, Inc.	Anton Mission Grove, LLC
Address:	1500 Iowa Avenue, Suite 200	1610 R Street Suite 250
	Riverside, CA 92507	Sacramento, CA 95811
Telephone:	951-781-9310	
Fax/Email:		

Scoping & Study Fees:

Fees to be made payable to "City of Riverside" and delivered to Land Development. City Hall 3rd Floor, 3900 Main Street, Riverside, CA 92522

1) Scoping Agreement Fee (For all projects not screened from analysis): **$271.00**

2) TIA Review (For projects with both LOS & VMT analysis of any scale, or standalone LOS analyses with over 100 vehicle trips per hour): **$2671.02**

3) TIA Review (For standalone VMT analysis, or standalone LOS analyses with under 100 vehicle trips per hour): **$1288.20**

Trip Generation Information:

Trip Generation Data Source: Trip Generation Manual 11th Edition, ITE

Current General Plan Land Use:

Commercial (C)

Proposed General Plan Land Use:

Very High Density Residential (VHDR)

Current Zoning:

Commercial Retail - Specific Plan (Mission Grove) (CR-SP)

Proposed Zoning:

Multi-Family Residential (R-4)

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	29	99	128
PM Trips	0	0	0	76	48	124

Trip Internalization: ☑ Yes ☐ No (9 % Trip Discount)

Pass-By Allowance: ☐ Yes ☐ No (_____% Trip Discount)

Potential Screening Checks

Is your project screened from specific analyses in accordance with City Guidelines?

Is the project screened from LOS assessment? ☐ Yes ☑ No

LOS screening justification (see Page 6 of the guidelines): _____

Is the project screened from VMT assessment? ☐ Yes ☑ No

VMT screening justification (see Pages 23-25 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
0 %	16 %	34 %	50 %

- Attach list of Approved and Pending Projects that need to be considered (provided by the lead agency and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach legible site plan
- Note other specific items to be addressed:
  - ✓ Site access
  - o On-site circulation
  - o Parking
  - ✓ Consistency with Plans supporting Bikes/Peds/Transit
  - ✓ Other See specific issues to be addressed in study section below.
- Date of Traffic Counts See Attached
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model __RIVCOM_____
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Specific Issues to be addressed in the Study (in addition to the standard analysis described in the Guidelines) (To be filled out by the Public Works Traffic Engineering Division)

1. **Work with RTA to relocate existing bus stop on Mission Grove and improve bus stop amenities.**
2. **Identify bike rack quantity and location on site plan.**
3. Show ADA path of travel on site plan.
4. Add Queuing Analysis for Study Area Intersections 8, 9, 10, 11, 12 and 13.
5. All project driveway locations are to be gated as illustrated in the site plan. As part of the TIA, provide additional details / exhibits to gated project driveways including turnaround maneuvers to motorists without access, signage for egress only, resident or guest access only, etc..
6. All driveways are full access with the exception of Plaza Driveway 3, which will be egress only (right out).
7. Provide a pedestrian circulation plan for project's resident to walk to adjacent commercial site and to walk to retail site on the east side of Mission Grove.

Analysis Scenarios

The LOS analysis for the proposed project will be prepared to meet the requirements of the City. The LOS analysis will address existing traffic conditions, future traffic forecasts, circulation deficiencies (if any), and circulation improvements. Therefore, traffic operations will be analyzed under the a.m. and p.m. peak hour at the study intersections and daily roadway conditions for the study roadway segments. The analysis will be conducted for the following five scenarios:

- Existing Conditions;
- Opening Year (2027) without Project Conditions;
- Opening Year (2027) with Project Conditions;
- Cumulative (2045) without Project Conditions; and
- Cumulative (2045) with Project Conditions.

Traffic Counts and Volume Development Methodology

Traffic volumes for existing conditions are typically developed using existing count data collected at study intersections and roadway segments. Due to the current COVID-19 pandemic, new traffic counts may not reflect realistic existing traffic conditions at the study intersections and roadway segments. Therefore, historical counts will be obtained from traffic counters for the study intersections and roadway segments, if available. Historical counts can only be considered if they are less than 3 years old. A growth rate of 2 percent per annum would be applied to the historical counts to develop existing traffic volumes. These volumes will be compared with new counts collected at the study intersections and roadway segments. As a conservative approach, the higher of the two volumes for will be considered as the traffic volume under existing conditions.

Project VMT Analysis

The project VMT analysis will be prepared consistent with the methodologies outlined in the City's *Traffic Impact Analysis* (TIA) *Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (dated July 2020). Since the project will require a General Plan Amendment (GPA), and does not meet any of the City's VMT screening criteria as per the City's TIA guidelines, a full VMT analysis will be required.

Step 1: Project Traffic Analysis Zone Update

The model TAZ structure will be updated to include an additional Traffic Analysis Zone (TAZ) to isolate the project from all the other land uses in the project zone. The project socioeconomic data will be updated based on the latest project description using regional conversion factors, based on Appendix E-1: Socioeconomic Build-out Assumptions and Methodology of the County of Riverside General Plan or other appropriate sources. The socioeconomic data for the proposed project will be included in the project TAZ for the base (2018) and future (2045) scenario model runs.

Step 2: RIVCOM Model Run and VMT Estimation

The following model run for the base and future scenarios to evaluate the VMT impacts of the Project:

- "With Proposed Project": Two separate model runs (base and future) will be conducted with the socioeconomic data components for the Project. This model run will be considered as the "with Proposed Project" condition. It should be noted that the model future scenario may not accurately reflect all cumulative projects that are being proposed within the project vicinity. LSA will consult with City staff to update the model to include these projects prior to running the future no project and with project model runs.

The outputs from the model runs will be utilized to calculate the project VMT for both scenarios.

Step 3: Cumulative Impact Determination

Based on the City VMT Guidelines, a cumulative scenario evaluation would be conducted for the project as described in the above tasks. The cumulative impact determination would be conducted using the RIVCOM future (2045) scenario using the applicable thresholds as outlined in the City's TIA guidelines. As described above, the RIVCOM future (2045) scenario may need to be first updated to include all cumulative projects prior to running the cumulative no project scenario. The project would then be added to this updated future (2045) scenario to calculate the project's VMT under cumulative conditions.

Step 4: Project VMT Mitigations

If the project is found to create a significant VMT impact, VMT mitigation measures would need to be identified to reduce the project's impact to less than significant. Appropriate mitigation measures would be identified using the City's TIA Guidelines and the latest version of the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA Handbook) and in consultation with City staff.

Active Transportation and Public Transit Analysis

The TIA will include an analysis of potential project impacts on public transit, bicycle, and pedestrian facilities. Significant impacts would be determined based on whether the project conflicts with adopted policies, plans, or programs for these facilities, or whether the project decreases the performance or safety of these facilities.

TABLES

LSA

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
Apartments - Mid-Rise	347 DU							
Trips/Unit[1]		0.09	0.31	0.41	0.24	0.15	0.39	4.64
Trip Generation		32	109	141	83	53	136	1,609
Gross Project Trip Generation		**32**	**109**	**141**	**83**	**53**	**136**	**1,609**
Internal Trip Capture[2]		**3**	**10**	**13**	**7**	**5**	**12**	**145**
Net Project Trip Generation		**29**	**99**	**128**	**76**	**48**	**124**	**1,464**

Notes:

DU = Dwelling Units

[1] Fitted curve equation rates from the ITE *Trip Generation Manual* (11th Edition), Land Use 221 - "Multifamily Housing (Mid-Rise); Not Close to Rail Transit", Setting/Location - "General Urban/Suburban."

[2] Internal Trip Capture of 9% was obtained from RIVCOM version 3.0 select zone model plots.

LSA

Table B - Cumulative Projects

Project No.	Project Name	Address	Project Description	Building Total Square Feet/Dwelling Units/Other
R1	PR-2021-001030	18399 Ferrari Dr	Tentative Tract Map 38074 - Single Family Residential	54 DU
R2	PR-2021-001023	360 E. Alessandro Blvd	Vehicle Wash Facility	3.6 TSF
R3	PR-2021-001082	7920 Lindbergh Dr	Tesla Dealership with Body Shop	51.6 TSF
R4	P19-0626	1220 Alessandro Blvd	Two Distribution Warehouses with Total Area of 603.1 TSF	603.1 TSF
R5	PR-2022-001254	2000 Alessandro Blvd	Drive Thru Coffee Shop	0.93 TSF

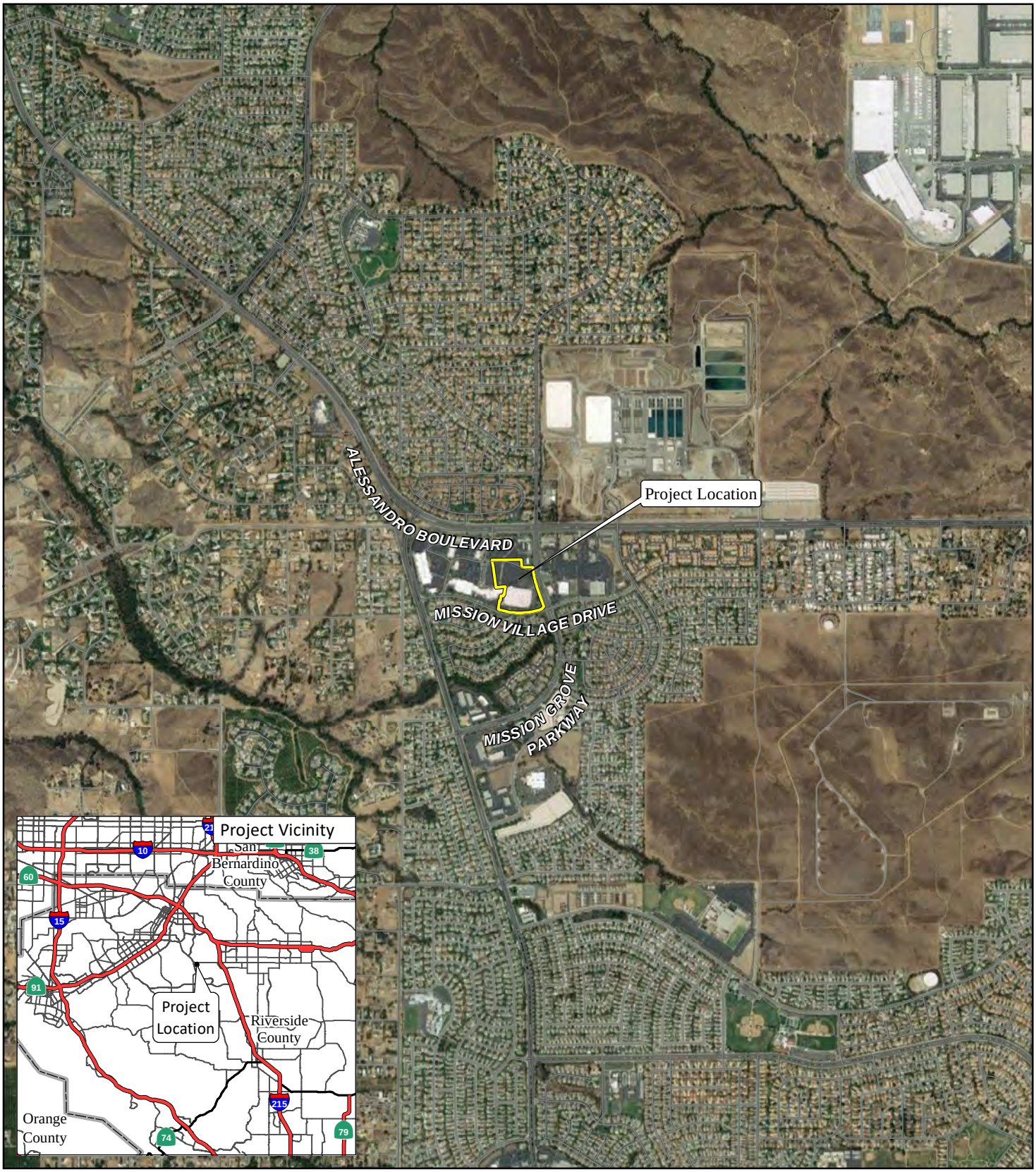
Notes:
DU = Dwelling Units; TSF = Thousand Square Feet

LSA

Table C - Roadway Segments

Roadway	#	Segment	Jurisdiction
Alessandro Boulevard	1	Between Overlook Parkway-Canyon Crest Drive and Cannon Road	Riverside
	2	Between Cannon Road and Communications Center Drive	Riverside
	3	Between Communications Center Drive and Trautwein Road	Riverside
	4	Between Trautwein Road and Plaza Driveway 1	Riverside
	5	Between Plaza Driveway 1 and Mission Grove Parkway	Riverside
	6	Between Mission Grove Parkway and Northtrop Drive	Riverside
	7	Between Northrop Drive and Barton Street	Riverside
Trautwein Road	8	Between Alessandro Boulevard and Mission Grove Parkway	Riverside
Mission Village Drive	9	Between Trautwein Road and Project Driveway 2-Bayou Lane	Riverside
	10	Between Project Driveway 2-Bayou Lane and Mission Grove Parkway	Riverside
Mission Grove Parkway	11	Between Alessandro Boulevard and Plaza Driveway 2	Riverside
	12	Between Plaza Driveway 2 and Mission Village Drive	Riverside
	13	Between Mission Village Drive and Trautwein Road	Riverside

FIGURES



LSA

FIGURE 1

SOURCE: ESRI Streetmap, 2021; Google Earth, 2018

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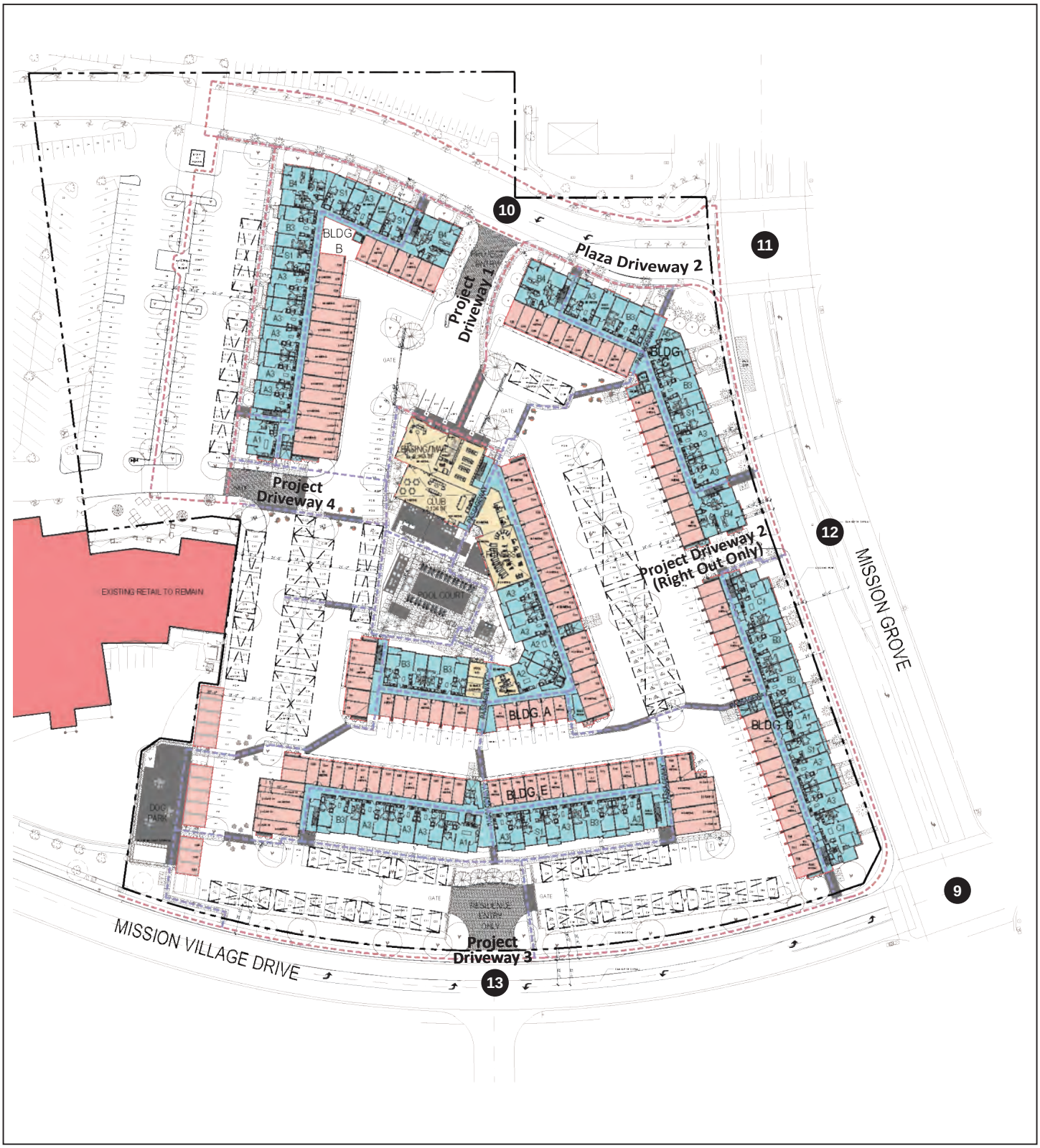
Anton Mission Grove Project
Traffic Operational Analysis

Regional and Project Location



LSA

LEGEND

● Study Area Intersection

FIGURE 2

N

0 60 120

FEET

Anton Mission Grove Project
Traffic Operational Analysis

Conceptual Site Plan

SOURCE: AO Architects, August 2022

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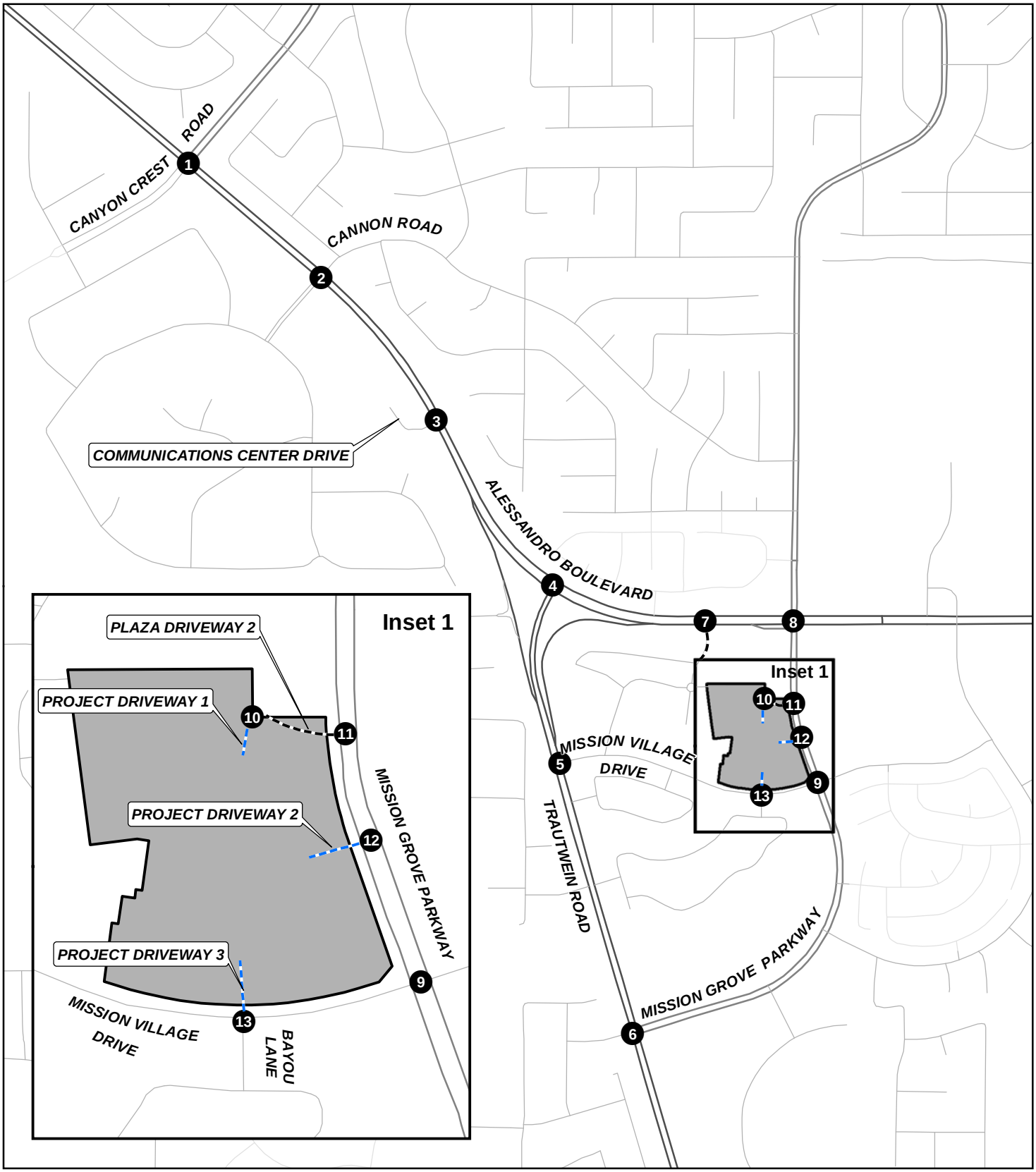

LSA

LEGEND

- Project Location
- Study Area Intersection
- Plaza Driveway
- Project Driveway

N

0 500 1000
FEET

SOURCE: ESRI Streetmap, 2021

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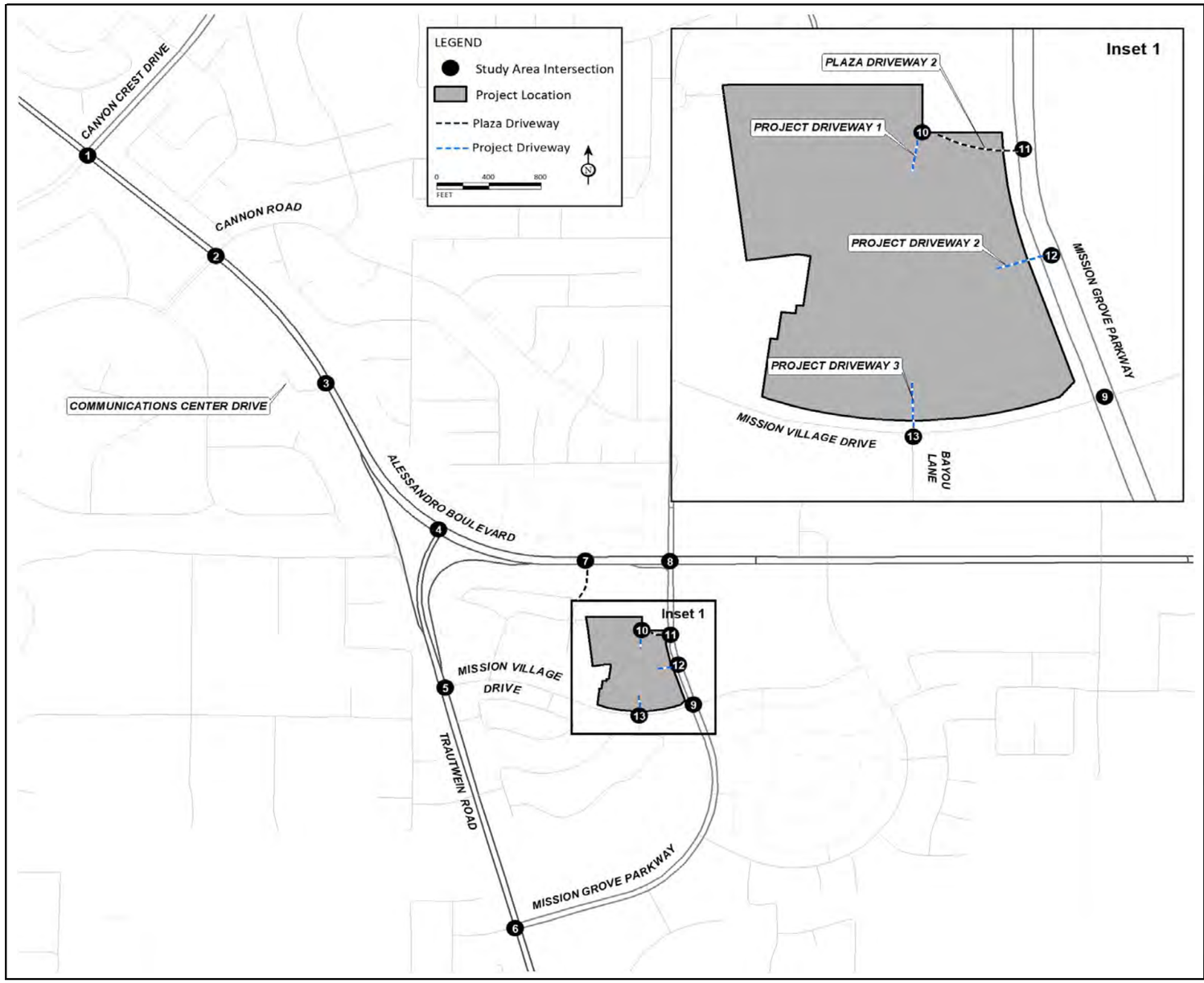
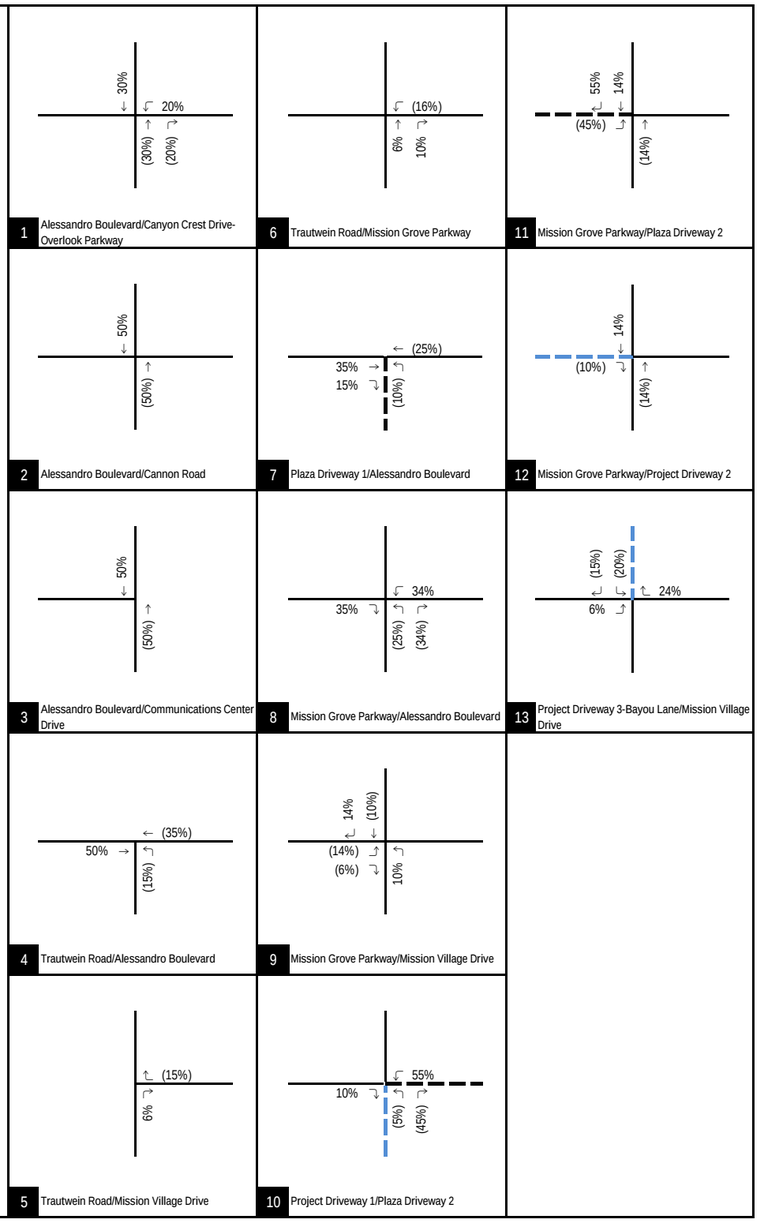
FIGURE 3

Anton Mission Grove Project
Traffic Operational Analysis

Study Area Intesrections





LSA

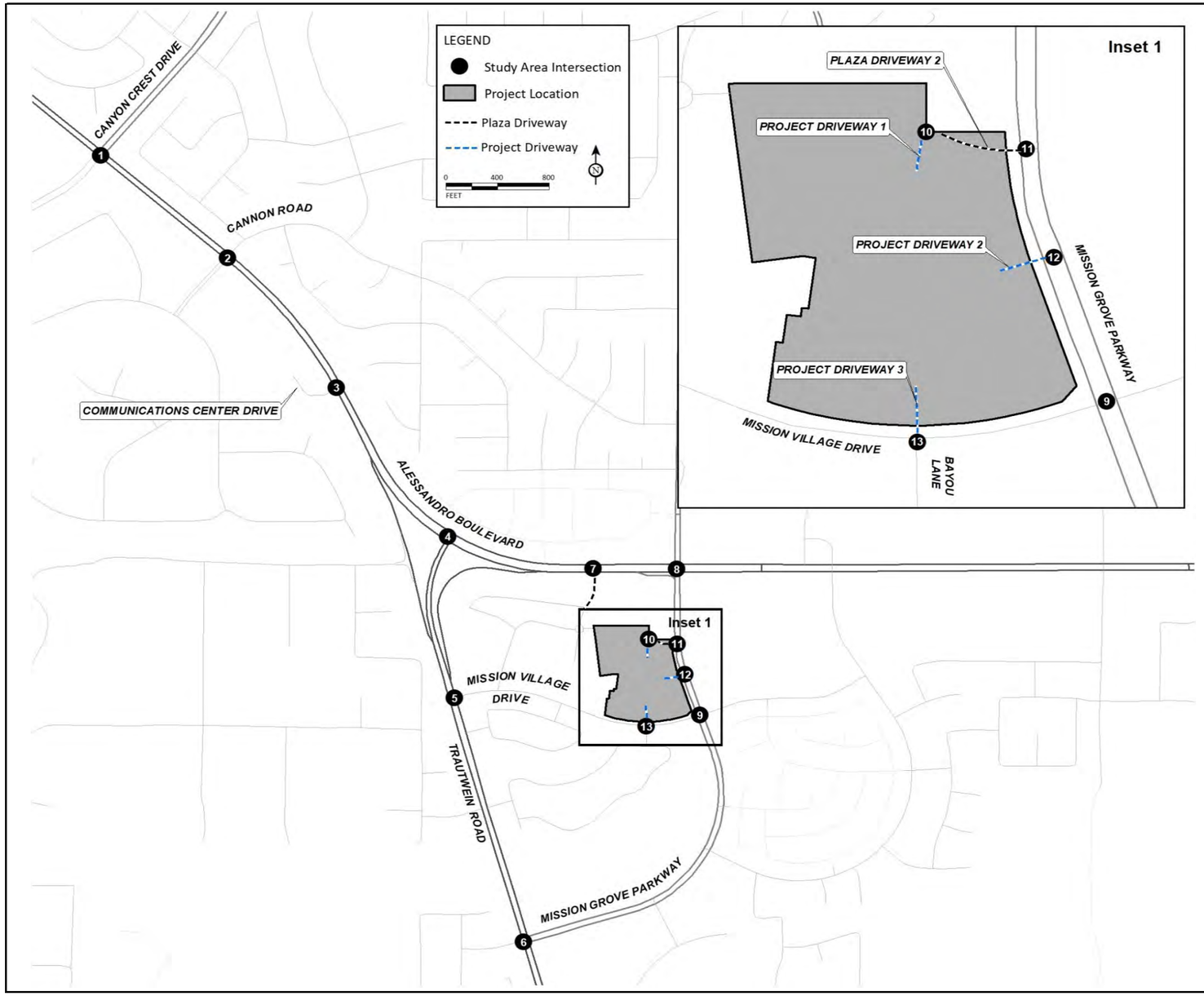
FIGURE 4

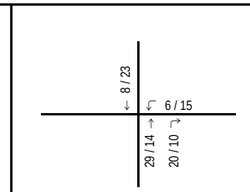
XX% (YY%)
Inbound (Outbound) Distribution

Plaza Driveway
Project Driveway

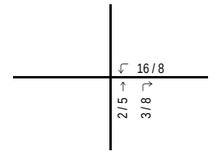
Anton Mission Grove Project
Traffic Operational Analysis

Project Trip Distribution

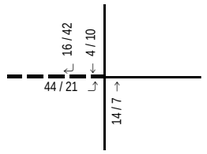




1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway

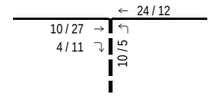


6 Trautwein Road/Mission Grove Parkway

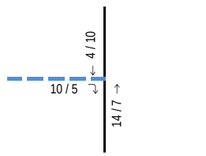


11 Mission Grove Parkway/Plaza Driveway 2

2 Alessandro Boulevard/Cannon Road

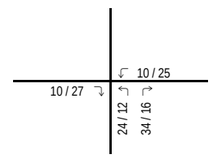


7 Plaza Driveway 1/Alessandro Boulevard

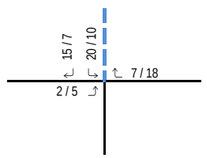


12 Mission Grove Parkway/Project Driveway 2

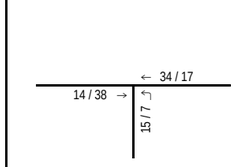
3 Alessandro Boulevard/Communications Center Drive



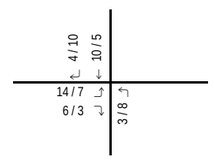
8 Mission Grove Parkway/Alessandro Boulevard



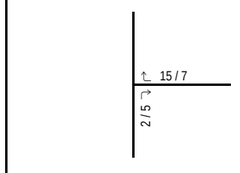
13 Project Driveway 3-Bayou Lane/Mission Village Drive



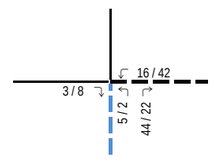
4 Trautwein Road/Alessandro Boulevard



9 Mission Grove Parkway/Mission Village Drive



5 Trautwein Road/Mission Village Drive



10 Project Driveway 1/Plaza Driveway 2

LSA

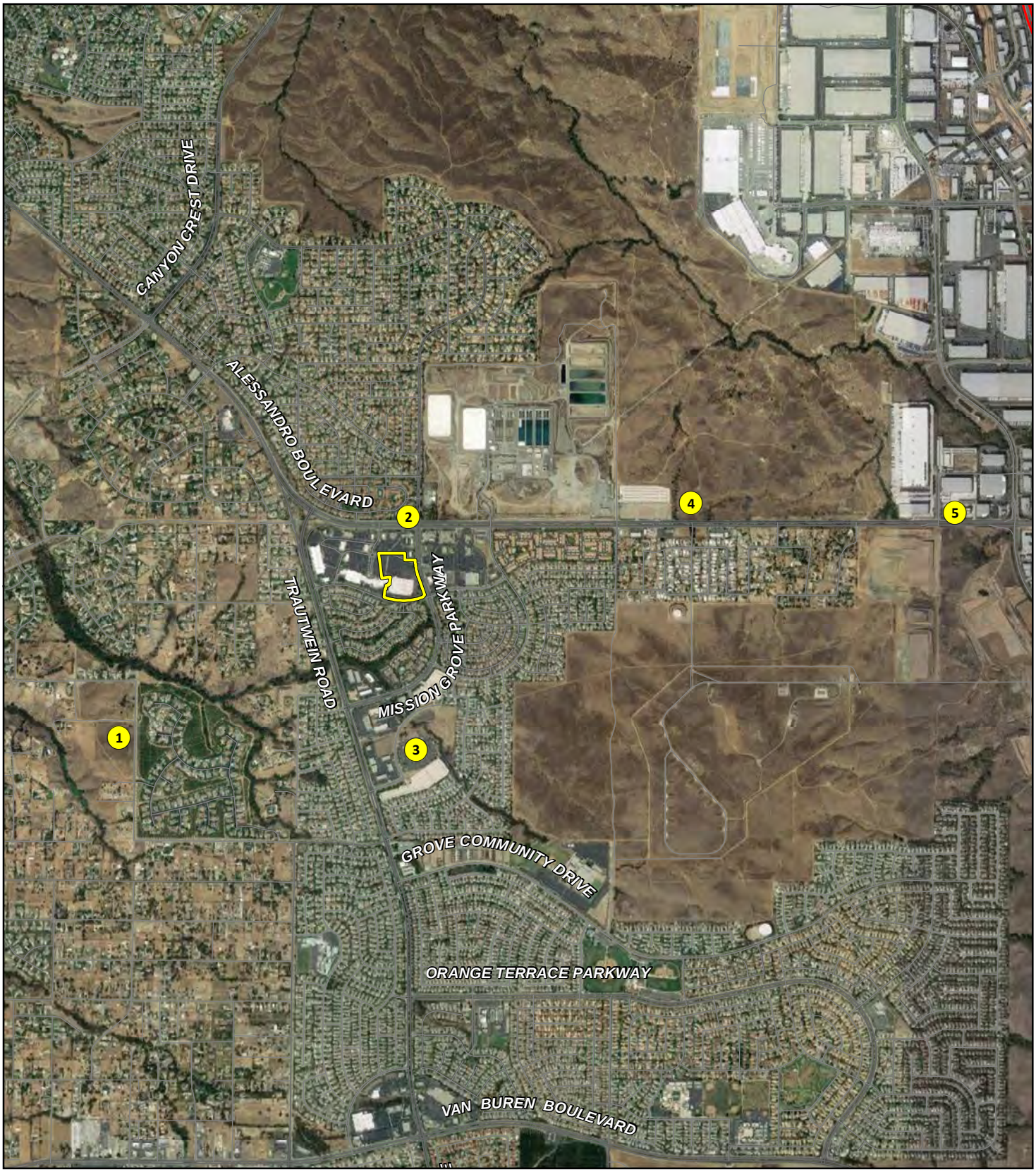
FIGURE 5

XX / YY
AM / PM Peak Hour Traffic Volumes

Plaza Driveway
Project Driveway

Anton Mission Grove Project
Traffic Operational Analysis

Project Trip Assignment



LSA

LEGEND

Project Location

Cumulative Project Location

FIGURE 6

N

0 1125 2250

FEET

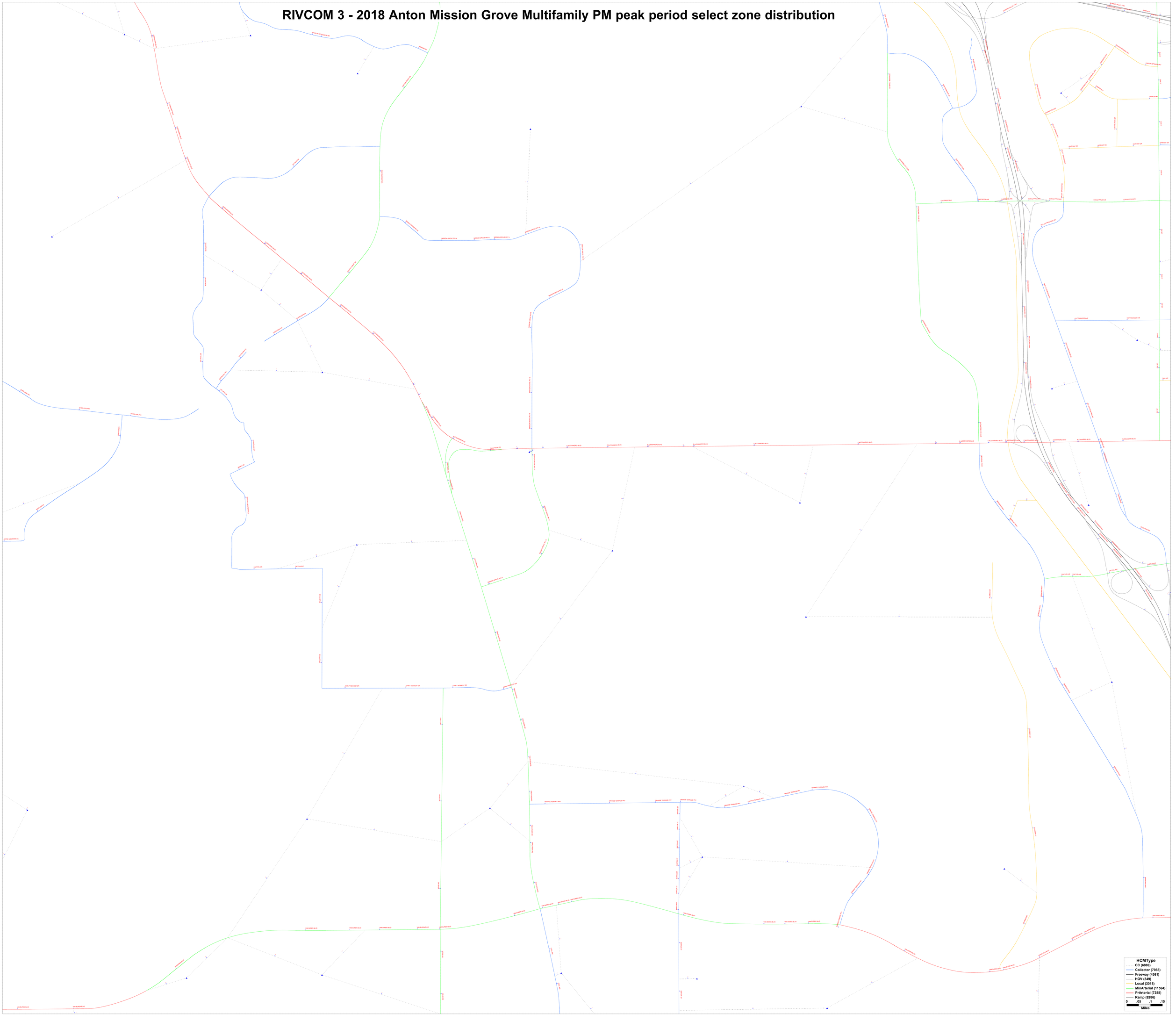
SOURCE: ESRI Streetmap, 2013; Google Earth, 2018.

R:\AGV2101_Anton Mission Grove\Traffic\GIS\Reports\fig6_Cumulative.mxd (2/16/2022)

Anton Mission Grove Project
Traffic Operational Analysis

Cumulative Project Locations

RIVCOM 3 - 2018 Anton Mission Grove Multifamily PM peak period select zone distribution



APPENDIX B

TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

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

City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Ales_CC PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

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

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
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	15	609	3	627	130	2	5	137	1	493	186	680	5	2	3	10	1454
04:15 PM	12	714	2	728	108	3	4	115	2	510	155	667	2	0	2	4	1514
04:30 PM	17	645	2	664	133	0	10	143	0	518	164	682	0	0	0	0	1489
04:45 PM	9	669	2	680	123	1	3	127	1	424	133	558	2	2	0	4	1369
Total	53	2637	9	2699	494	6	22	522	4	1945	638	2587	9	4	5	18	5826
05:00 PM	15	635	1	651	121	2	6	129	1	449	137	587	3	1	0	4	1371
05:15 PM	15	627	3	645	137	0	3	140	2	445	133	580	2	3	0	5	1370
05:30 PM	17	671	2	690	153	0	3	156	1	391	152	544	0	1	2	3	1393
05:45 PM	10	662	4	676	152	2	12	166	0	389	147	536	2	0	1	3	1381
Total	57	2595	10	2662	563	4	24	591	4	1674	569	2247	7	5	3	15	5515
Grand Total	110	5232	19	5361	1057	10	46	1113	8	3619	1207	4834	16	9	8	33	11341
Apprch %	2.1	97.6	0.4		95	0.9	4.1		0.2	74.9	25		48.5	27.3	24.2		
Total %	1	46.1	0.2	47.3	9.3	0.1	0.4	9.8	0.1	31.9	10.6	42.6	0.1	0.1	0.1	0.3	
Passenger Vehicles	110	5184	19	5313	1050	10	45	1105	8	3571	1180	4759	14	9	8	31	11208
% Passenger Vehicles	100	99.1	100	99.1	99.3	100	97.8	99.3	100	98.7	97.8	98.4	87.5	100	100	93.9	98.8
Large 2 Axle Vehicles	0	34	0	34	6	0	1	7	0	47	20	67	2	0	0	2	110
% Large 2 Axle Vehicles	0	0.6	0	0.6	0.6	0	2.2	0.6	0	1.3	1.7	1.4	12.5	0	0	6.1	1
3 Axle Vehicles	0	8	0	8	0	0	0	0	0	0	6	6	0	0	0	0	14
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0	0.5	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	6	0	6	1	0	0	1	0	1	1	2	0	0	0	0	9
% 4+ Axle Trucks	0	0.1	0	0.1	0.1	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	15	609	**3**	627	130	2	5	137	1	493	**186**	680	**5**	**2**	**3**	**10**	1454
04:15 PM	12	**714**	2	**728**	108	**3**	4	115	**2**	510	155	667	2	0	2	4	**1514**
04:30 PM	**17**	645	2	664	**133**	0	**10**	**143**	0	**518**	164	**682**	0	0	0	0	1489
04:45 PM	9	669	2	680	123	1	3	127	1	424	133	558	2	2	0	4	1369
Total Volume	53	2637	9	2699	494	6	22	522	4	1945	638	2587	9	4	5	18	5826
% App. Total	2	97.7	0.3		94.6	1.1	4.2		0.2	75.2	24.7		50	22.2	27.8		
PHF	.779	.923	.750	.927	.929	.500	.550	.913	.500	.939	.858	.948	.450	.500	.417	.450	.962

Counts Unlimited, Inc.
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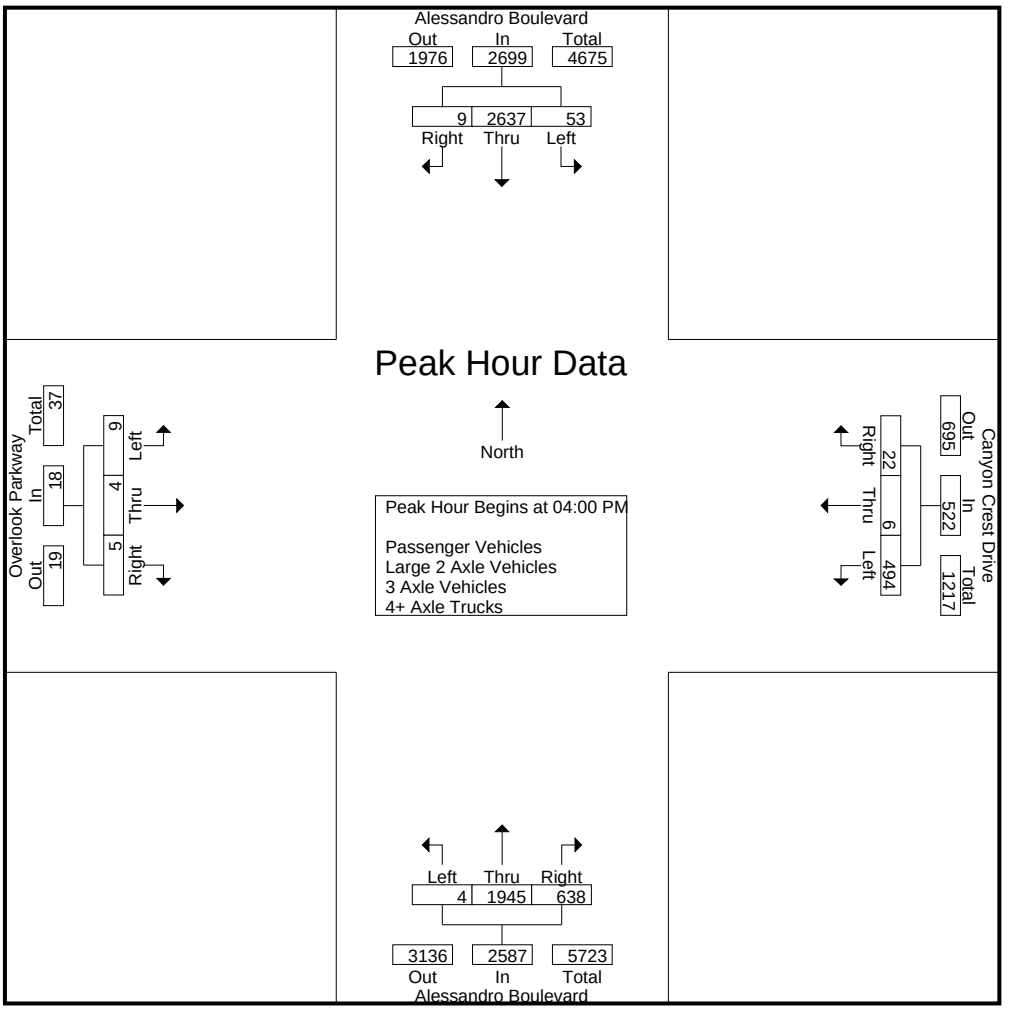
Weather: Clear

File Name : 01_RIV_Ales_CC PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	04:15 PM				05:00 PM				04:00 PM				04:00 PM			
+0 mins.	12	**714**	**2**	**728**	121	**2**	6	129	1	493	**186**	680	**5**	**2**	**3**	**10**
+15 mins.	**17**	645	2	664	137	0	3	140	**2**	510	155	667	2	0	2	4
+30 mins.	9	669	2	680	**153**	0	3	156	0	**518**	164	**682**	0	0	0	0
+45 mins.	15	635	1	651	152	2	**12**	**166**	1	424	133	558	2	2	0	4
Total Volume	53	2663	7	2723	563	4	24	591	4	1945	638	2587	9	4	5	18
% App. Total	1.9	97.8	0.3		95.3	0.7	4.1		0.2	75.2	24.7		50	22.2	27.8	
PHF	.779	.932	.875	.935	.920	.500	.500	.890	.500	.939	.858	.948	.450	.500	.417	.450

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City of Riverside
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E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Ales_CC PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
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	15	604	3	622	129	2	5	136	1	488	183	672	3	2	3	8	1438
04:15 PM	12	709	2	723	107	3	4	114	2	500	150	652	2	0	2	4	1493
04:30 PM	17	639	2	658	131	0	10	141	0	512	159	671	0	0	0	0	1470
04:45 PM	9	663	2	674	123	1	3	127	1	422	130	553	2	2	0	4	1358
Total	53	2615	9	2677	490	6	22	518	4	1922	622	2548	7	4	5	16	5759
05:00 PM	15	631	1	647	121	2	6	129	1	447	133	581	3	1	0	4	1361
05:15 PM	15	618	3	636	136	0	3	139	2	441	132	575	2	3	0	5	1355
05:30 PM	17	668	2	687	152	0	3	155	1	383	148	532	0	1	2	3	1377
05:45 PM	10	652	4	666	151	2	11	164	0	378	145	523	2	0	1	3	1356
Total	57	2569	10	2636	560	4	23	587	4	1649	558	2211	7	5	3	15	5449
Grand Total	110	5184	19	5313	1050	10	45	1105	8	3571	1180	4759	14	9	8	31	11208
Apprch %	2.1	97.6	0.4		95	0.9	4.1		0.2	75	24.8		45.2	29	25.8		
Total %	1	46.3	0.2	47.4	9.4	0.1	0.4	9.9	0.1	31.9	10.5	42.5	0.1	0.1	0.1	0.3	

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	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	15	604	**3**	622	129	2	5	136	1	488	**183**	**672**	**3**	**2**	**3**	**8**	1438
04:15 PM	12	**709**	2	**723**	107	**3**	4	114	**2**	500	150	652	2	0	2	4	**1493**
04:30 PM	**17**	639	2	658	**131**	0	**10**	**141**	0	**512**	159	671	0	0	0	0	1470
04:45 PM	9	663	2	674	123	1	3	127	1	422	130	553	2	2	0	4	1358
Total Volume	53	2615	9	2677	490	6	22	518	4	1922	622	2548	7	4	5	16	5759
% App. Total	2	97.7	0.3		94.6	1.2	4.2		0.2	75.4	24.4		43.8	25	31.2		
PHF	.779	.922	.750	.926	.935	.500	.550	.918	.500	.938	.850	.948	.583	.500	.417	.500	.964

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File Name : 01_RIV_Ales_CC PM
Site Code : 00322458
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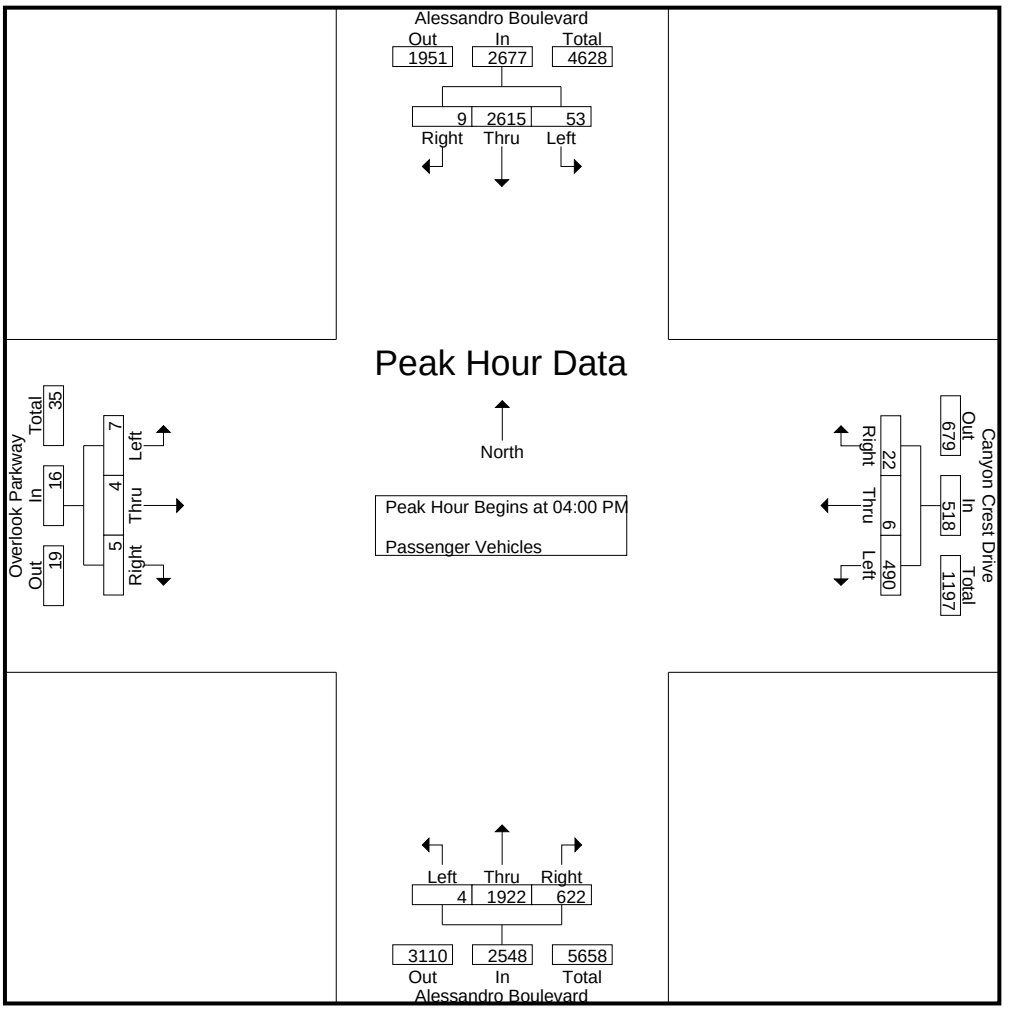
Page No : 2



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.	15	604	**3**	622	129	2	5	136	1	488	**183**	**672**	**3**	**2**	**3**	**8**
+15 mins.	12	**709**	2	**723**	107	**3**	4	114	**2**	500	150	652	2	0	2	4
+30 mins.	**17**	639	2	658	**131**	0	**10**	**141**	0	**512**	159	671	0	0	0	0
+45 mins.	9	663	2	674	123	1	3	127	1	422	130	553	2	2	0	4
Total Volume	53	2615	9	2677	490	6	22	518	4	1922	622	2548	7	4	5	16
% App. Total	2	97.7	0.3		94.6	1.2	4.2		0.2	75.4	24.4		43.8	25	31.2	
PHF	.779	.922	.750	.926	.935	.500	.550	.918	.500	.938	.850	.948	.583	.500	.417	.500

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City of Riverside
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Weather: Clear

File Name : 01_RIV_Ales_CC PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
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	4	0	4	1	0	0	1	0	5	2	7	2	0	0	2	14
04:15 PM	0	4	0	4	1	0	0	1	0	10	5	15	0	0	0	0	20
04:30 PM	0	4	0	4	2	0	0	2	0	5	4	9	0	0	0	0	15
04:45 PM	0	6	0	6	0	0	0	0	0	2	2	4	0	0	0	0	10
Total	0	18	0	18	4	0	0	4	0	22	13	35	2	0	0	2	59
05:00 PM	0	1	0	1	0	0	0	0	0	2	3	5	0	0	0	0	6
05:15 PM	0	6	0	6	1	0	0	1	0	4	0	4	0	0	0	0	11
05:30 PM	0	3	0	3	0	0	0	0	0	8	2	10	0	0	0	0	13
05:45 PM	0	6	0	6	1	0	1	2	0	11	2	13	0	0	0	0	21
Total	0	16	0	16	2	0	1	3	0	25	7	32	0	0	0	0	51
Grand Total	0	34	0	34	6	0	1	7	0	47	20	67	2	0	0	2	110
Apprch %	0	100	0		85.7	0	14.3		0	70.1	29.9		100	0	0		
Total %	0	30.9	0	30.9	5.5	0	0.9	6.4	0	42.7	18.2	60.9	1.8	0	0	1.8	

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	0	4	1	0	0	1	0	5	2	7	**2**	0	0	**2**	14
04:15 PM	0	4	0	4	1	0	0	1	0	**10**	**5**	**15**	0	0	0	0	**20**
04:30 PM	0	4	0	4	**2**	0	0	**2**	0	5	4	9	0	0	0	0	15
04:45 PM	0	**6**	0	**6**	0	0	0	0	0	2	2	4	0	0	0	0	10
Total Volume	0	18	0	18	4	0	0	4	0	22	13	35	2	0	0	2	59
% App. Total	0	100	0		100	0	0		0	62.9	37.1		100	0	0		
PHF	.000	.750	.000	.750	.500	.000	.000	.500	.000	.550	.650	.583	.250	.000	.000	.250	.738

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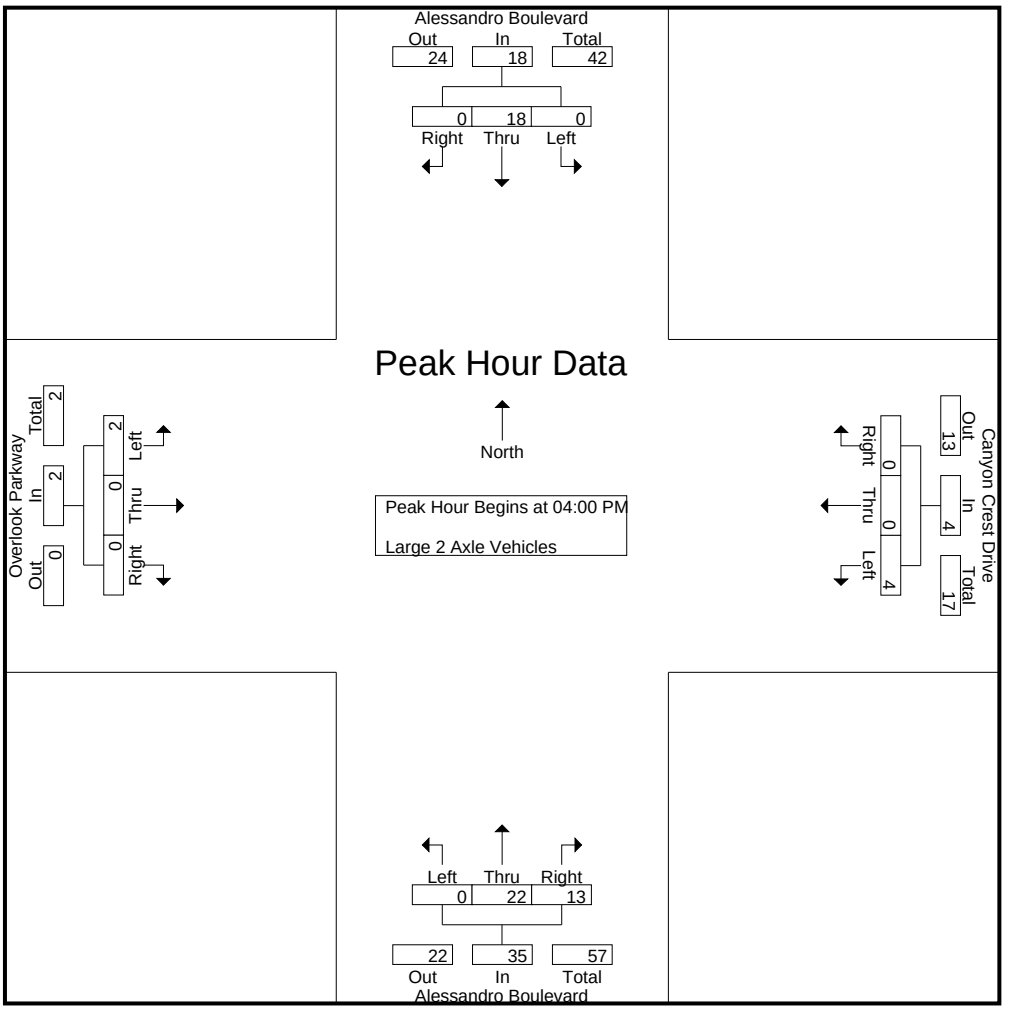

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	4	0	4	1	0	0	1	0	5	2	7	**2**	0	0	**2**
+15 mins.	0	4	0	4	1	0	0	1	0	**10**	**5**	**15**	0	0	0	0
+30 mins.	0	4	0	4	**2**	0	0	**2**	0	5	4	9	0	0	0	0
+45 mins.	0	**6**	0	**6**	0	0	0	0	0	2	2	4	0	0	0	0
Total Volume	0	18	0	18	4	0	0	4	0	22	13	35	2	0	0	2
% App. Total	0	100	0		100	0	0		0	62.9	37.1		100	0	0	
PHF	.000	.750	.000	.750	.500	.000	.000	.500	.000	.550	.650	.583	.250	.000	.000	.250

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Weather: Clear

File Name : 01_RIV_Ales_CC PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:00 PM	0	3	0	3	0	0	0	0	0	0	1	1	0	0	0	0	4
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
05:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	7	0	7	0	0	0	0	0	0	4	4	0	0	0	0	11
Grand Total	0	8	0	8	0	0	0	0	0	0	6	6	0	0	0	0	14
Apprch %	0	100	0		0	0	0		0	0	100		0	0	0		
Total %	0	57.1	0	57.1	0	0	0	0	0	0	42.9	42.9	0	0	0	0	

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
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	1	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.750

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Start Date : 5/12/2022
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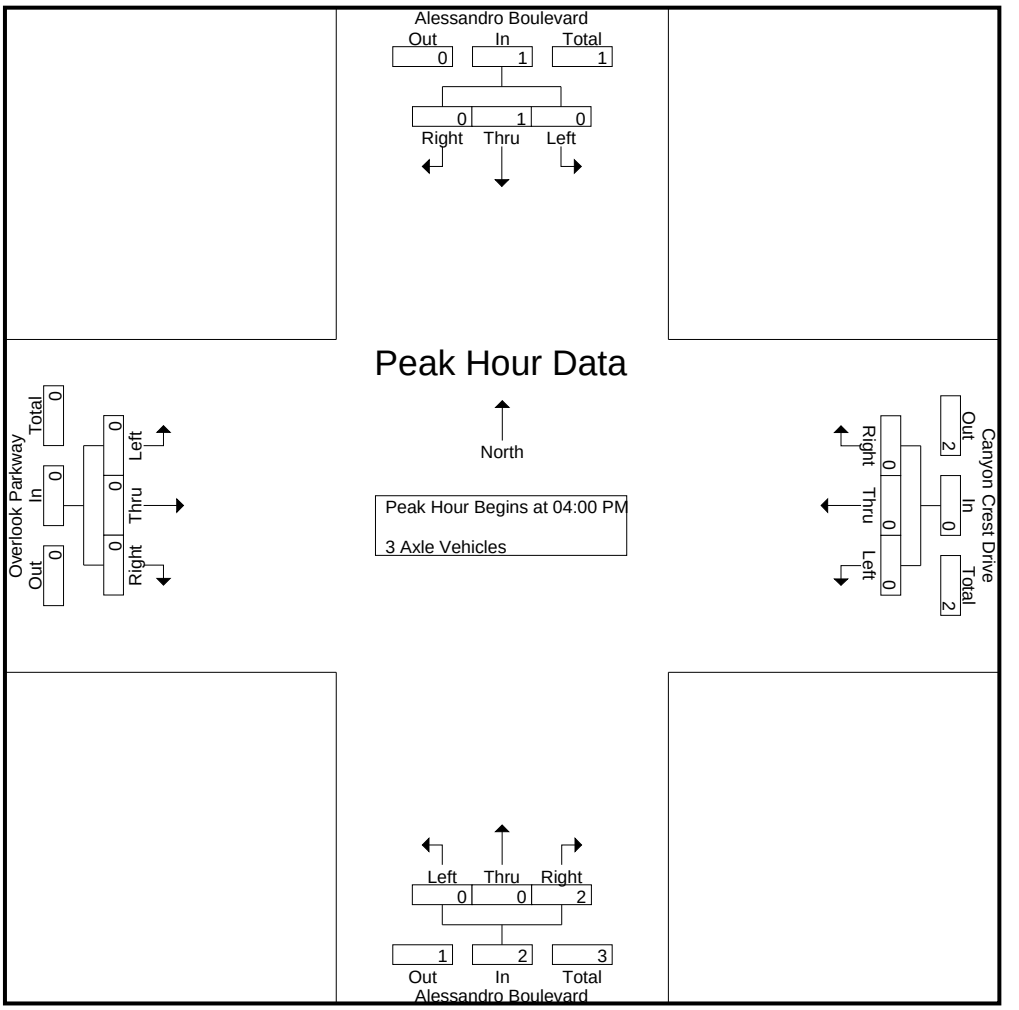

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Ales_CC PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	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	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
Grand Total	0	6	0	6	1	0	0	1	0	1	1	2	0	0	0	0	9
Apprch %	0	100	0		100	0	0		0	50	50		0	0	0		
Total %	0	66.7	0	66.7	11.1	0	0	11.1	0	11.1	11.1	22.2	0	0	0	0	

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	**1**	**1**	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	**2**	0	**2**	0	0	0	0	0	**1**	0	1	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	50	50		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.417

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File Name : 01_RIV_Ales_CC PM
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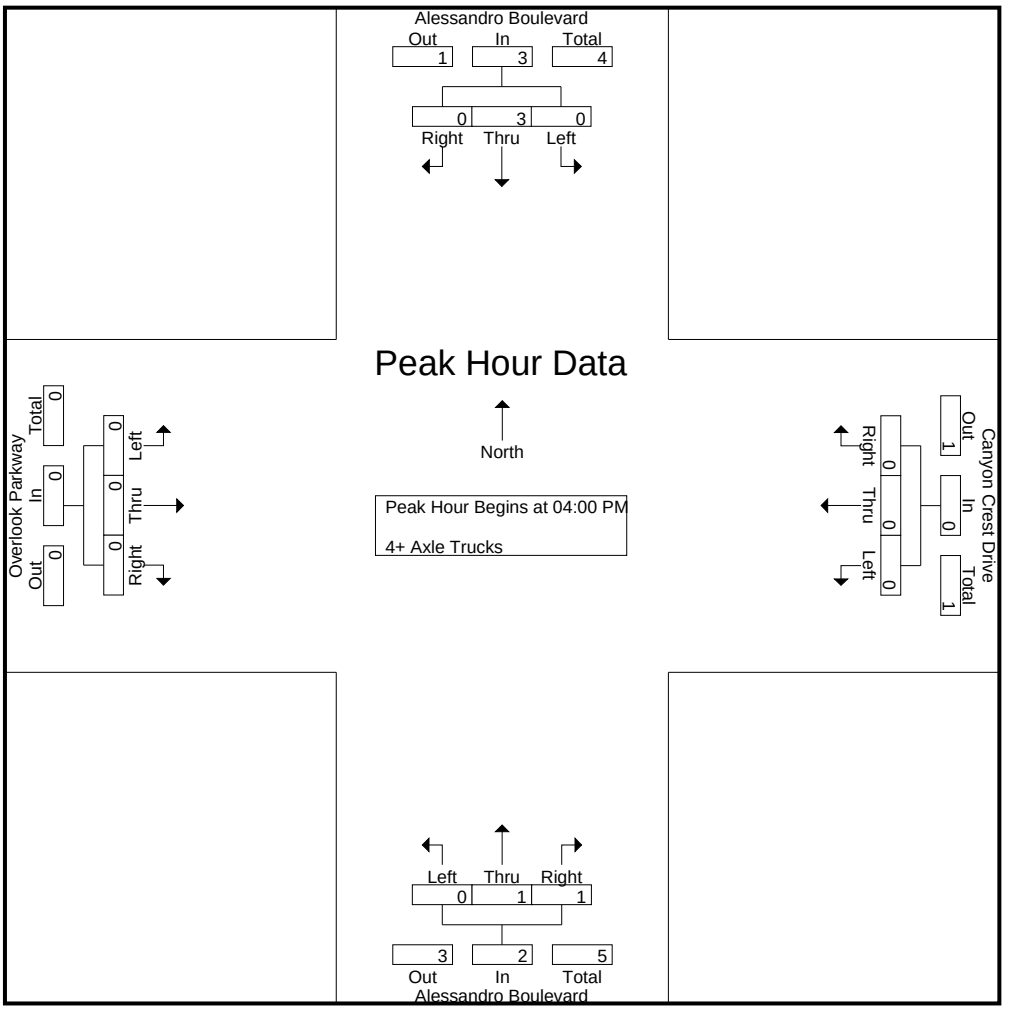

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Weather: Clear

File Name : 01_RIV_Ales_CC AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

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

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
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	280	1	285	104	1	14	119	0	686	219	905	1	1	0	2	1311
07:15 AM	5	286	1	292	108	1	16	125	1	720	247	968	1	4	0	5	1390
07:30 AM	4	256	0	260	102	2	11	115	0	670	259	929	2	1	0	3	1307
07:45 AM	12	286	3	301	106	3	3	112	1	511	271	783	3	4	1	8	1204
Total	25	1108	5	1138	420	7	44	471	2	2587	996	3585	7	10	1	18	5212
08:00 AM	14	292	1	307	85	1	10	96	0	537	225	762	3	3	0	6	1171
08:15 AM	17	248	1	266	70	1	15	86	1	565	203	769	4	2	1	7	1128
08:30 AM	6	284	3	293	79	1	12	92	1	544	222	767	3	1	0	4	1156
08:45 AM	7	276	0	283	75	1	9	85	4	510	173	687	1	1	0	2	1057
Total	44	1100	5	1149	309	4	46	359	6	2156	823	2985	11	7	1	19	4512
Grand Total	69	2208	10	2287	729	11	90	830	8	4743	1819	6570	18	17	2	37	9724
Apprch %	3	96.5	0.4		87.8	1.3	10.8		0.1	72.2	27.7		48.6	45.9	5.4		
Total %	0.7	22.7	0.1	23.5	7.5	0.1	0.9	8.5	0.1	48.8	18.7	67.6	0.2	0.2	0	0.4	
Passenger Vehicles	66	2166	9	2241	721	11	89	821	7	4689	1789	6485	18	16	2	36	9583
% Passenger Vehicles	95.7	98.1	90	98	98.9	100	98.9	98.9	87.5	98.9	98.4	98.7	100	94.1	100	97.3	98.5
Large 2 Axle Vehicles	3	40	1	44	7	0	1	8	1	43	26	70	0	1	0	1	123
% Large 2 Axle Vehicles	4.3	1.8	10	1.9	1	0	1.1	1	12.5	0.9	1.4	1.1	0	5.9	0	2.7	1.3
3 Axle Vehicles	0	2	0	2	1	0	0	1	0	6	4	10	0	0	0	0	13
% 3 Axle Vehicles	0	0.1	0	0.1	0.1	0	0	0.1	0	0.1	0.2	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.1

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	280	1	285	104	1	14	119	0	686	219	905	1	1	0	2	1311
07:15 AM	5	**286**	1	292	**108**	1	**16**	**125**	**1**	**720**	247	**968**	1	**4**	0	5	**1390**
07:30 AM	4	256	0	260	102	2	11	115	0	670	259	929	2	1	0	3	1307
07:45 AM	**12**	286	**3**	**301**	106	**3**	3	112	1	511	**271**	783	**3**	4	**1**	**8**	1204
Total Volume	25	1108	5	1138	420	7	44	471	2	2587	996	3585	7	10	1	18	5212
% App. Total	2.2	97.4	0.4		89.2	1.5	9.3		0.1	72.2	27.8		38.9	55.6	5.6		
PHF	.521	.969	.417	.945	.972	.583	.688	.942	.500	.898	.919	.926	.583	.625	.250	.563	.937

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Weather: Clear

File Name : 01_RIV_Ales_CC AM
Site Code : 00322458
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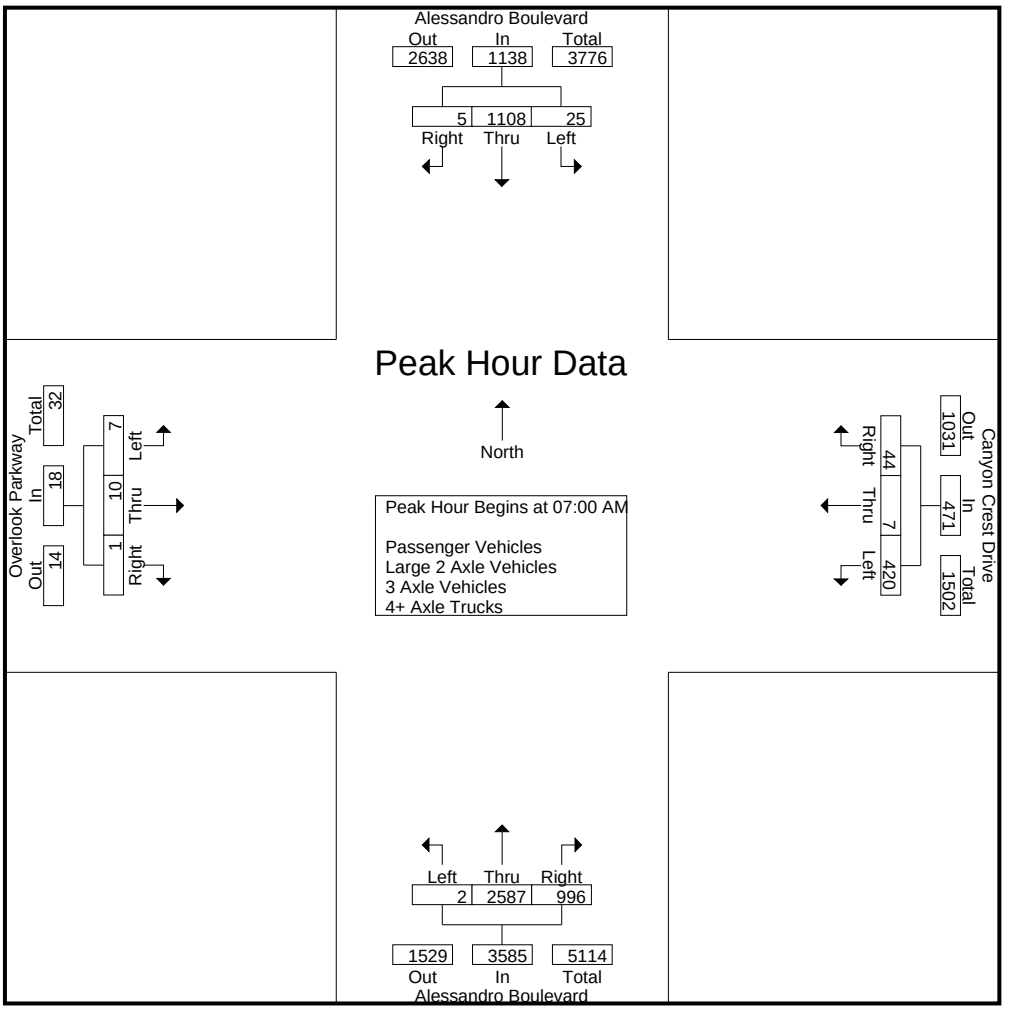

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	12	286	**3**	301	104	1	14	119	0	686	219	905	3	**4**	**1**	**8**
+15 mins.	14	**292**	1	**307**	**108**	1	**16**	**125**	**1**	**720**	247	**968**	3	3	0	6
+30 mins.	**17**	248	1	266	102	2	11	115	0	670	259	929	**4**	2	1	7
+45 mins.	6	284	3	293	106	**3**	3	112	1	511	**271**	783	3	1	0	4
Total Volume	49	1110	8	1167	420	7	44	471	2	2587	996	3585	13	10	2	25
% App. Total	4.2	95.1	0.7		89.2	1.5	9.3		0.1	72.2	27.8		52	40	8	
PHF	.721	.950	.667	.950	.972	.583	.688	.942	.500	.898	.919	.926	.813	.625	.500	.781

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File Name : 01_RIV_Ales_CC AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
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	274	1	277	101	1	14	116	0	678	211	889	1	1	0	2	1284
07:15 AM	5	281	1	287	107	1	16	124	1	714	247	962	1	4	0	5	1378
07:30 AM	4	255	0	259	101	2	11	114	0	666	259	925	2	1	0	3	1301
07:45 AM	12	279	2	293	105	3	3	111	1	505	264	770	3	4	1	8	1182
Total	23	1089	4	1116	414	7	44	465	2	2563	981	3546	7	10	1	18	5145
08:00 AM	13	287	1	301	85	1	10	96	0	528	219	747	3	2	0	5	1149
08:15 AM	17	242	1	260	70	1	14	85	1	560	200	761	4	2	1	7	1113
08:30 AM	6	279	3	288	78	1	12	91	0	532	219	751	3	1	0	4	1134
08:45 AM	7	269	0	276	74	1	9	84	4	506	170	680	1	1	0	2	1042
Total	43	1077	5	1125	307	4	45	356	5	2126	808	2939	11	6	1	18	4438
Grand Total	66	2166	9	2241	721	11	89	821	7	4689	1789	6485	18	16	2	36	9583
Apprch %	2.9	96.7	0.4		87.8	1.3	10.8		0.1	72.3	27.6		50	44.4	5.6		
Total %	0.7	22.6	0.1	23.4	7.5	0.1	0.9	8.6	0.1	48.9	18.7	67.7	0.2	0.2	0	0.4	

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	274	1	277	101	1	14	116	0	678	211	889	1	1	0	2	1284
07:15 AM	5	**281**	1	287	**107**	1	**16**	**124**	**1**	**714**	247	**962**	1	**4**	0	5	**1378**
07:30 AM	4	255	0	259	101	2	11	114	0	666	259	925	2	1	0	3	1301
07:45 AM	**12**	279	**2**	**293**	105	**3**	3	111	1	505	**264**	770	**3**	4	**1**	**8**	1182
Total Volume	23	1089	4	1116	414	7	44	465	2	2563	981	3546	7	10	1	18	5145
% App. Total	2.1	97.6	0.4		89	1.5	9.5		0.1	72.3	27.7		38.9	55.6	5.6		
PHF	.479	.969	.500	.952	.967	.583	.688	.938	.500	.897	.929	.922	.583	.625	.250	.563	.933

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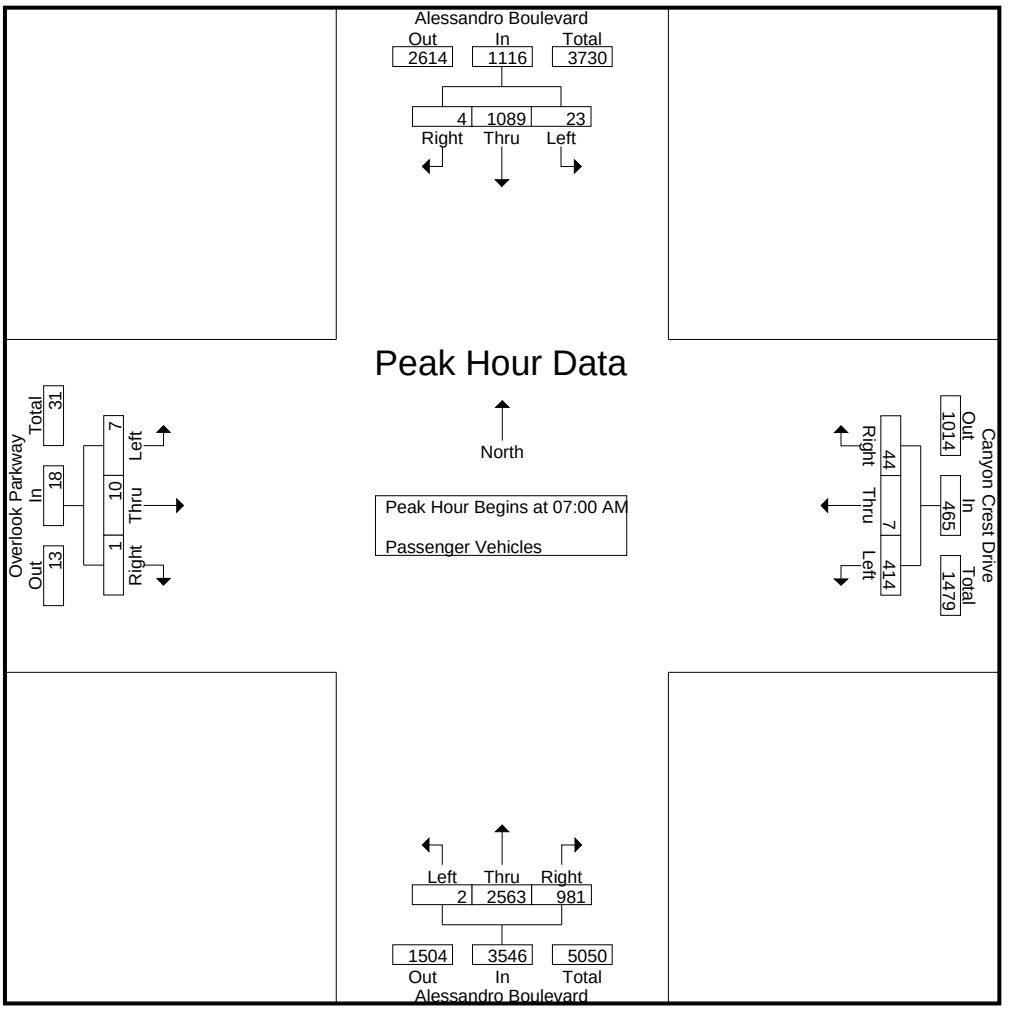

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	274	1	277	101	1	14	116	0	678	211	889	1	1	0	2
+15 mins.	5	**281**	1	287	**107**	1	**16**	**124**	**1**	**714**	247	**962**	1	**4**	0	5
+30 mins.	4	255	0	259	101	2	11	114	0	666	259	925	2	1	0	3
+45 mins.	**12**	279	**2**	**293**	105	**3**	3	111	1	505	**264**	770	**3**	4	**1**	**8**
Total Volume	23	1089	4	1116	414	7	44	465	2	2563	981	3546	7	10	1	18
% App. Total	2.1	97.6	0.4		89	1.5	9.5		0.1	72.3	27.7		38.9	55.6	5.6	
PHF	.479	.969	.500	.952	.967	.583	.688	.938	.500	.897	.929	.922	.583	.625	.250	.563

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File Name : 01_RIV_Ales_CC AM
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Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
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	5	0	7	3	0	0	3	0	6	8	14	0	0	0	0	24
07:15 AM	0	5	0	5	1	0	0	1	0	6	0	6	0	0	0	0	12
07:30 AM	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0	5
07:45 AM	0	7	1	8	0	0	0	0	0	5	6	11	0	0	0	0	19
Total	2	18	1	21	5	0	0	5	0	20	14	34	0	0	0	0	60
08:00 AM	1	5	0	6	0	0	0	0	0	7	6	13	0	1	0	1	20
08:15 AM	0	6	0	6	0	0	1	1	0	3	3	6	0	0	0	0	13
08:30 AM	0	5	0	5	1	0	0	1	1	10	0	11	0	0	0	0	17
08:45 AM	0	6	0	6	1	0	0	1	0	3	3	6	0	0	0	0	13
Total	1	22	0	23	2	0	1	3	1	23	12	36	0	1	0	1	63
Grand Total	3	40	1	44	7	0	1	8	1	43	26	70	0	1	0	1	123
Apprch %	6.8	90.9	2.3		87.5	0	12.5		1.4	61.4	37.1		0	100	0		
Total %	2.4	32.5	0.8	35.8	5.7	0	0.8	6.5	0.8	35	21.1	56.9	0	0.8	0	0.8	

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	5	0	7	**3**	0	0	**3**	0	**6**	**8**	**14**	0	0	0	0	**24**
07:15 AM	0	5	0	5	1	0	0	1	0	6	0	6	0	0	0	0	12
07:30 AM	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0	5
07:45 AM	0	**7**	**1**	**8**	0	0	0	0	0	5	6	11	0	0	0	0	19
Total Volume	2	18	1	21	5	0	0	5	0	20	14	34	0	0	0	0	60
% App. Total	9.5	85.7	4.8		100	0	0		0	58.8	41.2		0	0	0		
PHF	.250	.643	.250	.656	.417	.000	.000	.417	.000	.833	.438	.607	.000	.000	.000	.000	.625

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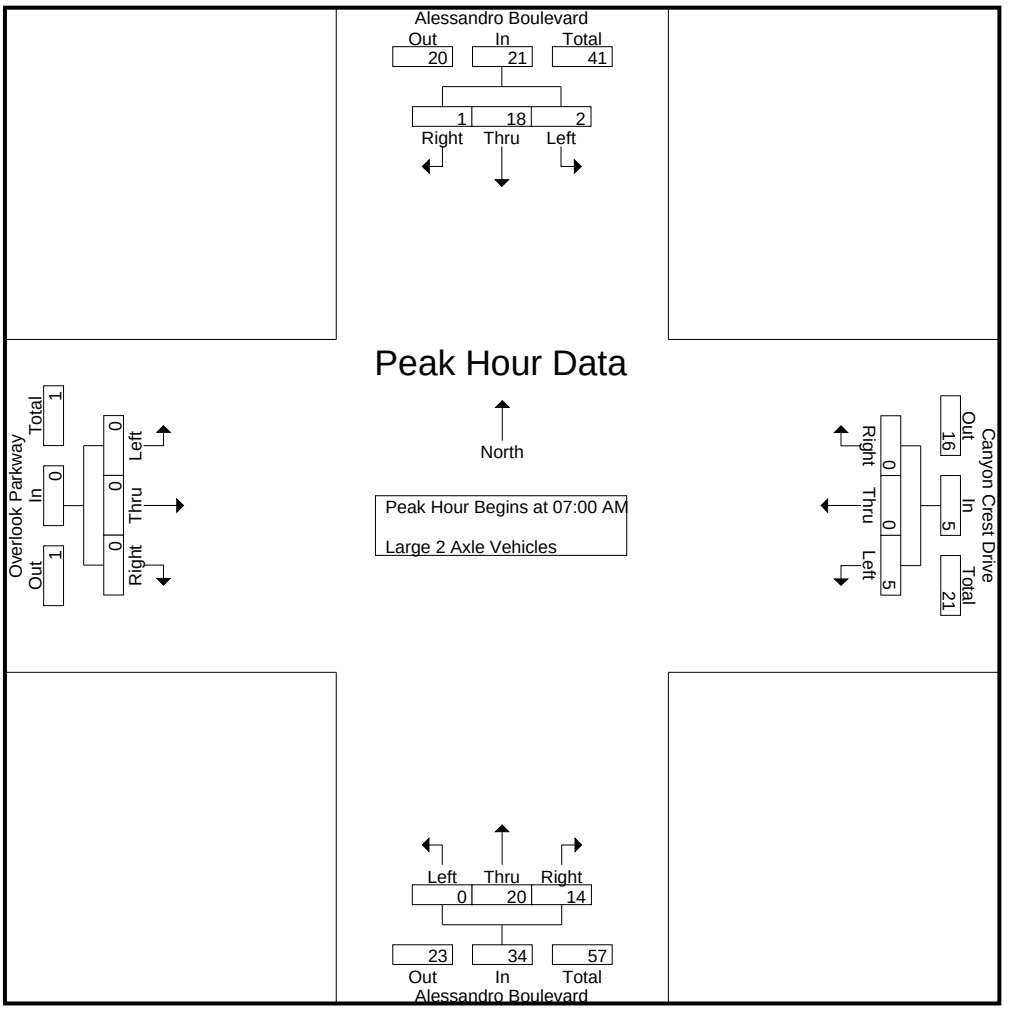

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	5	0	7	**3**	0	0	**3**	0	**6**	**8**	**14**	0	0	0	0
+15 mins.	0	5	0	5	1	0	0	1	0	6	0	6	0	0	0	0
+30 mins.	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0
+45 mins.	0	**7**	**1**	**8**	0	0	0	0	0	5	6	11	0	0	0	0
Total Volume	2	18	1	21	5	0	0	5	0	20	14	34	0	0	0	0
% App. Total	9.5	85.7	4.8		100	0	0		0	58.8	41.2		0	0	0	
PHF	.250	.643	.250	.656	.417	.000	.000	.417	.000	.833	.438	.607	.000	.000	.000	.000

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City of Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Drive
Weather: Clear

File Name : 01_RIV_Ales_CC AM
Site Code : 00322458
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Groups Printed- 3 Axle Vehicles

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
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	0	0	0	0	2	0	2	0	0	0	0	3
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	1	0	0	1	0	1	1	2	0	0	0	0	3
Total	0	1	0	1	1	0	0	1	0	3	1	4	0	0	0	0	6
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	3	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	0	1	0	1	0	0	0	0	0	3	3	6	0	0	0	0	7
Grand Total	0	2	0	2	1	0	0	1	0	6	4	10	0	0	0	0	13
Apprch %	0	100	0		100	0	0		0	60	40		0	0	0		
Total %	0	15.4	0	15.4	7.7	0	0	7.7	0	46.2	30.8	76.9	0	0	0	0	

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
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	**1**	0	0	**1**	0	1	**1**	2	0	0	0	0	3
Total Volume	0	1	0	1	1	0	0	1	0	3	1	4	0	0	0	0	6
% App. Total	0	100	0		100	0	0		0	75	25		0	0	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.375	.250	.500	.000	.000	.000	.000	.500

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City of Riverside
N/S: Alessandro Boulevard
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Weather: Clear

File Name : 01_RIV_Ales_CC AM
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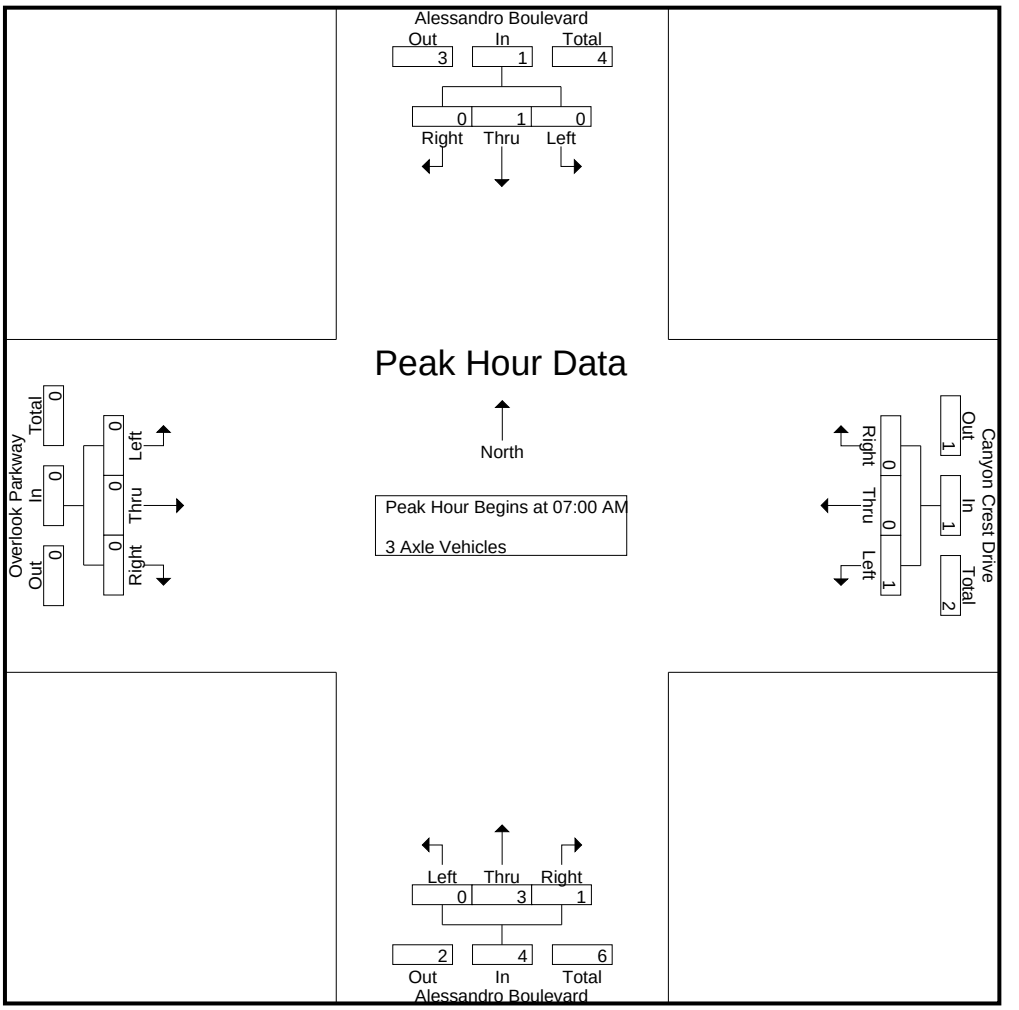

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	1	**1**	2	0	0	0	0
Total Volume	0	1	0	1	1	0	0	1	0	3	1	4	0	0	0	0
% App. Total	0	100	0		100	0	0		0	75	25		0	0	0	
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.375	.250	.500	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
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	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
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	

	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Overlook Parkway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 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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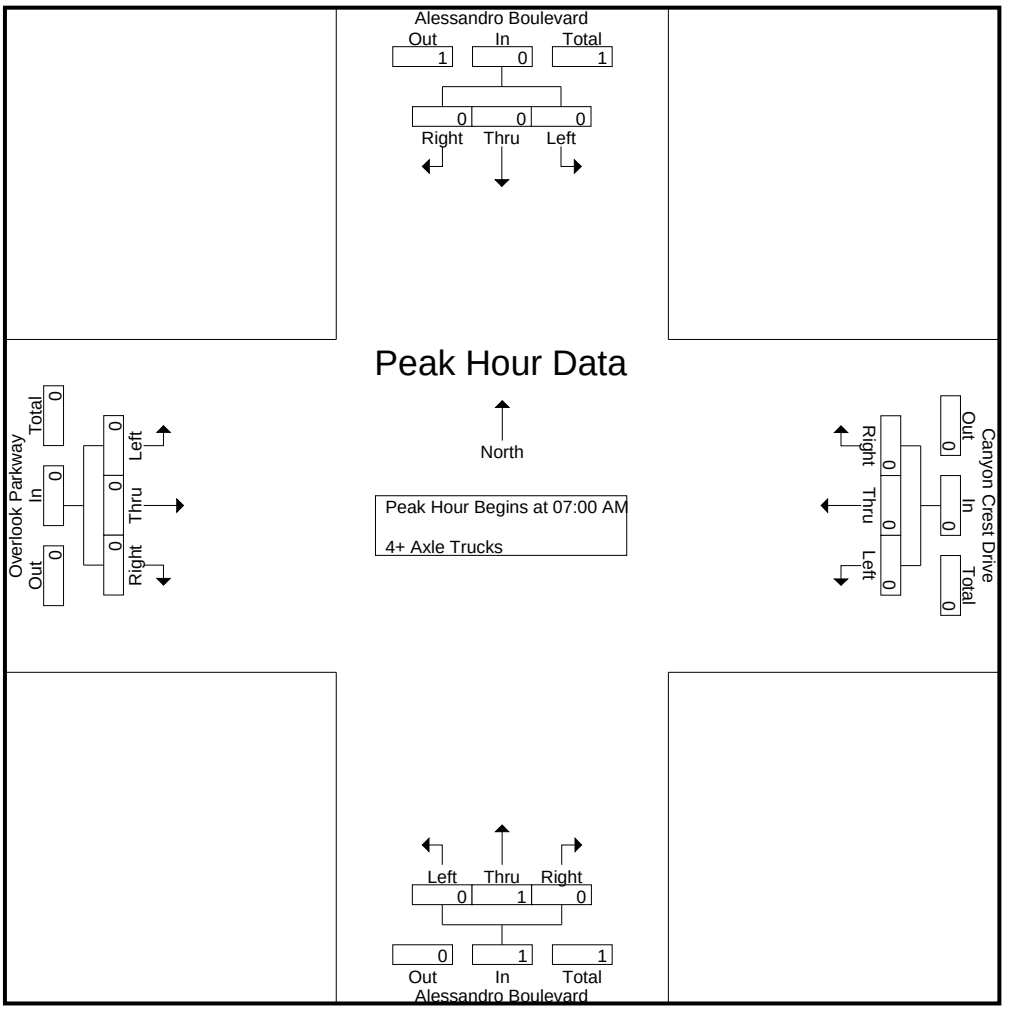

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Location: Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Dr

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Alessandro Boulevard	East Leg Canyon Crest Drive	South Leg Alessandro Boulevard	West Leg Overlook Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Alessandro Boulevard	East Leg Canyon Crest Drive	South Leg Alessandro Boulevard	West Leg Overlook Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	1	2
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	2	3

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Location: Riverside
N/S: Alessandro Boulevard
E/W: Overlook Pkwy/Canyon Crest Dr

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Alessandro Boulevard			Westbound Canyon Crest Drive			Northbound Alessandro Boulevard			Eastbound Overlook Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	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 Alessandro Boulevard			Westbound Canyon Crest Drive			Northbound Alessandro Boulevard			Eastbound Overlook Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	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	2	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

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City of Riverside
N/S: Alessandro Boulevard
E/W: Cannon Road
Weather: Clear

File Name : 02_RIV_Aless_Can AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Total Volume

	Alessandro Boulevard Southbound				Cannon Road Westbound				Alessandro Boulevard Northbound				Cannon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	356	3	365	18	1	19	38	1	874	6	881	4	0	8	12	1296
07:15 AM	1	385	5	391	18	0	23	41	7	944	12	963	7	1	8	16	1411
07:30 AM	1	358	4	363	19	1	14	34	5	906	5	916	8	0	7	15	1328
07:45 AM	7	385	3	395	12	0	7	19	9	744	13	766	3	0	10	13	1193
Total	15	1484	15	1514	67	2	63	132	22	3468	36	3526	22	1	33	56	5228
08:00 AM	6	363	5	374	15	1	12	28	4	739	16	759	3	1	6	10	1171
08:15 AM	3	316	0	319	10	1	9	20	4	753	9	766	7	4	2	13	1118
08:30 AM	7	352	4	363	10	2	10	22	4	749	11	764	6	1	3	10	1159
08:45 AM	10	341	3	354	8	2	13	23	4	667	6	677	7	1	10	18	1072
Total	26	1372	12	1410	43	6	44	93	16	2908	42	2966	23	7	21	51	4520
Grand Total	41	2856	27	2924	110	8	107	225	38	6376	78	6492	45	8	54	107	9748
Apprch %	1.4	97.7	0.9		48.9	3.6	47.6		0.6	98.2	1.2		42.1	7.5	50.5		
Total %	0.4	29.3	0.3	30	1.1	0.1	1.1	2.3	0.4	65.4	0.8	66.6	0.5	0.1	0.6	1.1	

	Alessandro Boulevard Southbound				Cannon Road Westbound				Alessandro Boulevard Northbound				Cannon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	356	3	365	18	**1**	19	38	1	874	6	881	4	0	8	12	1296
07:15 AM	1	**385**	**5**	391	18	0	**23**	**41**	7	**944**	12	**963**	7	**1**	8	**16**	**1411**
07:30 AM	1	358	4	363	**19**	1	14	34	5	906	5	916	**8**	0	7	15	1328
07:45 AM	**7**	385	3	**395**	12	0	7	19	**9**	744	**13**	766	3	0	**10**	13	1193
Total Volume	15	1484	15	1514	67	2	63	132	22	3468	36	3526	22	1	33	56	5228
% App. Total	1	98	1		50.8	1.5	47.7		0.6	98.4	1		39.3	1.8	58.9		
PHF	.536	.964	.750	.958	.882	.500	.685	.805	.611	.918	.692	.915	.688	.250	.825	.875	.926

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City of Riverside
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File Name : 02_RIV_Aless_Can AM
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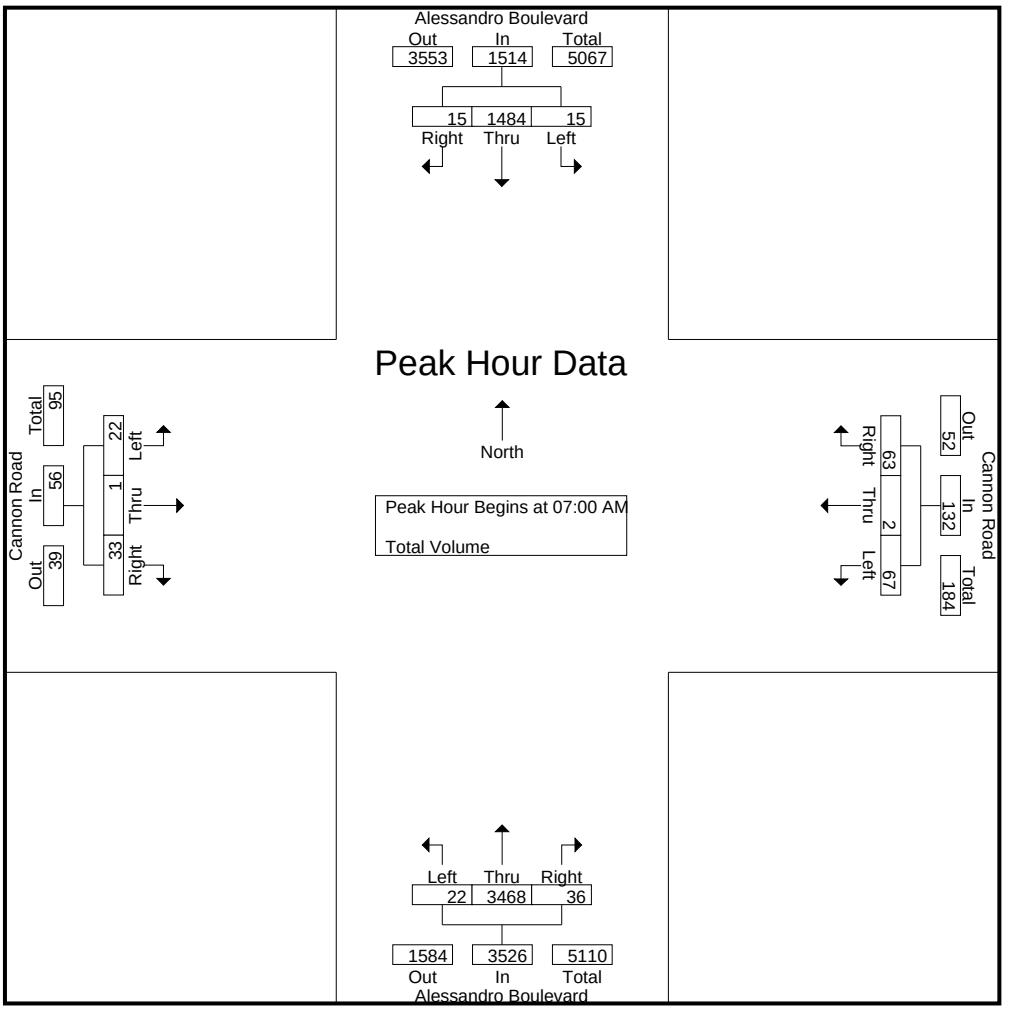

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	**385**	**5**	391	18	**1**	19	38	1	874	6	881	4	0	8	12
+15 mins.	1	358	4	363	18	0	**23**	**41**	7	**944**	12	**963**	7	**1**	8	**16**
+30 mins.	**7**	385	3	**395**	**19**	1	14	34	5	906	5	916	**8**	0	7	15
+45 mins.	6	363	5	374	12	0	7	19	**9**	744	**13**	766	3	0	**10**	13
Total Volume	15	1491	17	1523	67	2	63	132	22	3468	36	3526	22	1	33	56
% App. Total	1	97.9	1.1		50.8	1.5	47.7		0.6	98.4	1		39.3	1.8	58.9	
PHF	.536	.968	.850	.964	.882	.500	.685	.805	.611	.918	.692	.915	.688	.250	.825	.875

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City of Riverside
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Weather: Clear

File Name : 02_RIV_Aless_Can PM
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Groups Printed- Total Volume

	Alessandro Boulevard Southbound				Cannon Road Westbound				Alessandro Boulevard Northbound				Cannon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	717	5	744	6	0	4	10	8	679	8	695	8	0	7	15	1464
04:15 PM	20	798	1	819	6	0	11	17	8	644	9	661	4	0	6	10	1507
04:30 PM	21	758	3	782	10	0	7	17	8	662	5	675	5	0	5	10	1484
04:45 PM	27	761	8	796	6	0	7	13	9	534	6	549	2	0	4	6	1364
Total	90	3034	17	3141	28	0	29	57	33	2519	28	2580	19	0	22	41	5819
05:00 PM	15	727	1	743	10	0	9	19	1	575	7	583	3	0	6	9	1354
05:15 PM	12	733	4	749	8	0	10	18	9	561	7	577	4	0	7	11	1355
05:30 PM	25	790	5	820	11	1	13	25	5	528	10	543	6	1	7	14	1402
05:45 PM	15	796	7	818	10	1	10	21	5	523	5	533	4	0	10	14	1386
Total	67	3046	17	3130	39	2	42	83	20	2187	29	2236	17	1	30	48	5497
Grand Total	157	6080	34	6271	67	2	71	140	53	4706	57	4816	36	1	52	89	11316
Apprch %	2.5	97	0.5		47.9	1.4	50.7		1.1	97.7	1.2		40.4	1.1	58.4		
Total %	1.4	53.7	0.3	55.4	0.6	0	0.6	1.2	0.5	41.6	0.5	42.6	0.3	0	0.5	0.8	

	Alessandro Boulevard Southbound				Cannon Road Westbound				Alessandro Boulevard Northbound				Cannon Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	22	717	5	744	6	0	4	10	8	**679**	8	**695**	**8**	0	**7**	**15**	1464
04:15 PM	20	**798**	1	**819**	6	0	**11**	**17**	8	644	**9**	661	4	0	6	10	**1507**
04:30 PM	21	758	3	782	**10**	0	7	17	8	662	5	675	5	0	5	10	1484
04:45 PM	**27**	761	**8**	796	6	0	7	13	**9**	534	6	549	2	0	4	6	1364
Total Volume	90	3034	17	3141	28	0	29	57	33	2519	28	2580	19	0	22	41	5819
% App. Total	2.9	96.6	0.5		49.1	0	50.9		1.3	97.6	1.1		46.3	0	53.7		
PHF	.833	.951	.531	.959	.700	.000	.659	.838	.917	.927	.778	.928	.594	.000	.786	.683	.965

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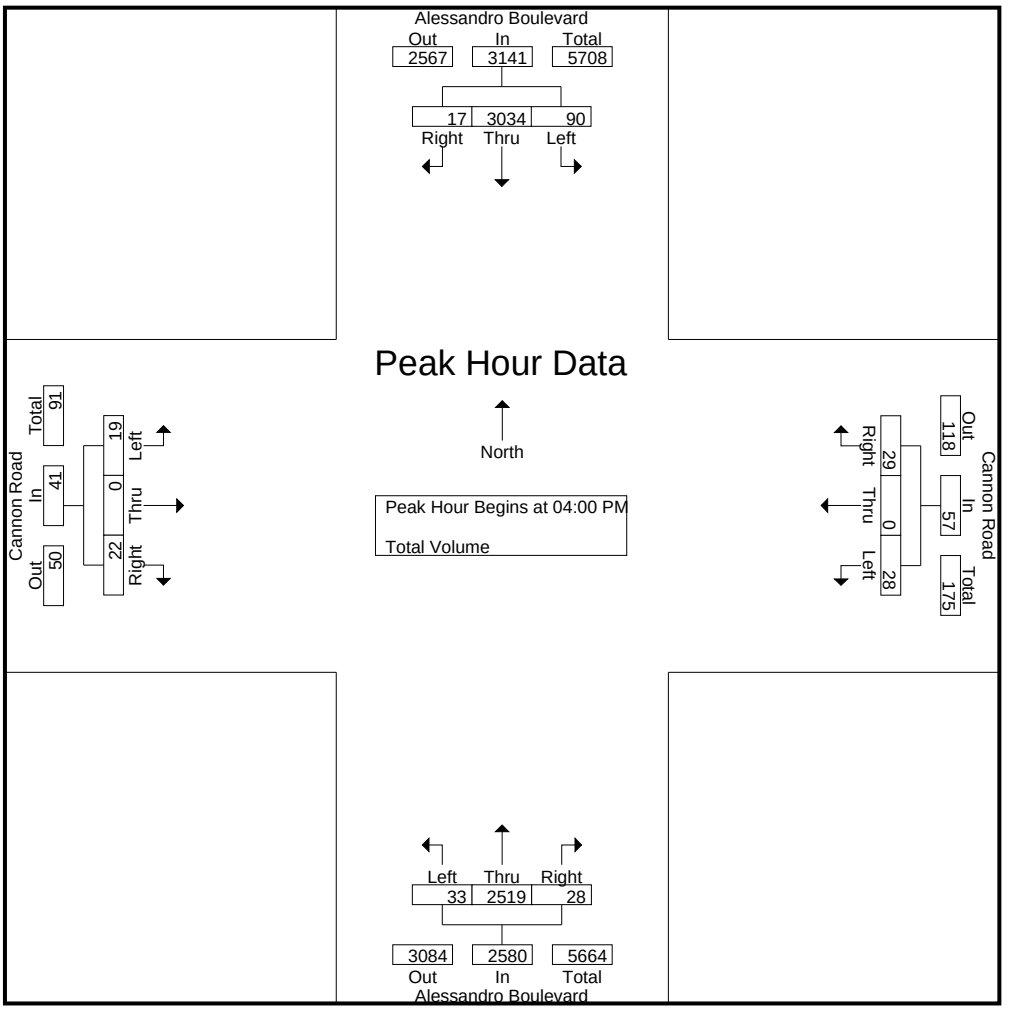
E/W: Cannon Road
Weather: Clear

File Name : 02_RIV_Aless_Can PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	22	717	5	744	10	0	9	19	8	**679**	8	**695**	3	0	6	9
+15 mins.	20	**798**	1	**819**	8	0	10	18	8	644	**9**	661	4	0	7	11
+30 mins.	21	758	3	782	**11**	**1**	**13**	**25**	8	662	5	675	**6**	**1**	7	**14**
+45 mins.	**27**	761	**8**	796	10	1	10	21	**9**	534	6	549	4	0	**10**	14
Total Volume	90	3034	17	3141	39	2	42	83	33	2519	28	2580	17	1	30	48
% App. Total	2.9	96.6	0.5		47	2.4	50.6		1.3	97.6	1.1		35.4	2.1	62.5	
PHF	.833	.951	.531	.959	.886	.500	.808	.830	.917	.927	.778	.928	.708	.250	.750	.857

Location: Riverside
N/S: Alessandro Boulevard
E/W: Cannon Road

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Alessandro Boulevard	East Leg Cannon Road	South Leg Alessandro Boulevard	West Leg Cannon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Alessandro Boulevard	East Leg Cannon Road	South Leg Alessandro Boulevard	West Leg Cannon Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Riverside
N/S: Alessandro Boulevard
E/W: Cannon Road

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Alessandro Boulevard			Westbound Cannon Road			Northbound Alessandro Boulevard			Eastbound Cannon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Alessandro Boulevard			Westbound Cannon Road			Northbound Alessandro Boulevard			Eastbound Cannon Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

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City of Riverside
N/S: Alessandro Boulevard
E/W: RC Sheriff Communications Center DW
Weather: Clear

File Name : 03_RIV_Aless_RCCC AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Total Volume

	Alessandro Boulevard Southbound			Alessandro Boulevard Northbound			Riverside County Sheriff Communications Center Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	373	0	373	12	893	905	0	1	1	1279
07:15 AM	402	0	402	27	972	999	0	0	0	1401
07:30 AM	377	0	377	13	908	921	0	1	1	1299
07:45 AM	412	0	412	58	761	819	0	2	2	1233
Total	1564	0	1564	110	3534	3644	0	4	4	5212
08:00 AM	382	0	382	23	766	789	0	1	1	1172
08:15 AM	326	1	327	19	775	794	0	1	1	1122
08:30 AM	369	0	369	16	768	784	0	2	2	1155
08:45 AM	357	1	358	17	679	696	0	5	5	1059
Total	1434	2	1436	75	2988	3063	0	9	9	4508
Grand Total	2998	2	3000	185	6522	6707	0	13	13	9720
Apprch %	99.9	0.1		2.8	97.2		0	100		
Total %	30.8	0	30.9	1.9	67.1	69	0	0.1	0.1	

	Alessandro Boulevard Southbound			Alessandro Boulevard Northbound			Riverside County Sheriff Communications Center Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	373	0	373	12	893	905	0	1	1	1279
07:15 AM	402	0	402	27	**972**	**999**	0	0	0	**1401**
07:30 AM	377	0	377	13	908	921	0	1	1	1299
07:45 AM	**412**	0	**412**	**58**	761	819	0	**2**	**2**	1233
Total Volume	1564	0	1564	110	3534	3644	0	4	4	5212
% App. Total	100	0		3	97		0	100		
PHF	.949	.000	.949	.474	.909	.912	.000	.500	.500	.930

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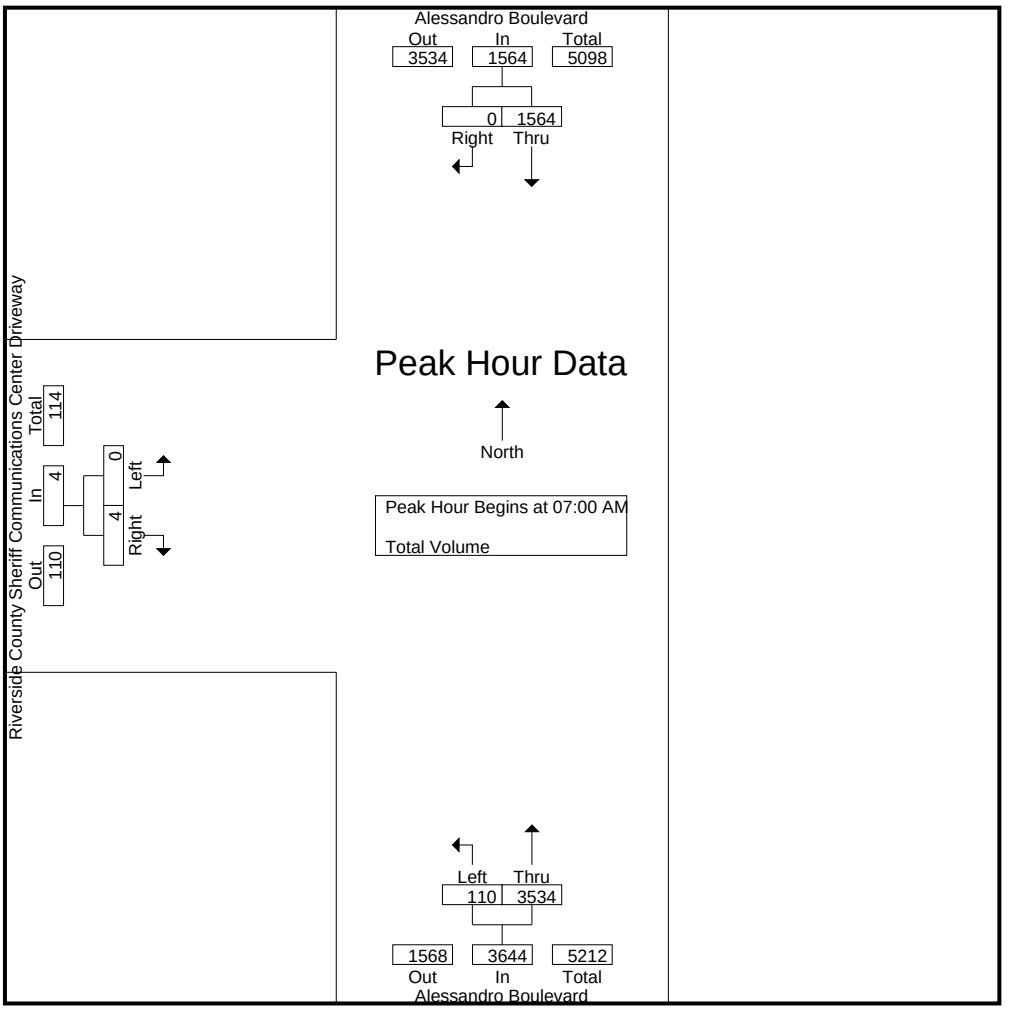
City of Riverside
N/S: Alessandro Boulevard
E/W: RC Sheriff Communications Center DW
Weather: Clear

File Name : 03_RIV_Aless_RCCC AM
Site Code : 00322458
Start Date : 5/12/2022



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

	07:15 AM			07:00 AM			08:00 AM		
+0 mins.	402	0	402	12	893	905	0	1	1
+15 mins.	377	0	377	27	**972**	**999**	0	1	1
+30 mins.	**412**	0	**412**	13	908	921	0	2	2
+45 mins.	382	0	382	**58**	761	819	0	**5**	**5**
Total Volume	1573	0	1573	110	3534	3644	0	9	9
% App. Total	100	0		3	97		0	100	
PHF	.954	.000	.954	.474	.909	.912	.000	.450	.450

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City of Riverside
N/S: Alessandro Boulevard
E/W: RC Sheriff Communications Center DW
Weather: Clear

File Name : 03_RIV_Aless_RCCC PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Total Volume

	Alessandro Boulevard Southbound			Alessandro Boulevard Northbound			Riverside County Sheriff Communications Center Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	721	1	722	12	701	713	1	4	5	1440
04:15 PM	810	0	810	8	648	656	3	7	10	1476
04:30 PM	765	1	766	12	652	664	4	14	18	1448
04:45 PM	774	0	774	7	538	545	0	2	2	1321
Total	3070	2	3072	39	2539	2578	8	27	35	5685
05:00 PM	730	0	730	7	578	585	0	1	1	1316
05:15 PM	762	1	763	12	587	599	0	0	0	1362
05:30 PM	809	1	810	6	541	547	1	2	3	1360
05:45 PM	819	2	821	7	540	547	1	1	2	1370
Total	3120	4	3124	32	2246	2278	2	4	6	5408
Grand Total	6190	6	6196	71	4785	4856	10	31	41	11093
Apprch %	99.9	0.1		1.5	98.5		24.4	75.6		
Total %	55.8	0.1	55.9	0.6	43.1	43.8	0.1	0.3	0.4	

	Alessandro Boulevard Southbound			Alessandro Boulevard Northbound			Riverside County Sheriff Communications Center Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	721	**1**	722	**12**	**701**	**713**	1	4	5	1440
04:15 PM	**810**	0	**810**	8	648	656	3	7	10	**1476**
04:30 PM	765	1	766	12	652	664	**4**	**14**	**18**	1448
04:45 PM	774	0	774	7	538	545	0	2	2	1321
Total Volume	3070	2	3072	39	2539	2578	8	27	35	5685
% App. Total	99.9	0.1		1.5	98.5		22.9	77.1		
PHF	.948	.500	.948	.813	.905	.904	.500	.482	.486	.963

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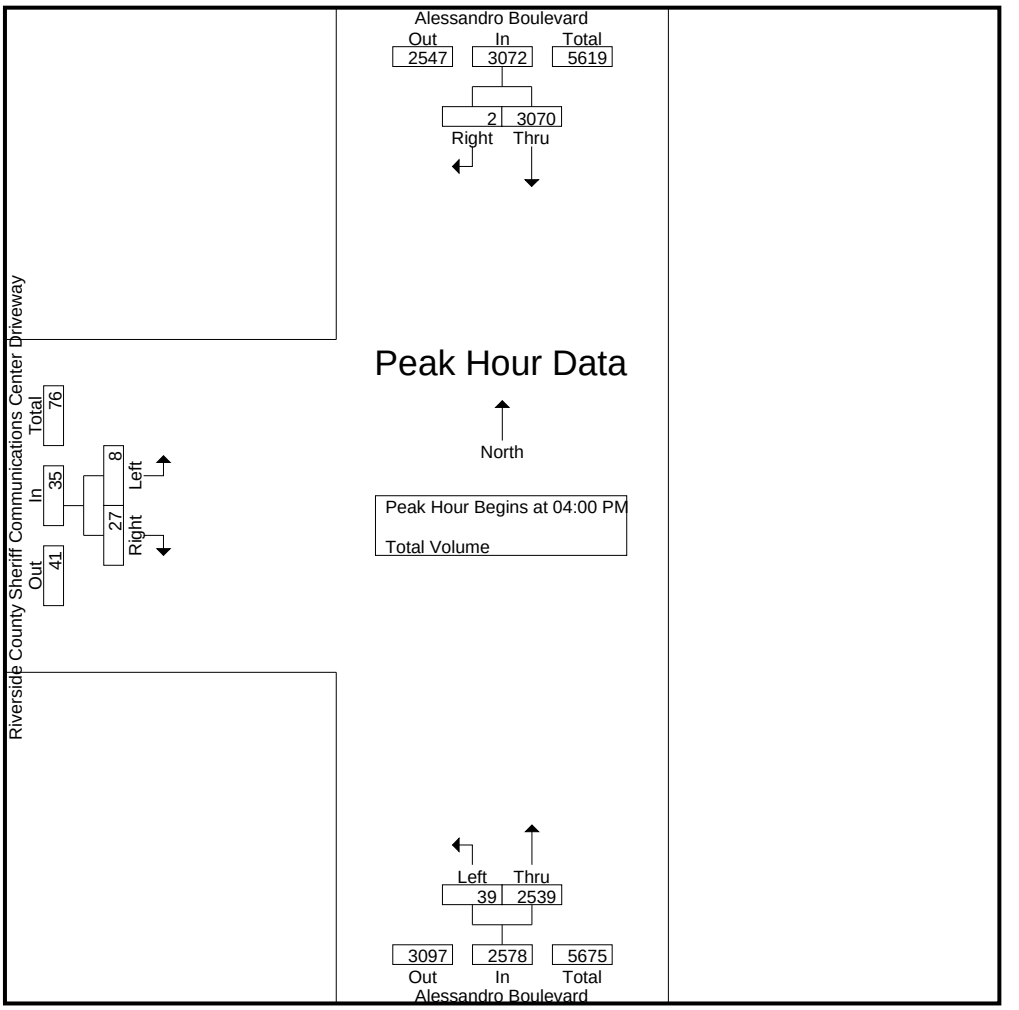
City of Riverside
N/S: Alessandro Boulevard
E/W: RC Sheriff Communications Center DW
Weather: Clear

File Name : 03_RIV_Aless_RCCC PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	730	0	730	**12**	**701**	**713**	1	4	5
+15 mins.	762	1	763	8	648	656	3	7	10
+30 mins.	809	1	810	12	652	664	**4**	**14**	**18**
+45 mins.	**819**	**2**	**821**	7	538	545	0	2	2
Total Volume	3120	4	3124	39	2539	2578	8	27	35
% App. Total	99.9	0.1		1.5	98.5		22.9	77.1	
PHF	.952	.500	.951	.813	.905	.904	.500	.482	.486

Location: Riverside
N/S: Alessandro Boulevard
E/W: Riverside CO Sheriff Com Ctr DW

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Alessandro Boulevard	East Leg Dead End	South Leg Alessandro Boulevard	West Leg RC Sheriff CC DW	
	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 Alessandro Boulevard	East Leg Dead End	South Leg Alessandro Boulevard	West Leg RC Sheriff CC DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Riverside
N/S: Alessandro Boulevard
E/W: Riverside CO Sheriff Com Ctr DW

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Alessandro Boulevard			Westbound Dead End			Northbound Alessandro Boulevard			Eastbound RC Sheriff CC DW			
	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 Alessandro Boulevard			Westbound Dead End			Northbound Alessandro Boulevard			Eastbound RC Sheriff CC DW			
	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	2	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	0	0	2

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City of Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales AM
Site Code : 00322458
Start Date : 5/12/2022

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

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	17	510	527	429	1	430	184	4	188	1145
07:15 AM	28	594	622	417	3	420	206	3	209	1251
07:30 AM	27	504	531	407	1	408	195	0	195	1134
07:45 AM	31	447	478	358	3	361	222	0	222	1061
Total	103	2055	2158	1611	8	1619	807	7	814	4591
08:00 AM	29	495	524	293	1	294	199	0	199	1017
08:15 AM	22	469	491	332	0	332	203	0	203	1026
08:30 AM	28	499	527	282	1	283	207	0	207	1017
08:45 AM	36	443	479	218	3	221	200	1	201	901
Total	115	1906	2021	1125	5	1130	809	1	810	3961
Grand Total	218	3961	4179	2736	13	2749	1616	8	1624	8552
Apprch %	5.2	94.8		99.5	0.5		99.5	0.5		
Total %	2.5	46.3	48.9	32	0.2	32.1	18.9	0.1	19	
Passenger Vehicles	211	3906	4117	2694	11	2705	1591	5	1596	8418
% Passenger Vehicles	96.8	98.6	98.5	98.5	84.6	98.4	98.5	62.5	98.3	98.4
Large 2 Axle Vehicles	4	46	50	35	1	36	24	2	26	112
% Large 2 Axle Vehicles	1.8	1.2	1.2	1.3	7.7	1.3	1.5	25	1.6	1.3
3 Axle Vehicles	1	4	5	6	0	6	1	1	2	13
% 3 Axle Vehicles	0.5	0.1	0.1	0.2	0	0.2	0.1	12.5	0.1	0.2
4+ Axle Trucks	2	5	7	1	1	2	0	0	0	9
% 4+ Axle Trucks	0.9	0.1	0.2	0	7.7	0.1	0	0	0	0.1

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	17	510	527	**429**	1	**430**	184	**4**	188	1145
07:15 AM	28	**594**	**622**	417	**3**	420	206	3	209	**1251**
07:30 AM	27	504	531	407	1	408	195	0	195	1134
07:45 AM	**31**	447	478	358	3	361	**222**	0	**222**	1061
Total Volume	103	2055	2158	1611	8	1619	807	7	814	4591
% App. Total	4.8	95.2		99.5	0.5		99.1	0.9		
PHF	.831	.865	.867	.939	.667	.941	.909	.438	.917	.917

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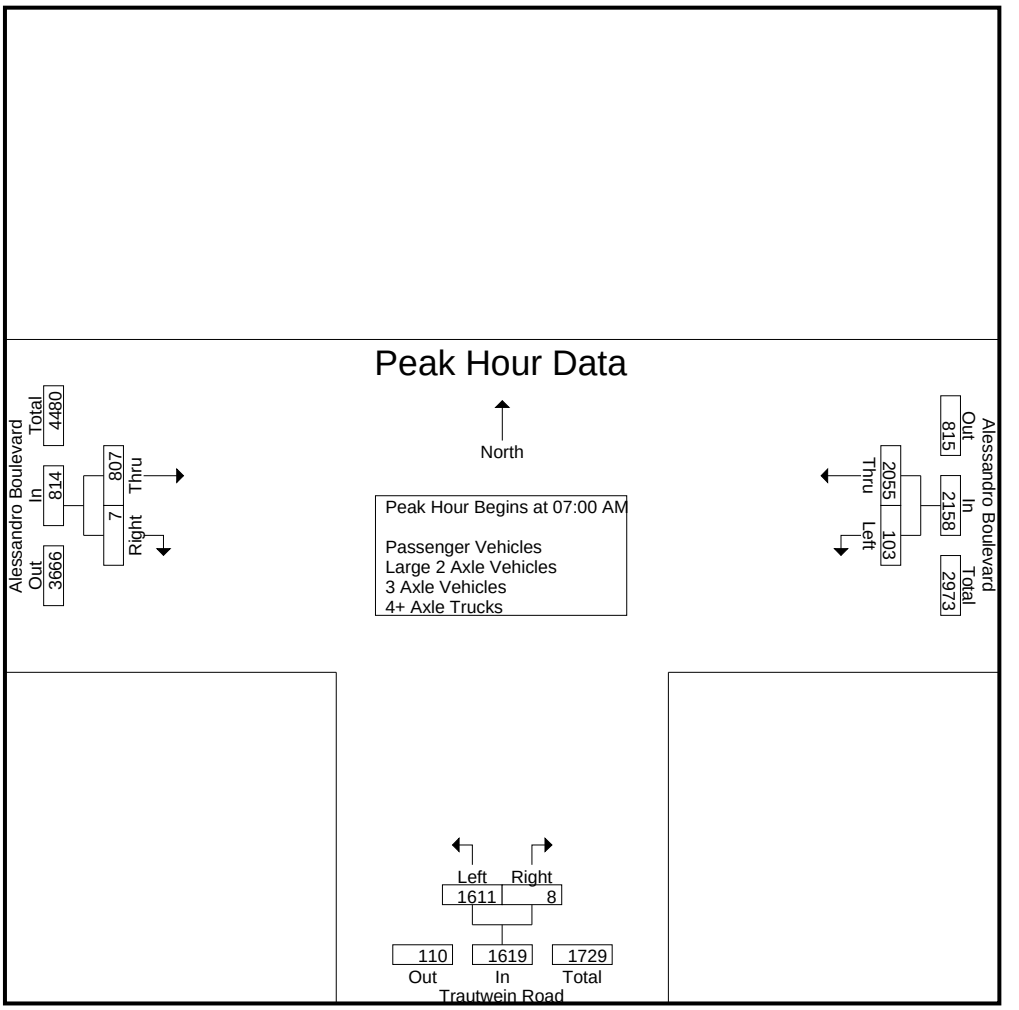
City of Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales AM
Site Code : 00322458
Start Date : 5/12/2022



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

	07:00 AM			07:00 AM			07:45 AM		
+0 mins.	17	510	527	**429**	1	**430**	**222**	0	**222**
+15 mins.	28	**594**	**622**	417	**3**	420	199	0	199
+30 mins.	27	504	531	407	1	408	203	0	203
+45 mins.	**31**	447	478	358	3	361	207	0	207
Total Volume	103	2055	2158	1611	8	1619	831	0	831
% App. Total	4.8	95.2		99.5	0.5		100	0	
PHF	.831	.865	.867	.939	.667	.941	.936	.000	.936

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City of Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	16	503	519	423	1	424	181	1	182	1125
07:15 AM	28	586	614	416	3	419	205	3	208	1241
07:30 AM	27	499	526	404	1	405	191	0	191	1122
07:45 AM	30	444	474	349	3	352	217	0	217	1043
Total	101	2032	2133	1592	8	1600	794	4	798	4531
08:00 AM	27	488	515	286	1	287	196	0	196	998
08:15 AM	21	462	483	326	0	326	200	0	200	1009
08:30 AM	27	489	516	274	1	275	203	0	203	994
08:45 AM	35	435	470	216	1	217	198	1	199	886
Total	110	1874	1984	1102	3	1105	797	1	798	3887
Grand Total	211	3906	4117	2694	11	2705	1591	5	1596	8418
Apprch %	5.1	94.9		99.6	0.4		99.7	0.3		
Total %	2.5	46.4	48.9	32	0.1	32.1	18.9	0.1	19	

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	16	503	519	**423**	1	**424**	181	1	182	1125
07:15 AM	28	**586**	**614**	416	**3**	419	205	**3**	208	**1241**
07:30 AM	27	499	526	404	1	405	191	0	191	1122
07:45 AM	**30**	444	474	349	3	352	**217**	0	**217**	1043
Total Volume	101	2032	2133	1592	8	1600	794	4	798	4531
% App. Total	4.7	95.3		99.5	0.5		99.5	0.5		
PHF	.842	.867	.868	.941	.667	.943	.915	.333	.919	.913

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City of Riverside
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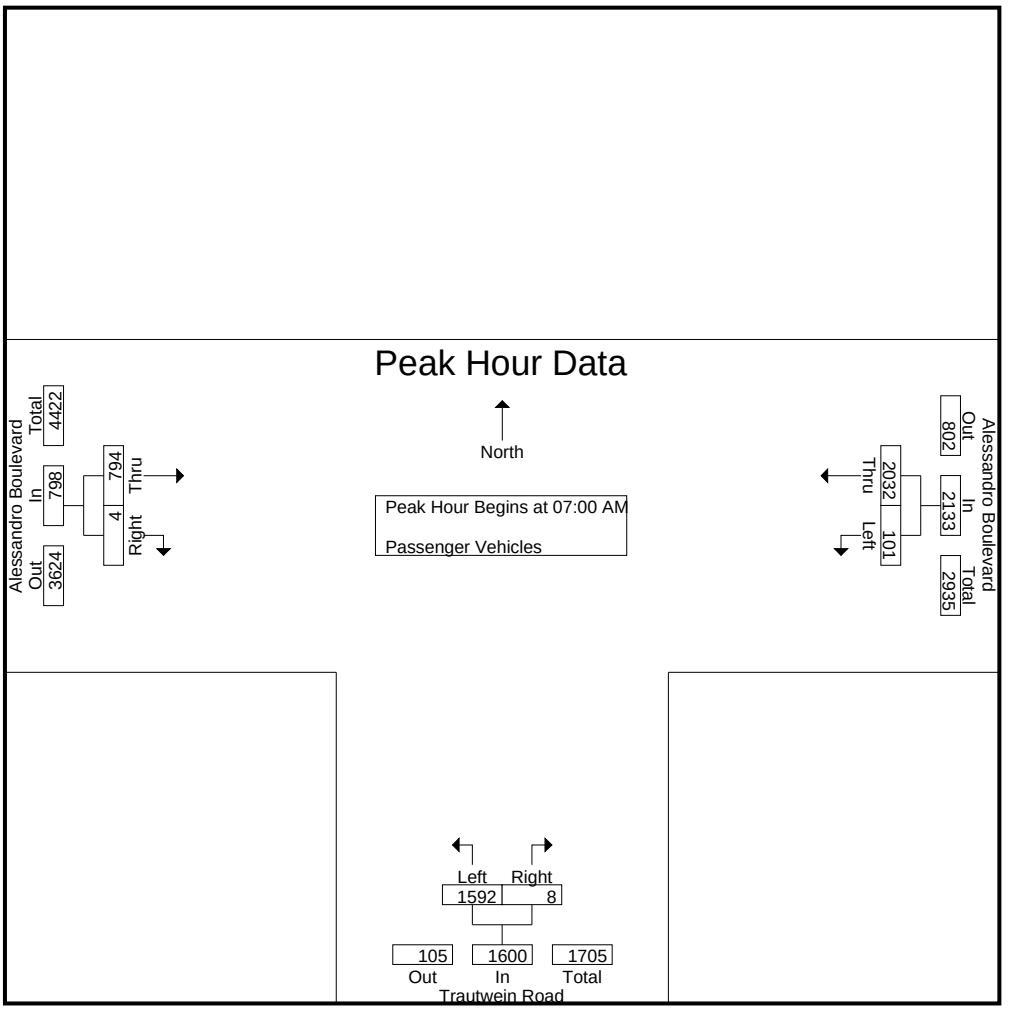
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales AM
Site Code : 00322458
Start Date : 5/12/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	16	503	519	**423**	1	**424**	181	1	182
+15 mins.	28	**586**	**614**	416	**3**	419	205	**3**	208
+30 mins.	27	499	526	404	1	405	191	0	191
+45 mins.	**30**	444	474	349	3	352	**217**	0	**217**
Total Volume	101	2032	2133	1592	8	1600	794	4	798
% App. Total	4.7	95.3		99.5	0.5		99.5	0.5	
PHF	.842	.867	.868	.941	.667	.943	.915	.333	.919

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File Name : 04_RIV_Trau_Ales AM
Site Code : 00322458
Start Date : 5/12/2022
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Groups Printed- Large 2 Axle Vehicles

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	6	7	5	0	5	3	2	5	17
07:15 AM	0	7	7	1	0	1	1	0	1	9
07:30 AM	0	5	5	3	0	3	4	0	4	12
07:45 AM	1	3	4	7	0	7	4	0	4	15
Total	2	21	23	16	0	16	12	2	14	53
08:00 AM	2	5	7	7	0	7	3	0	3	17
08:15 AM	0	5	5	4	0	4	3	0	3	12
08:30 AM	0	7	7	6	0	6	4	0	4	17
08:45 AM	0	8	8	2	1	3	2	0	2	13
Total	2	25	27	19	1	20	12	0	12	59
Grand Total	4	46	50	35	1	36	24	2	26	112
Apprch %	8	92		97.2	2.8		92.3	7.7		
Total %	3.6	41.1	44.6	31.2	0.9	32.1	21.4	1.8	23.2	

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	6	**7**	5	0	5	3	**2**	**5**	**17**
07:15 AM	0	**7**	7	1	0	1	1	0	1	9
07:30 AM	0	5	5	3	0	3	**4**	0	4	12
07:45 AM	1	3	4	**7**	0	**7**	4	0	4	15
Total Volume	2	21	23	16	0	16	12	2	14	53
% App. Total	8.7	91.3		100	0		85.7	14.3		
PHF	.500	.750	.821	.571	.000	.571	.750	.250	.700	.779

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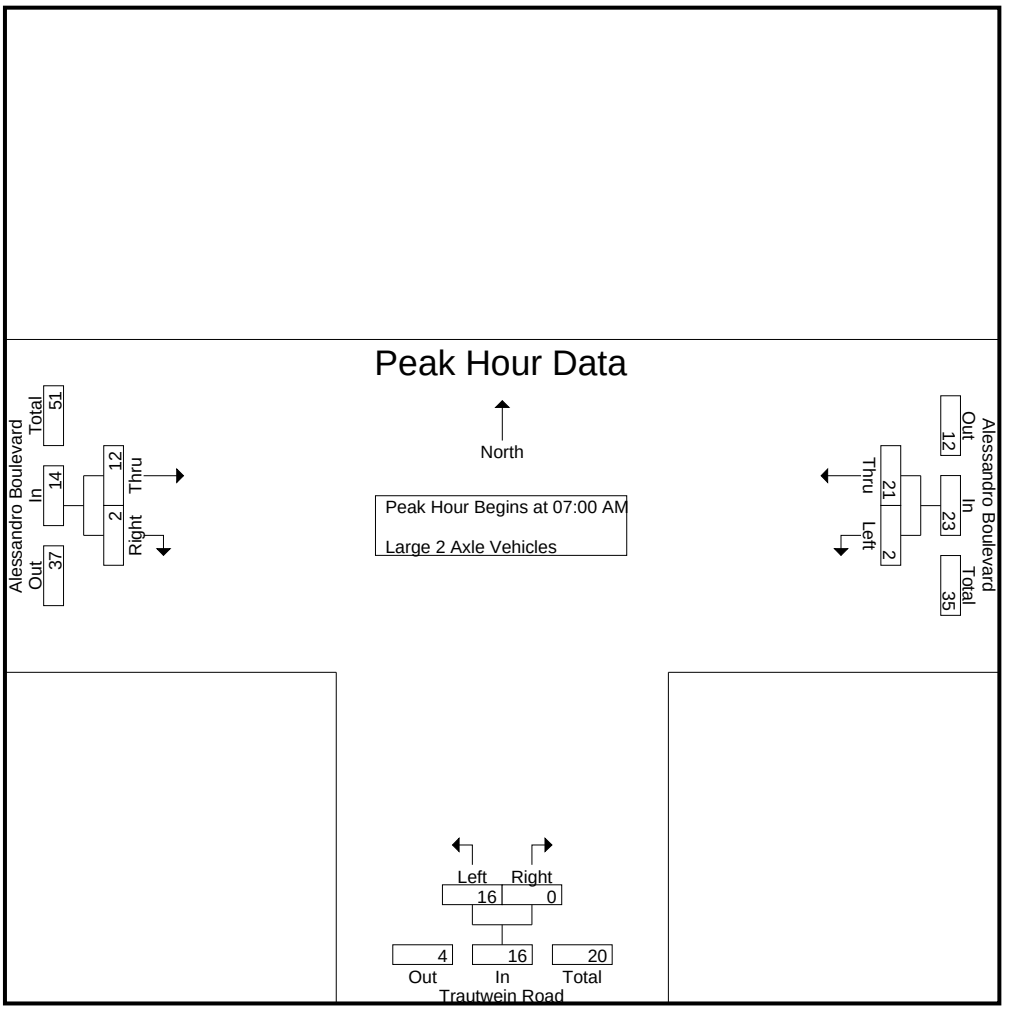
File Name : 04_RIV_Trau_Ales AM
Site Code : 00322458
Start Date : 5/12/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	6	**7**	5	0	5	3	**2**	**5**
+15 mins.	0	**7**	7	1	0	1	1	0	1
+30 mins.	0	5	5	3	0	3	**4**	0	4
+45 mins.	1	3	4	**7**	0	**7**	4	0	4
Total Volume	2	21	23	16	0	16	12	2	14
% App. Total	8.7	91.3		100	0		85.7	14.3	
PHF	.500	.750	.821	.571	.000	.571	.750	.250	.700

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Site Code : 00322458
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Groups Printed- 3 Axle Vehicles

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	1	0	1	0	1	1	3
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	2	0	2	1	0	1	3
Total	0	1	1	3	0	3	1	1	2	6
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	2	0	2	0	0	0	2
08:30 AM	1	2	3	1	0	1	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	3	4	3	0	3	0	0	0	7
Grand Total	1	4	5	6	0	6	1	1	2	13
Apprch %	20	80		100	0		50	50		
Total %	7.7	30.8	38.5	46.2	0	46.2	7.7	7.7	15.4	

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**1**	**1**	1	0	1	0	**1**	**1**	**3**
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	**2**	0	**2**	**1**	0	1	3
Total Volume	0	1	1	3	0	3	1	1	2	6
% App. Total	0	100		100	0		50	50		
PHF	.000	.250	.250	.375	.000	.375	.250	.250	.500	.500

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File Name : 04_RIV_Trau_Ales AM
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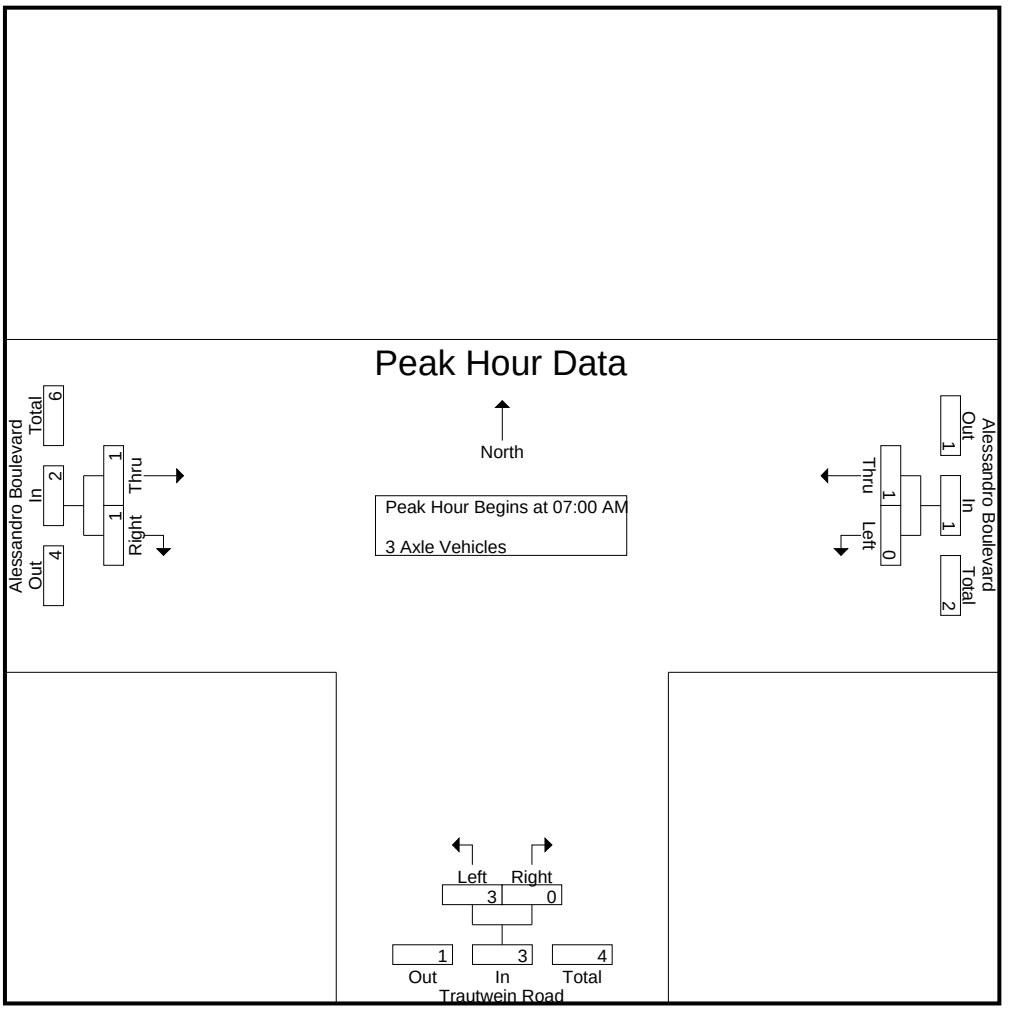
Start Date : 5/12/2022



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

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**1**	**1**	1	0	1	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	**2**	0	**2**	**1**	0	1
Total Volume	0	1	1	3	0	3	1	1	2
% App. Total	0	100		100	0		50	50	
PHF	.000	.250	.250	.375	.000	.375	.250	.250	.500

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File Name : 04_RIV_Trau_Ales AM
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Groups Printed- 4+ Axle Trucks

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
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	1	1	0	0	0	0	0	0	1
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	1	2	3	0	0	0	0	0	0	3
08:30 AM	0	1	1	1	0	1	0	0	0	2
08:45 AM	1	0	1	0	1	1	0	0	0	2
Total	2	4	6	1	1	2	0	0	0	8
Grand Total	2	5	7	1	1	2	0	0	0	9
Apprch %	28.6	71.4		50	50		0	0		
Total %	22.2	55.6	77.8	11.1	11.1	22.2	0	0	0	

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	**1**	**1**	0	0	0	0	0	0	**1**
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 Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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File Name : 04_RIV_Trau_Ales AM
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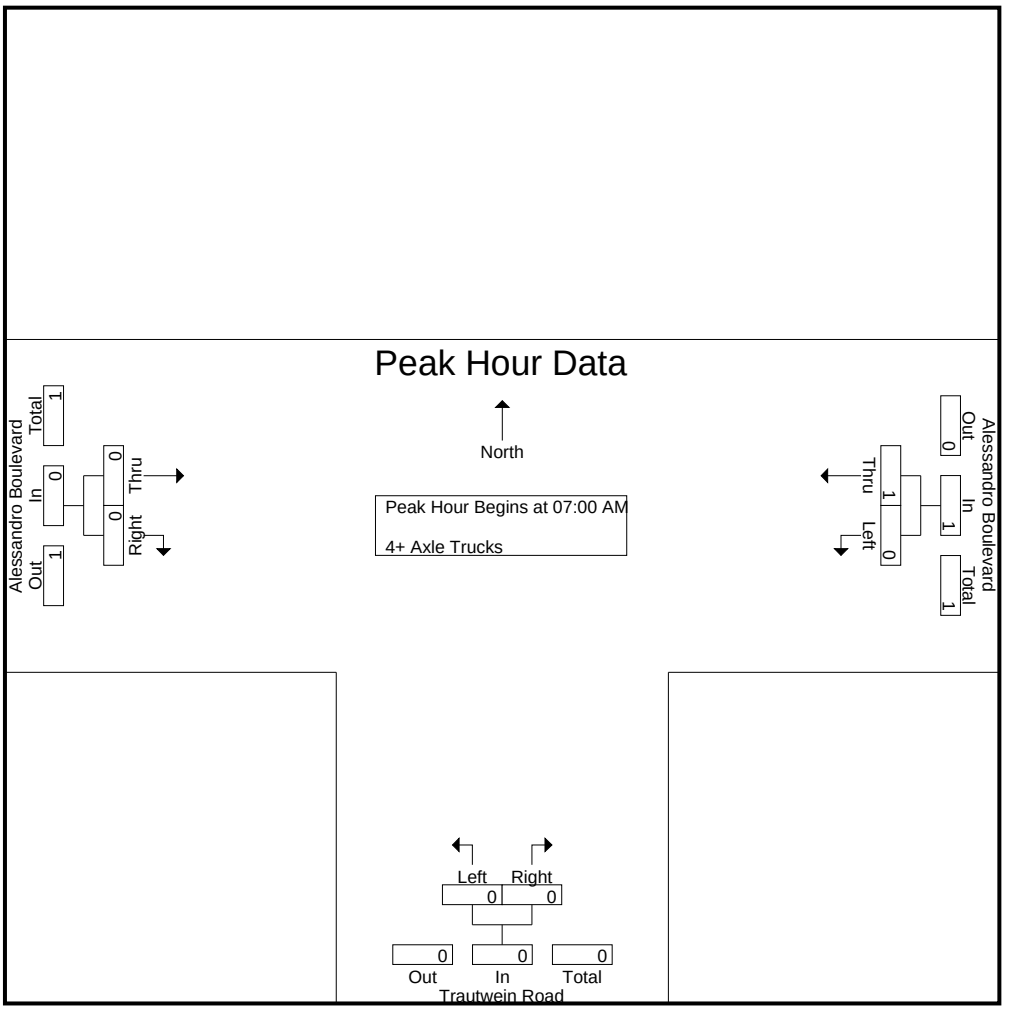

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

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

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	58	528	586	223	1	224	442	2	444	1254
04:15 PM	67	410	477	238	1	239	443	3	446	1162
04:30 PM	61	405	466	241	4	245	393	3	396	1107
04:45 PM	49	344	393	183	2	185	452	1	453	1031
Total	235	1687	1922	885	8	893	1730	9	1739	4554
05:00 PM	84	424	508	192	3	195	373	2	375	1078
05:15 PM	49	364	413	222	4	226	415	2	417	1056
05:30 PM	70	362	432	189	8	197	457	7	464	1093
05:45 PM	60	325	385	215	4	219	416	7	423	1027
Total	263	1475	1738	818	19	837	1661	18	1679	4254
Grand Total	498	3162	3660	1703	27	1730	3391	27	3418	8808
Apprch %	13.6	86.4		98.4	1.6		99.2	0.8		
Total %	5.7	35.9	41.6	19.3	0.3	19.6	38.5	0.3	38.8	
Passenger Vehicles	496	3133	3629	1675	27	1702	3371	27	3398	8729
% Passenger Vehicles	99.6	99.1	99.2	98.4	100	98.4	99.4	100	99.4	99.1
Large 2 Axle Vehicles	1	26	27	19	0	19	14	0	14	60
% Large 2 Axle Vehicles	0.2	0.8	0.7	1.1	0	1.1	0.4	0	0.4	0.7
3 Axle Vehicles	1	1	2	9	0	9	3	0	3	14
% 3 Axle Vehicles	0.2	0	0.1	0.5	0	0.5	0.1	0	0.1	0.2
4+ Axle Trucks	0	2	2	0	0	0	3	0	3	5
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0.1	0	0.1	0.1

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	58	**528**	**586**	223	1	224	442	2	444	**1254**
04:15 PM	**67**	410	477	238	1	239	443	**3**	446	1162
04:30 PM	61	405	466	**241**	**4**	**245**	393	3	396	1107
04:45 PM	49	344	393	183	2	185	**452**	1	**453**	1031
Total Volume	235	1687	1922	885	8	893	1730	9	1739	4554
% App. Total	12.2	87.8		99.1	0.9		99.5	0.5		
PHF	.877	.799	.820	.918	.500	.911	.957	.750	.960	.908

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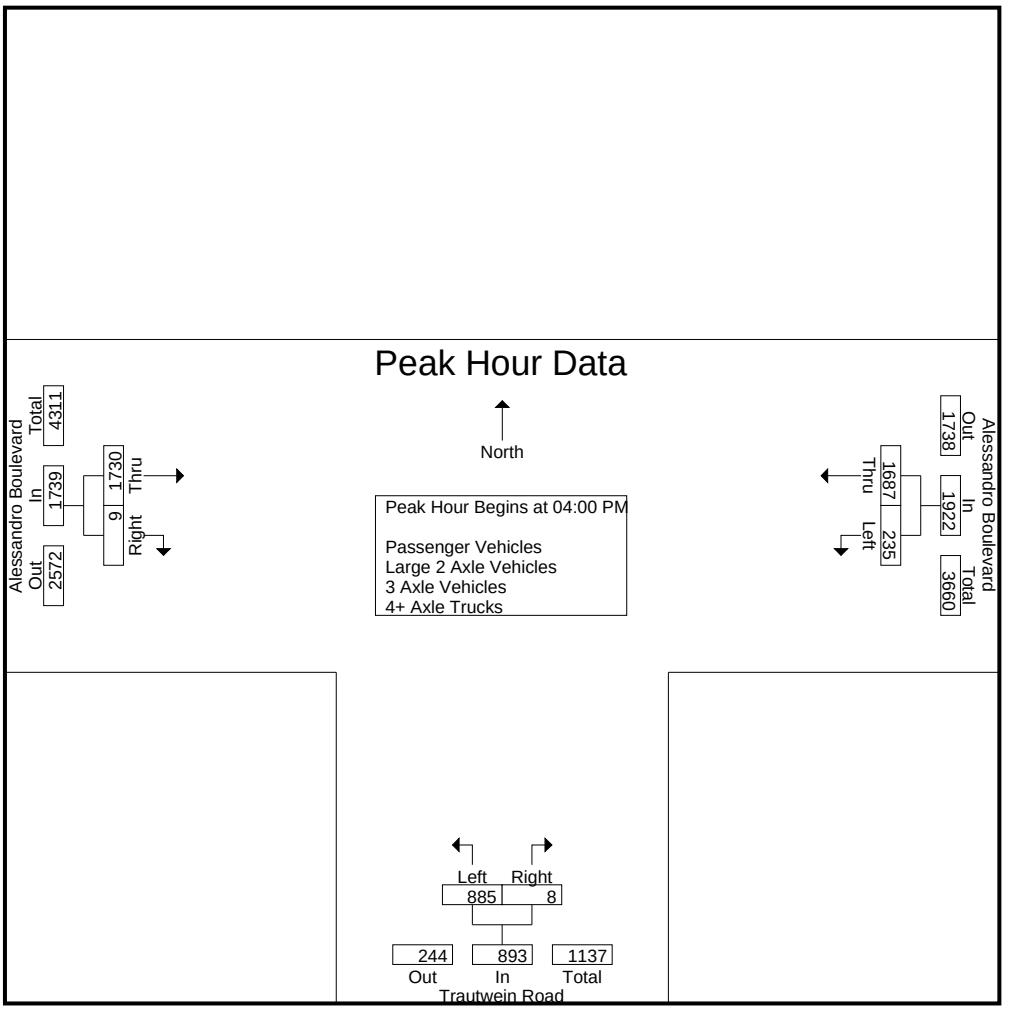

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	58	**528**	**586**	223	1	224	442	2	444
+15 mins.	**67**	410	477	238	1	239	443	**3**	446
+30 mins.	61	405	466	**241**	**4**	**245**	393	3	396
+45 mins.	49	344	393	183	2	185	**452**	1	**453**
Total Volume	235	1687	1922	885	8	893	1730	9	1739
% App. Total	12.2	87.8		99.1	0.9		99.5	0.5	
PHF	.877	.799	.820	.918	.500	.911	.957	.750	.960

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Groups Printed- Passenger Vehicles

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	58	523	581	218	1	219	439	2	441	1241
04:15 PM	67	402	469	233	1	234	438	3	441	1144
04:30 PM	61	402	463	238	4	242	391	3	394	1099
04:45 PM	49	342	391	179	2	181	451	1	452	1024
Total	235	1669	1904	868	8	876	1719	9	1728	4508
05:00 PM	83	421	504	189	3	192	370	2	372	1068
05:15 PM	49	362	411	220	4	224	413	2	415	1050
05:30 PM	70	358	428	184	8	192	457	7	464	1084
05:45 PM	59	323	382	214	4	218	412	7	419	1019
Total	261	1464	1725	807	19	826	1652	18	1670	4221
Grand Total	496	3133	3629	1675	27	1702	3371	27	3398	8729
Apprch %	13.7	86.3		98.4	1.6		99.2	0.8		
Total %	5.7	35.9	41.6	19.2	0.3	19.5	38.6	0.3	38.9	

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	58	**523**	**581**	218	1	219	439	2	441	**1241**
04:15 PM	**67**	402	469	233	1	234	438	**3**	441	1144
04:30 PM	61	402	463	**238**	**4**	**242**	391	3	394	1099
04:45 PM	49	342	391	179	2	181	**451**	1	**452**	1024
Total Volume	235	1669	1904	868	8	876	1719	9	1728	4508
% App. Total	12.3	87.7		99.1	0.9		99.5	0.5		
PHF	.877	.798	.819	.912	.500	.905	.953	.750	.956	.908

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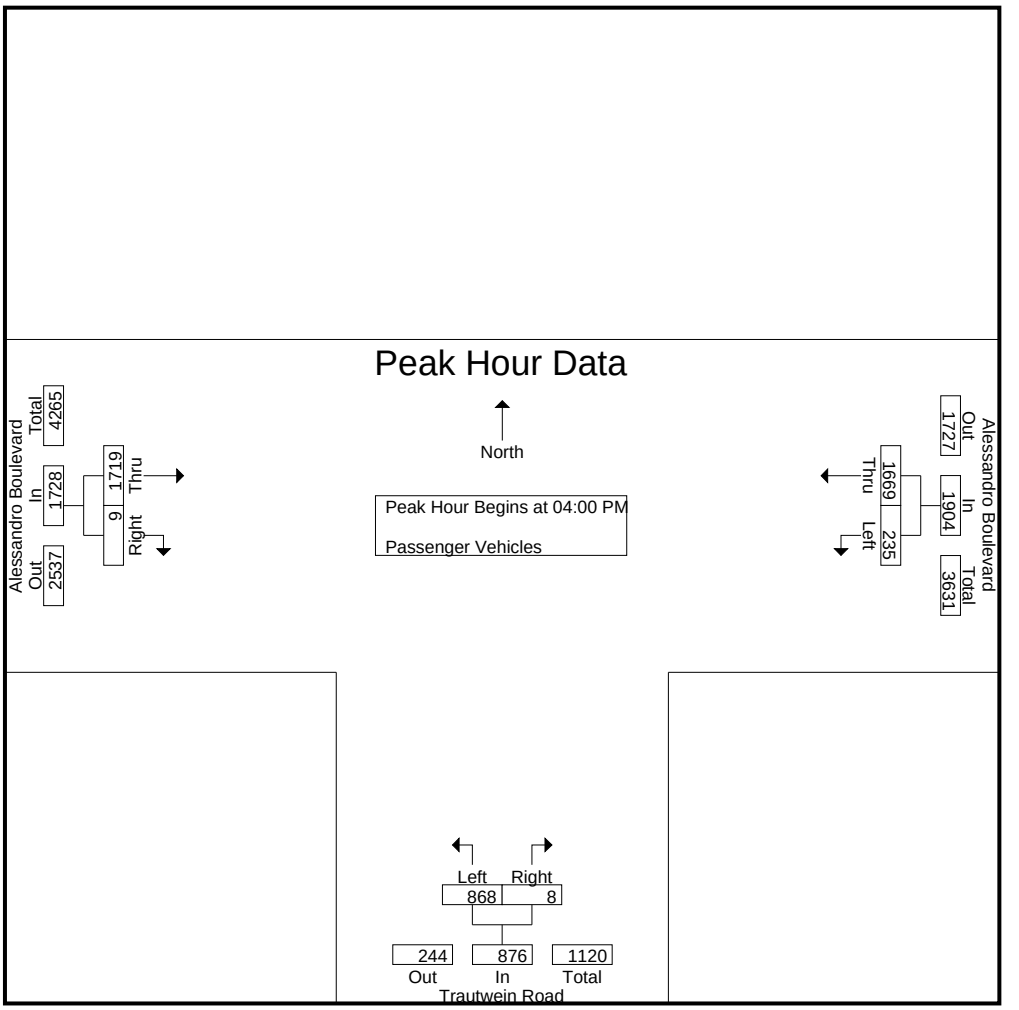

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	58	**523**	**581**	218	1	219	439	2	441
+15 mins.	**67**	402	469	233	1	234	438	**3**	441
+30 mins.	61	402	463	**238**	**4**	**242**	391	3	394
+45 mins.	49	342	391	179	2	181	**451**	1	**452**
Total Volume	235	1669	1904	868	8	876	1719	9	1728
% App. Total	12.3	87.7		99.1	0.9		99.5	0.5	
PHF	.877	.798	.819	.912	.500	.905	.953	.750	.956

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Groups Printed- Large 2 Axle Vehicles

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	5	0	5	3	0	3	12
04:15 PM	0	7	7	3	0	3	4	0	4	14
04:30 PM	0	3	3	1	0	1	1	0	1	5
04:45 PM	0	2	2	3	0	3	1	0	1	6
Total	0	16	16	12	0	12	9	0	9	37
05:00 PM	0	2	2	2	0	2	2	0	2	6
05:15 PM	0	2	2	1	0	1	2	0	2	5
05:30 PM	0	4	4	3	0	3	0	0	0	7
05:45 PM	1	2	3	1	0	1	1	0	1	5
Total	1	10	11	7	0	7	5	0	5	23
Grand Total	1	26	27	19	0	19	14	0	14	60
Apprch %	3.7	96.3		100	0		100	0		
Total %	1.7	43.3	45	31.7	0	31.7	23.3	0	23.3	

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	4	4	**5**	0	**5**	3	0	3	12
04:15 PM	0	**7**	**7**	3	0	3	**4**	0	**4**	**14**
04:30 PM	0	3	3	1	0	1	1	0	1	5
04:45 PM	0	2	2	3	0	3	1	0	1	6
Total Volume	0	16	16	12	0	12	9	0	9	37
% App. Total	0	100		100	0		100	0		
PHF	.000	.571	.571	.600	.000	.600	.563	.000	.563	.661

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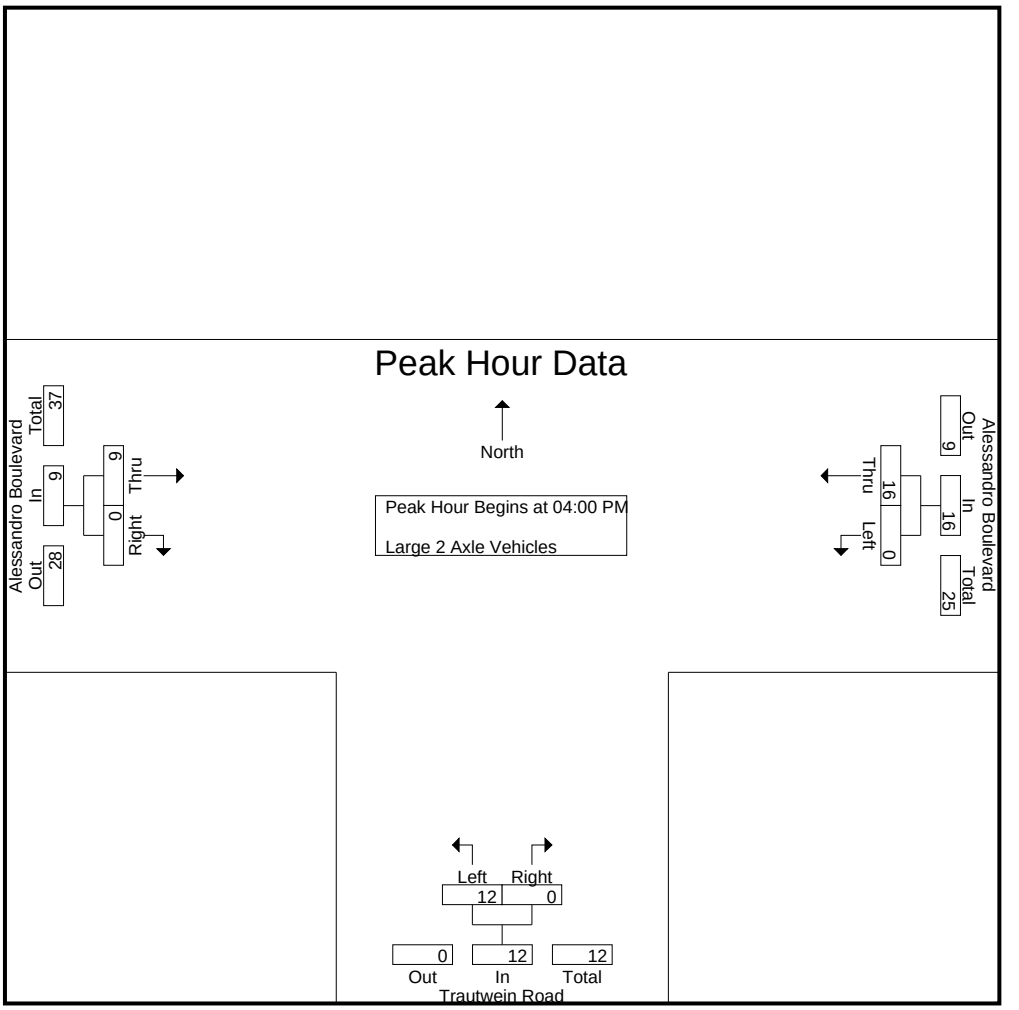
City of Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales PM
Site Code : 00322458
Start Date : 5/12/2022



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	4	4	**5**	0	**5**	3	0	3
+15 mins.	0	**7**	**7**	3	0	3	**4**	0	**4**
+30 mins.	0	3	3	1	0	1	1	0	1
+45 mins.	0	2	2	3	0	3	1	0	1
Total Volume	0	16	16	12	0	12	9	0	9
% App. Total	0	100		100	0		100	0	
PHF	.000	.571	.571	.600	.000	.600	.563	.000	.563

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City of Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	2	0	2	0	0	0	2
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	5	0	5	0	0	0	5
05:00 PM	1	1	2	1	0	1	1	0	1	4
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	2	0	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total	1	1	2	4	0	4	3	0	3	9
Grand Total	1	1	2	9	0	9	3	0	3	14
Apprch %	50	50		100	0		100	0		
Total %	7.1	7.1	14.3	64.3	0	64.3	21.4	0	21.4	

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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	**2**	0	**2**	0	0	0	**2**
04:30 PM	0	0	0	2	0	2	0	0	0	2
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	5	0	5	0	0	0	5
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.625	.000	.625	.000	.000	.000	.625

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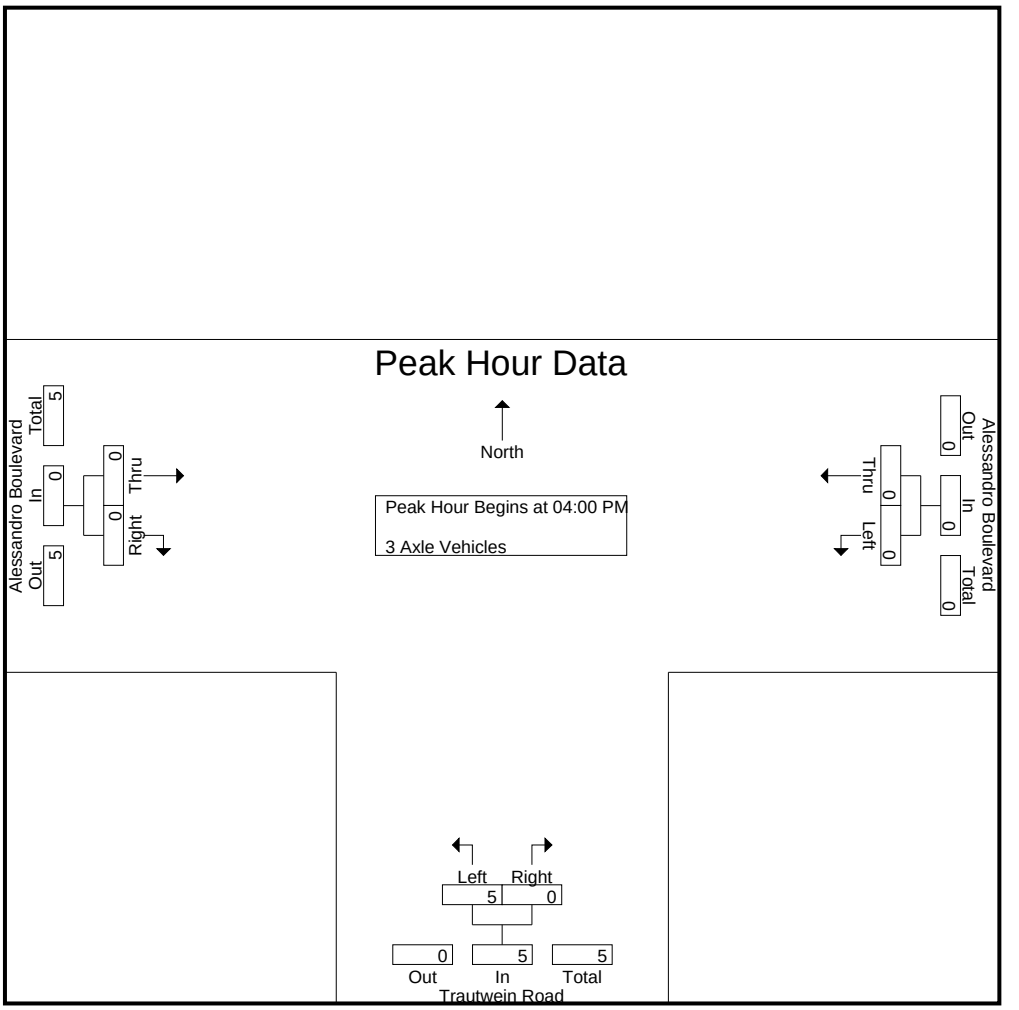
City of Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales PM
Site Code : 00322458
Start Date : 5/12/2022
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	**2**	0	**2**	0	0	0
+30 mins.	0	0	0	2	0	2	0	0	0
+45 mins.	0	0	0	1	0	1	0	0	0
Total Volume	0	0	0	5	0	5	0	0	0
% App. Total	0	0		100	0		0	0	
PHF	.000	.000	.000	.625	.000	.625	.000	.000	.000

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City of Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alessandro Boulevard Westbound			Trautwein Road Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	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	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	2	2	0	0	0	3	0	3	5
Apprch %	0	100		0	0		100	0		
Total %	0	40	40	0	0	0	60	0	60	

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

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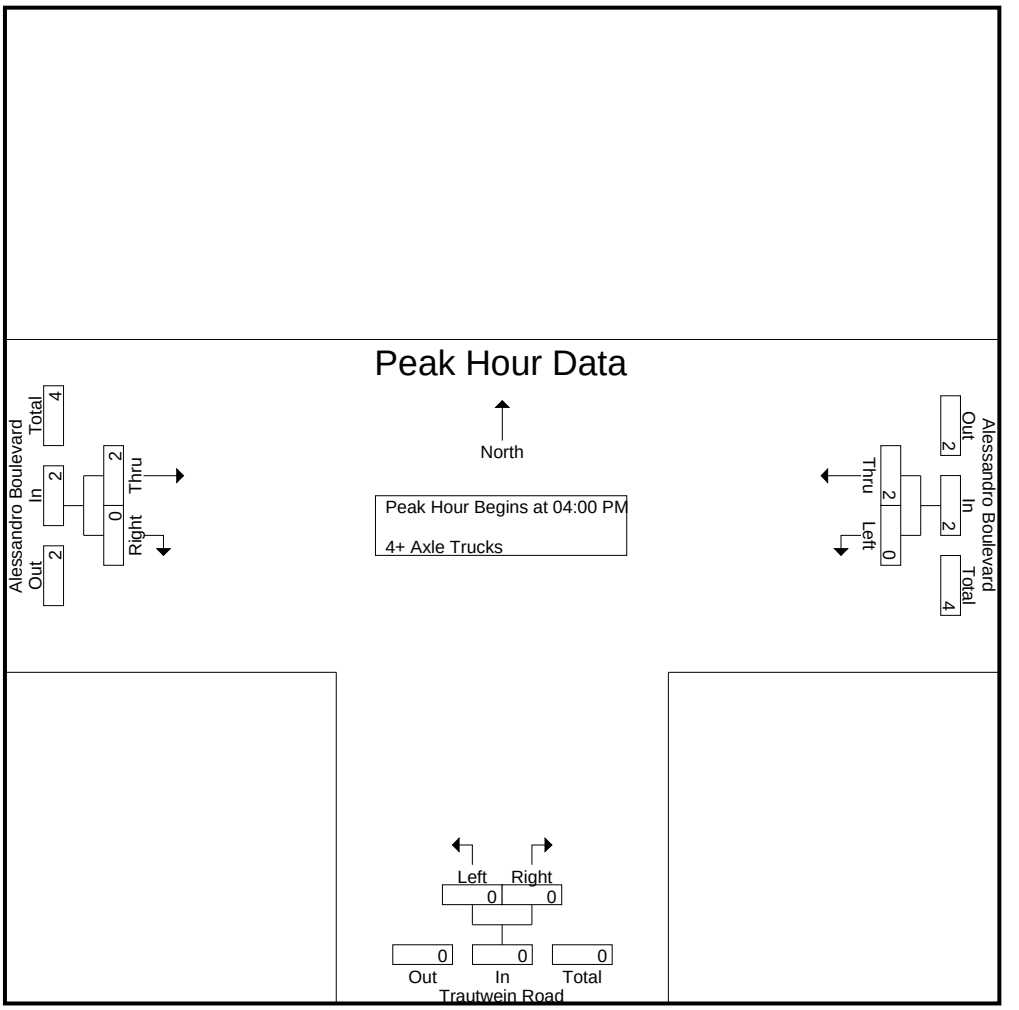
City of Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard
Weather: Clear

File Name : 04_RIV_Trau_Ales PM
Site Code : 00322458
Start Date : 5/12/2022
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	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500

Location: Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Dead End	East Leg Alessandro Boulevard	South Leg Trautwein Road	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Dead End	East Leg Alessandro Boulevard	South Leg Trautwein Road	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Riverside
N/S: Trautwein Road
E/W: Alessandro Boulevard

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Dead End			Westbound Alessandro Boulevard			Northbound Trautwein Road			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Alessandro Boulevard			Northbound Trautwein Road			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	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	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	2	0	0	0	0	0	0	0	3

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City of Riverside
N/S: Trautwein Road
E/W: Mission Village Drive
Weather: Clear

File Name : 05_RIV_Trau_MV AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

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

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	222	222	0	7	7	431	15	446	675
07:15 AM	0	243	243	0	8	8	448	22	470	721
07:30 AM	0	216	216	0	7	7	412	15	427	650
07:45 AM	0	254	254	0	5	5	370	32	402	661
Total	0	935	935	0	27	27	1661	84	1745	2707
08:00 AM	0	225	225	0	3	3	337	21	358	586
08:15 AM	0	171	171	0	8	8	370	34	404	583
08:30 AM	0	188	188	0	8	8	308	28	336	532
08:45 AM	0	215	215	0	9	9	254	31	285	509
Total	0	799	799	0	28	28	1269	114	1383	2210
Grand Total	0	1734	1734	0	55	55	2930	198	3128	4917
Apprch %	0	100		0	100		93.7	6.3		
Total %	0	35.3	35.3	0	1.1	1.1	59.6	4	63.6	
Passenger Vehicles	0	1694	1694	0	54	54	2882	192	3074	4822
% Passenger Vehicles	0	97.7	97.7	0	98.2	98.2	98.4	97	98.3	98.1
Large 2 Axle Vehicles	0	33	33	0	0	0	41	6	47	80
% Large 2 Axle Vehicles	0	1.9	1.9	0	0	0	1.4	3	1.5	1.6
3 Axle Vehicles	0	5	5	0	1	1	5	0	5	11
% 3 Axle Vehicles	0	0.3	0.3	0	1.8	1.8	0.2	0	0.2	0.2
4+ Axle Trucks	0	2	2	0	0	0	2	0	2	4
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0.1	0	0.1	0.1

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	222	222	0	7	7	431	15	446	675
07:15 AM	0	243	243	0	**8**	**8**	**448**	22	**470**	**721**
07:30 AM	0	216	216	0	7	7	412	15	427	650
07:45 AM	0	**254**	**254**	0	5	5	370	**32**	402	661
Total Volume	0	935	935	0	27	27	1661	84	1745	2707
% App. Total	0	100		0	100		95.2	4.8		
PHF	.000	.920	.920	.000	.844	.844	.927	.656	.928	.939

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City of Riverside
N/S: Trautwein Road
E/W: Mission Village Drive
Weather: Clear

File Name : 05_RIV_Trau_MV AM
Site Code : 00322458
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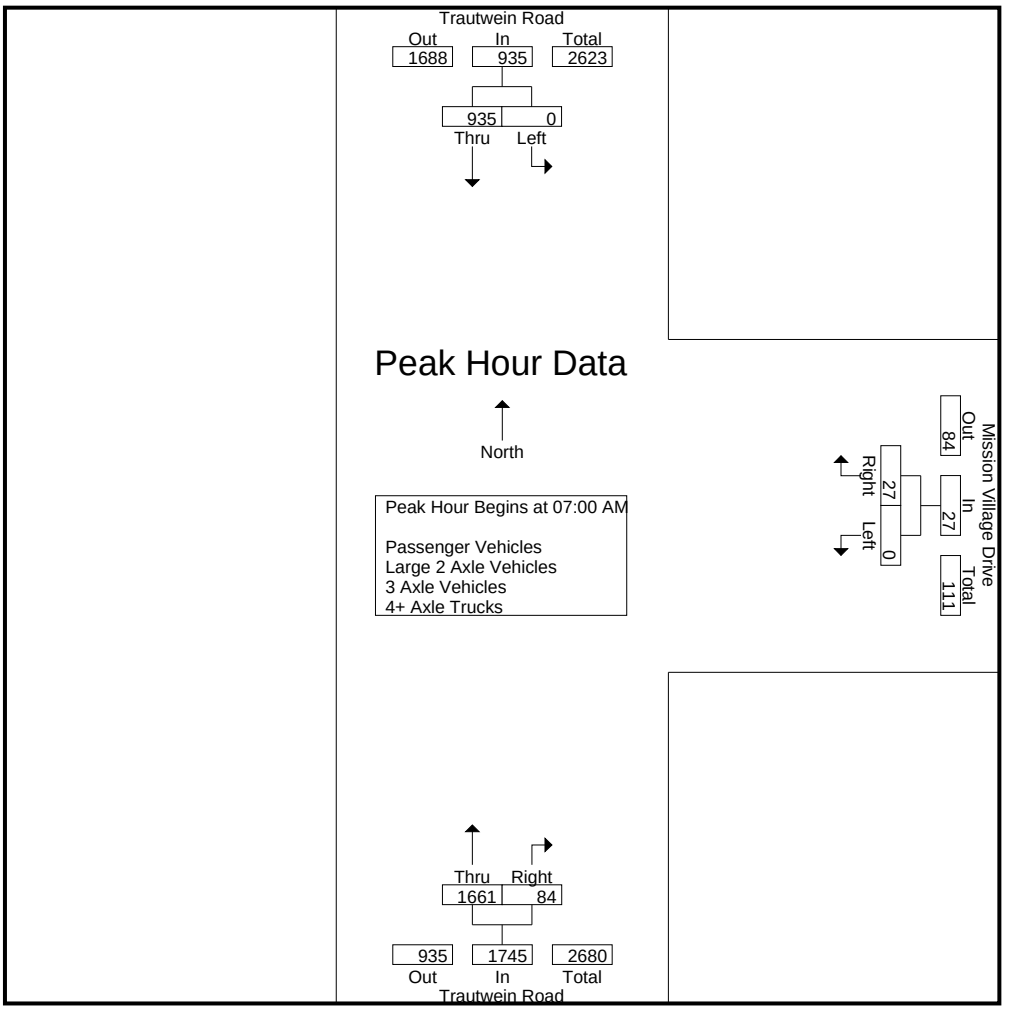

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:00 AM		
+0 mins.	0	243	243	0	3	3	431	15	446
+15 mins.	0	216	216	0	8	8	**448**	22	**470**
+30 mins.	0	**254**	**254**	0	8	8	412	15	427
+45 mins.	0	225	225	0	**9**	**9**	370	**32**	402
Total Volume	0	938	938	0	28	28	1661	84	1745
% App. Total	0	100		0	100		95.2	4.8	
PHF	.000	.923	.923	.000	.778	.778	.927	.656	.928

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City of Riverside
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E/W: Mission Village Drive
Weather: Clear

File Name : 05_RIV_Trau_MV AM
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Groups Printed- Passenger Vehicles

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	211	211	0	7	7	426	14	440	658
07:15 AM	0	242	242	0	8	8	448	21	469	719
07:30 AM	0	214	214	0	7	7	406	14	420	641
07:45 AM	0	250	250	0	5	5	364	31	395	650
Total	0	917	917	0	27	27	1644	80	1724	2668
08:00 AM	0	220	220	0	3	3	328	20	348	571
08:15 AM	0	168	168	0	7	7	362	33	395	570
08:30 AM	0	184	184	0	8	8	300	28	328	520
08:45 AM	0	205	205	0	9	9	248	31	279	493
Total	0	777	777	0	27	27	1238	112	1350	2154
Grand Total	0	1694	1694	0	54	54	2882	192	3074	4822
Apprch %	0	100		0	100		93.8	6.2		
Total %	0	35.1	35.1	0	1.1	1.1	59.8	4	63.7	

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	211	211	0	7	7	426	14	440	658
07:15 AM	0	242	242	0	**8**	**8**	**448**	21	**469**	**719**
07:30 AM	0	214	214	0	7	7	406	14	420	641
07:45 AM	0	**250**	**250**	0	5	5	364	**31**	395	650
Total Volume	0	917	917	0	27	27	1644	80	1724	2668
% App. Total	0	100		0	100		95.4	4.6		
PHF	.000	.917	.917	.000	.844	.844	.917	.645	.919	.928

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City of Riverside
N/S: Trautwein Road
E/W: Mission Village Drive
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File Name : 05_RIV_Trau_MV AM
Site Code : 00322458
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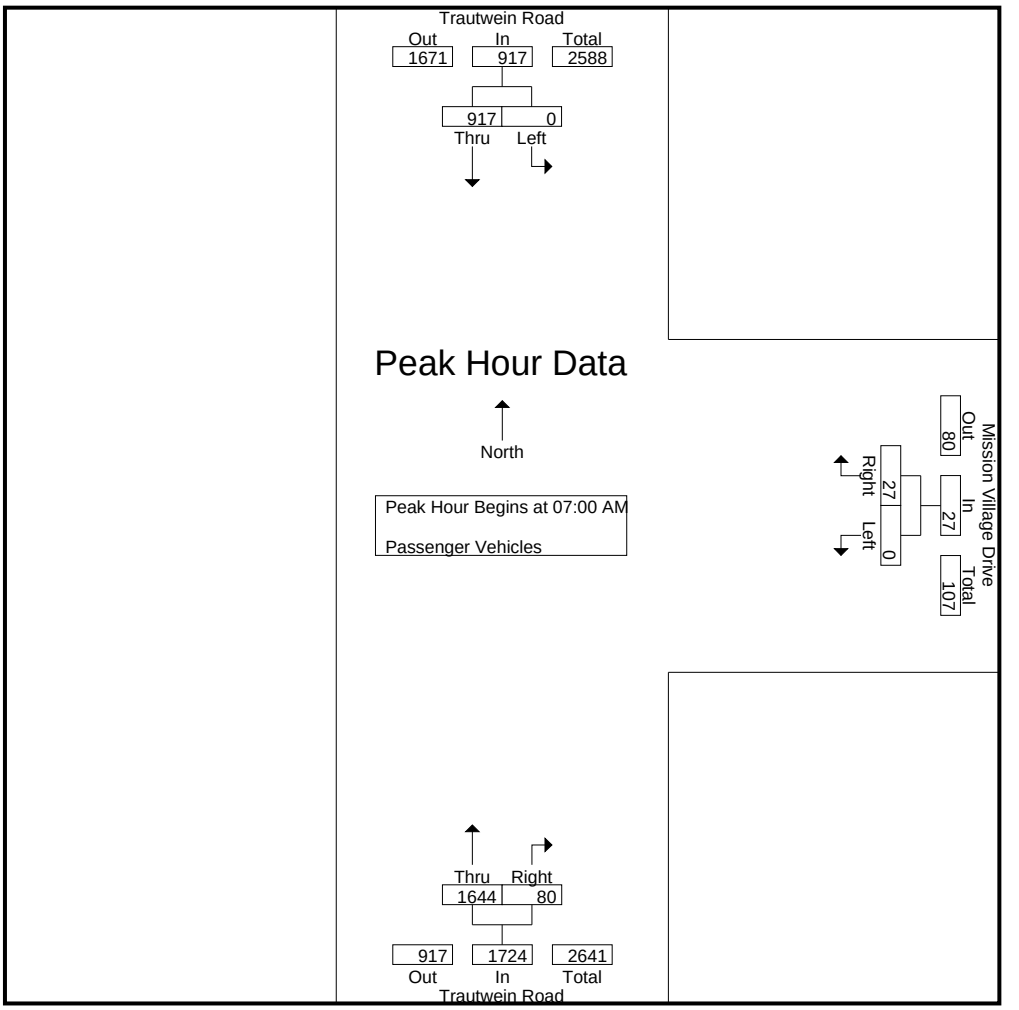

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	211	211	0	7	7	426	14	440
+15 mins.	0	242	242	0	**8**	**8**	**448**	21	**469**
+30 mins.	0	214	214	0	7	7	406	14	420
+45 mins.	0	**250**	**250**	0	5	5	364	**31**	395
Total Volume	0	917	917	0	27	27	1644	80	1724
% App. Total	0	100		0	100		95.4	4.6	
PHF	.000	.917	.917	.000	.844	.844	.917	.645	.919

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City of Riverside
N/S: Trautwein Road
E/W: Mission Village Drive
Weather: Clear

File Name : 05_RIV_Trau_MV AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	8	0	0	0	4	1	5	13
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	0	2	2	0	0	0	5	1	6	8
07:45 AM	0	4	4	0	0	0	5	1	6	10
Total	0	15	15	0	0	0	14	4	18	33
08:00 AM	0	5	5	0	0	0	9	1	10	15
08:15 AM	0	2	2	0	0	0	7	1	8	10
08:30 AM	0	3	3	0	0	0	6	0	6	9
08:45 AM	0	8	8	0	0	0	5	0	5	13
Total	0	18	18	0	0	0	27	2	29	47
Grand Total	0	33	33	0	0	0	41	6	47	80
Apprch %	0	100		0	0		87.2	12.8		
Total %	0	41.2	41.2	0	0	0	51.2	7.5	58.8	

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**8**	**8**	0	0	0	4	**1**	5	**13**
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	0	2	2	0	0	0	**5**	1	**6**	8
07:45 AM	0	4	4	0	0	0	5	1	6	10
Total Volume	0	15	15	0	0	0	14	4	18	33
% App. Total	0	100		0	0		77.8	22.2		
PHF	.000	.469	.469	.000	.000	.000	.700	1.00	.750	.635

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City of Riverside
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E/W: Mission Village Drive
Weather: Clear

File Name : 05_RIV_Trau_MV AM
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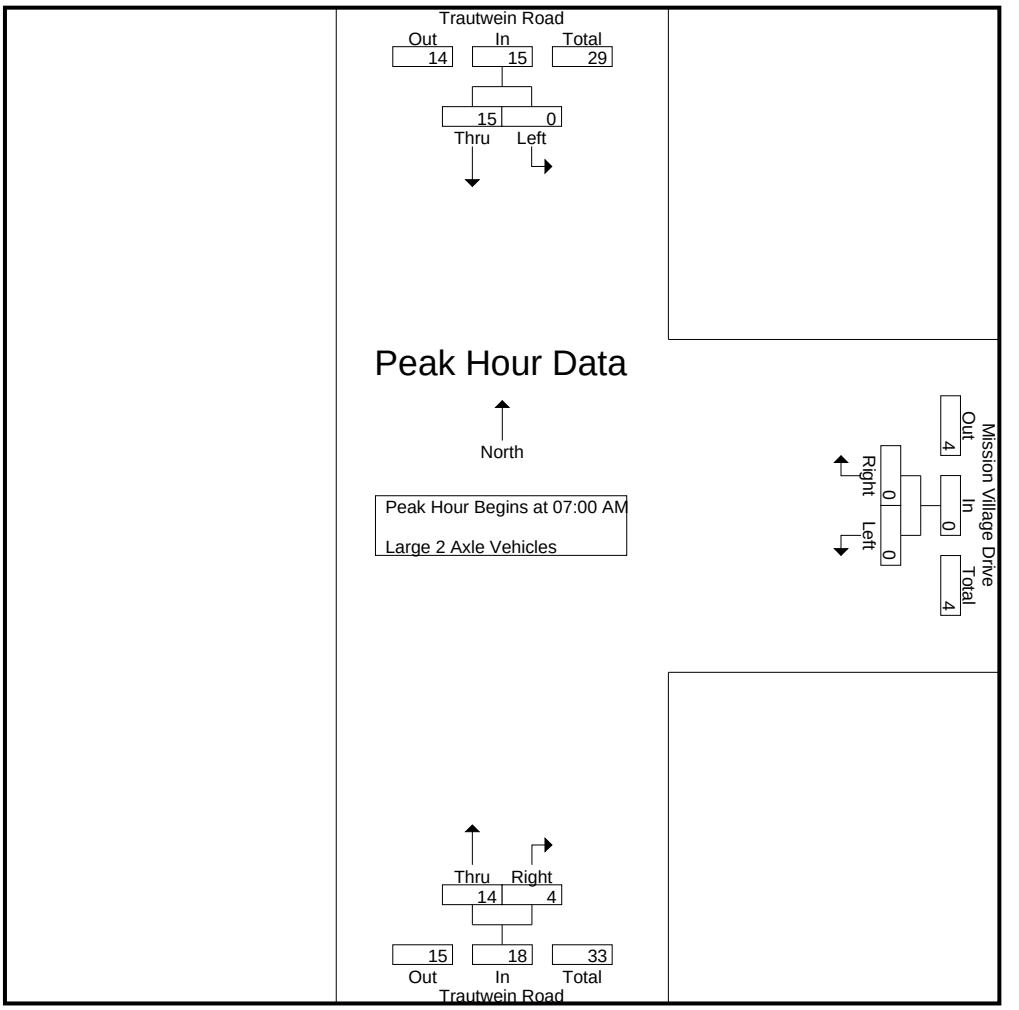

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**8**	**8**	0	0	0	4	**1**	5
+15 mins.	0	1	1	0	0	0	0	1	1
+30 mins.	0	2	2	0	0	0	**5**	1	**6**
+45 mins.	0	4	4	0	0	0	5	1	6
Total Volume	0	15	15	0	0	0	14	4	18
% App. Total	0	100		0	0		77.8	22.2	
PHF	.000	.469	.469	.000	.000	.000	.700	1.000	.750

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Groups Printed- 3 Axle Vehicles

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	3	3	0	0	0	3	0	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	1	1	0	1	2
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	1	1	2	0	2	5
Grand Total	0	5	5	0	1	1	5	0	5	11
Apprch %	0	100		0	100		100	0		
Total %	0	45.5	45.5	0	9.1	9.1	45.5	0	45.5	

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	**3**	**3**	0	0	0	**1**	0	**1**	**4**
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	3	3	0	0	0	3	0	3	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.750	.000	.750	.375

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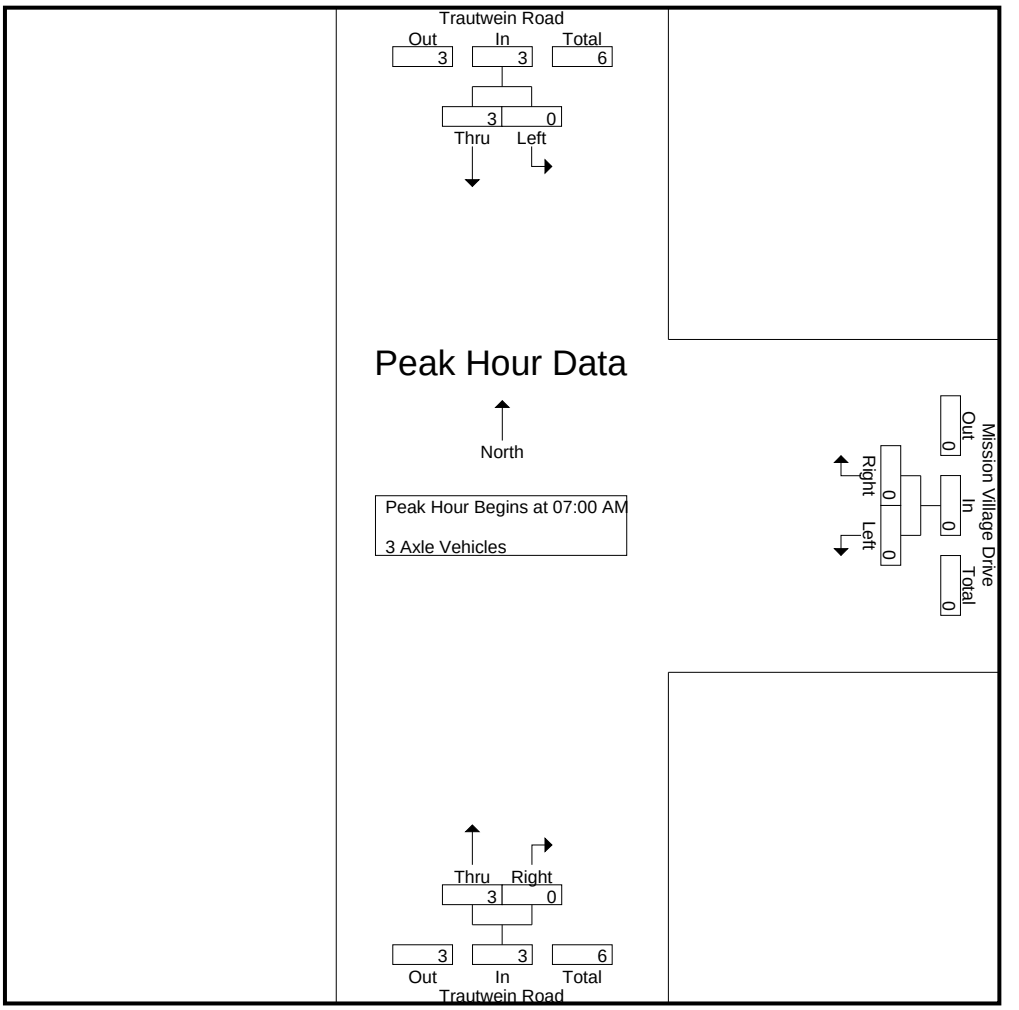

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	**3**	**3**	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	3	3	0	0	0	3	0	3
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.750	.000	.750

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Groups Printed- 4+ Axle Trucks

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	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	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	2	2	0	0	0	2	0	2	4
Grand Total	0	2	2	0	0	0	2	0	2	4
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	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 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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File Name : 05_RIV_Trau_MV AM
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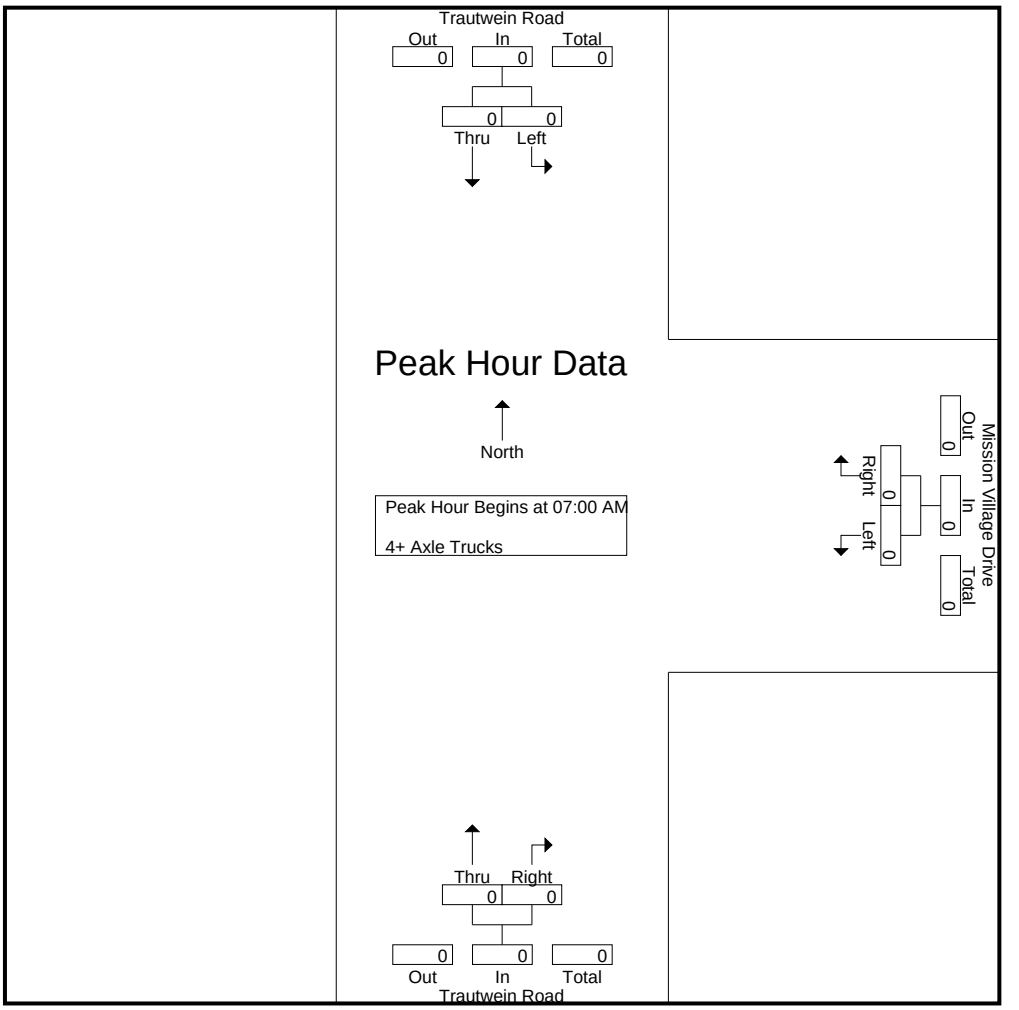

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	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

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

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	405	405	0	12	12	281	32	313	730
04:15 PM	0	444	444	0	3	3	267	37	304	751
04:30 PM	0	438	438	0	9	9	273	28	301	748
04:45 PM	0	438	438	0	6	6	230	31	261	705
Total	0	1725	1725	0	30	30	1051	128	1179	2934
05:00 PM	0	430	430	0	12	12	222	46	268	710
05:15 PM	0	449	449	0	7	7	239	42	281	737
05:30 PM	0	450	450	0	7	7	235	41	276	733
05:45 PM	0	464	464	1	12	13	218	44	262	739
Total	0	1793	1793	1	38	39	914	173	1087	2919
Grand Total	0	3518	3518	1	68	69	1965	301	2266	5853
Apprch %	0	100		1.4	98.6		86.7	13.3		
Total %	0	60.1	60.1	0	1.2	1.2	33.6	5.1	38.7	
Passenger Vehicles	0	3475	3475	1	67	68	1929	301	2230	5773
% Passenger Vehicles	0	98.8	98.8	100	98.5	98.6	98.2	100	98.4	98.6
Large 2 Axle Vehicles	0	33	33	0	0	0	28	0	28	61
% Large 2 Axle Vehicles	0	0.9	0.9	0	0	0	1.4	0	1.2	1
3 Axle Vehicles	0	8	8	0	1	1	8	0	8	17
% 3 Axle Vehicles	0	0.2	0.2	0	1.5	1.4	0.4	0	0.4	0.3
4+ Axle Trucks	0	2	2	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0	0	0	0

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	405	405	0	**12**	**12**	**281**	32	**313**	730
04:15 PM	0	**444**	**444**	0	3	3	267	**37**	304	**751**
04:30 PM	0	438	438	0	9	9	273	28	301	748
04:45 PM	0	438	438	0	6	6	230	31	261	705
Total Volume	0	1725	1725	0	30	30	1051	128	1179	2934
% App. Total	0	100		0	100		89.1	10.9		
PHF	.000	.971	.971	.000	.625	.625	.935	.865	.942	.977

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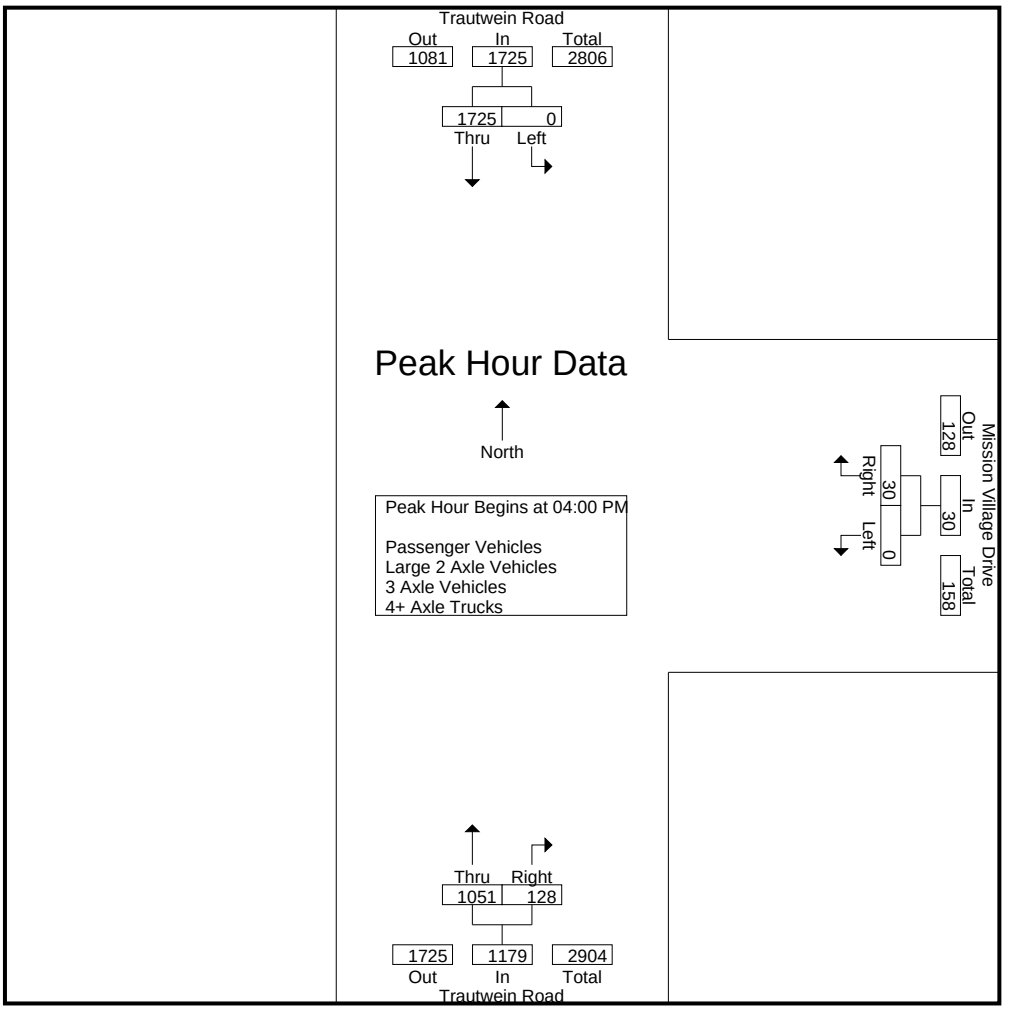

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:00 PM		
+0 mins.	0	430	430	0	**12**	12	**281**	32	**313**
+15 mins.	0	449	449	0	7	7	267	**37**	304
+30 mins.	0	450	450	0	7	7	273	28	301
+45 mins.	0	**464**	**464**	**1**	12	**13**	230	31	261
Total Volume	0	1793	1793	1	38	39	1051	128	1179
% App. Total	0	100		2.6	97.4		89.1	10.9	
PHF	.000	.966	.966	.250	.792	.750	.935	.865	.942

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Groups Printed- Passenger Vehicles

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	400	400	0	12	12	272	32	304	716
04:15 PM	0	440	440	0	3	3	264	37	301	744
04:30 PM	0	430	430	0	9	9	268	28	296	735
04:45 PM	0	436	436	0	6	6	225	31	256	698
Total	0	1706	1706	0	30	30	1029	128	1157	2893
05:00 PM	0	425	425	0	11	11	220	46	266	702
05:15 PM	0	442	442	0	7	7	235	42	277	726
05:30 PM	0	448	448	0	7	7	230	41	271	726
05:45 PM	0	454	454	1	12	13	215	44	259	726
Total	0	1769	1769	1	37	38	900	173	1073	2880
Grand Total	0	3475	3475	1	67	68	1929	301	2230	5773
Apprch %	0	100		1.5	98.5		86.5	13.5		
Total %	0	60.2	60.2	0	1.2	1.2	33.4	5.2	38.6	

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	400	400	0	**12**	**12**	**272**	32	**304**	716
04:15 PM	0	**440**	**440**	0	3	3	264	**37**	301	**744**
04:30 PM	0	430	430	0	9	9	268	28	296	735
04:45 PM	0	436	436	0	6	6	225	31	256	698
Total Volume	0	1706	1706	0	30	30	1029	128	1157	2893
% App. Total	0	100		0	100		88.9	11.1		
PHF	.000	.969	.969	.000	.625	.625	.946	.865	.951	.972

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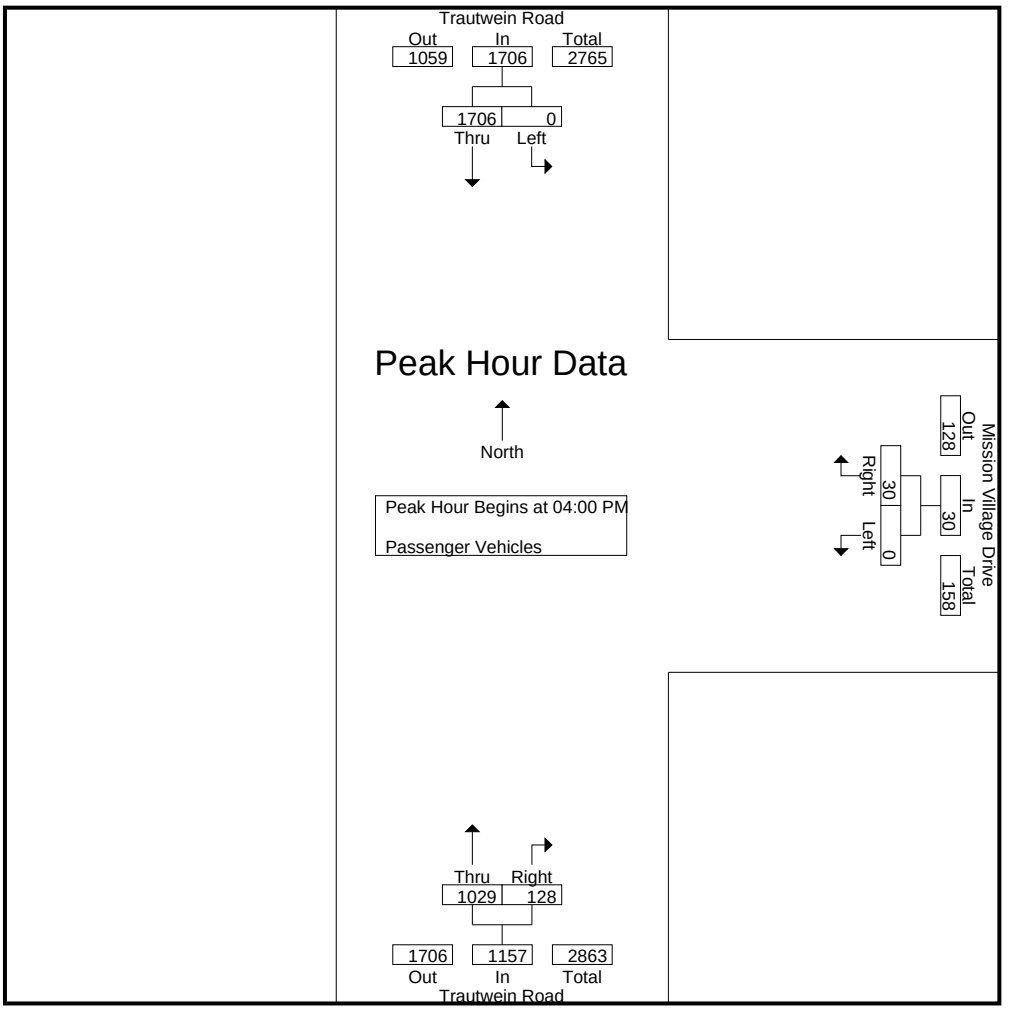

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	400	400	0	**12**	**12**	**272**	32	**304**
+15 mins.	0	**440**	**440**	0	3	3	264	**37**	301
+30 mins.	0	430	430	0	9	9	268	28	296
+45 mins.	0	436	436	0	6	6	225	31	256
Total Volume	0	1706	1706	0	30	30	1029	128	1157
% App. Total	0	100		0	100		88.9	11.1	
PHF	.000	.969	.969	.000	.625	.625	.946	.865	.951

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Groups Printed- Large 2 Axle Vehicles

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	3	0	0	0	8	0	8	11
04:15 PM	0	3	3	0	0	0	2	0	2	5
04:30 PM	0	7	7	0	0	0	3	0	3	10
04:45 PM	0	2	2	0	0	0	4	0	4	6
Total	0	15	15	0	0	0	17	0	17	32
05:00 PM	0	2	2	0	0	0	2	0	2	4
05:15 PM	0	5	5	0	0	0	3	0	3	8
05:30 PM	0	2	2	0	0	0	3	0	3	5
05:45 PM	0	9	9	0	0	0	3	0	3	12
Total	0	18	18	0	0	0	11	0	11	29
Grand Total	0	33	33	0	0	0	28	0	28	61
Apprch %	0	100		0	0		100	0		
Total %	0	54.1	54.1	0	0	0	45.9	0	45.9	

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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	3	3	0	0	0	**8**	0	**8**	**11**
04:15 PM	0	3	3	0	0	0	2	0	2	5
04:30 PM	0	**7**	**7**	0	0	0	3	0	3	10
04:45 PM	0	2	2	0	0	0	4	0	4	6
Total Volume	0	15	15	0	0	0	17	0	17	32
% App. Total	0	100		0	0		100	0		
PHF	.000	.536	.536	.000	.000	.000	.531	.000	.531	.727

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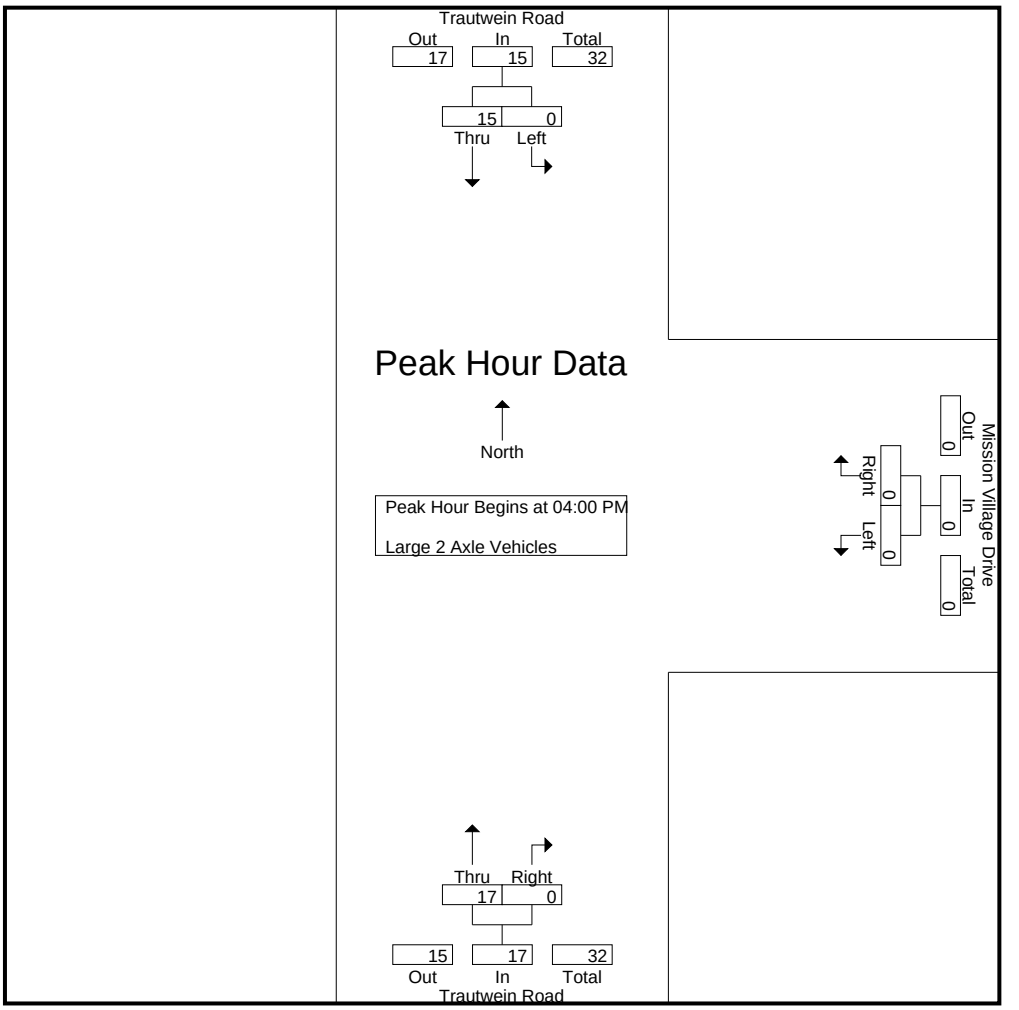

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	3	3	0	0	0	**8**	0	**8**
+15 mins.	0	3	3	0	0	0	2	0	2
+30 mins.	0	**7**	**7**	0	0	0	3	0	3
+45 mins.	0	2	2	0	0	0	4	0	4
Total Volume	0	15	15	0	0	0	17	0	17
% App. Total	0	100		0	0		100	0	
PHF	.000	.536	.536	.000	.000	.000	.531	.000	.531

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Groups Printed- 3 Axle Vehicles

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	1	1	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	3	3	0	0	0	5	0	5	8
05:00 PM	0	3	3	0	1	1	0	0	0	4
05:15 PM	0	1	1	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	5	5	0	1	1	3	0	3	9
Grand Total	0	8	8	0	1	1	8	0	8	17
Apprch %	0	100		0	100		100	0		
Total %	0	47.1	47.1	0	5.9	5.9	47.1	0	47.1	

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	0	0	0	1	0	1	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	1	1	0	0	0	**2**	0	**2**	**3**
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	3	3	0	0	0	5	0	5	8
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.625	.000	.625	.667

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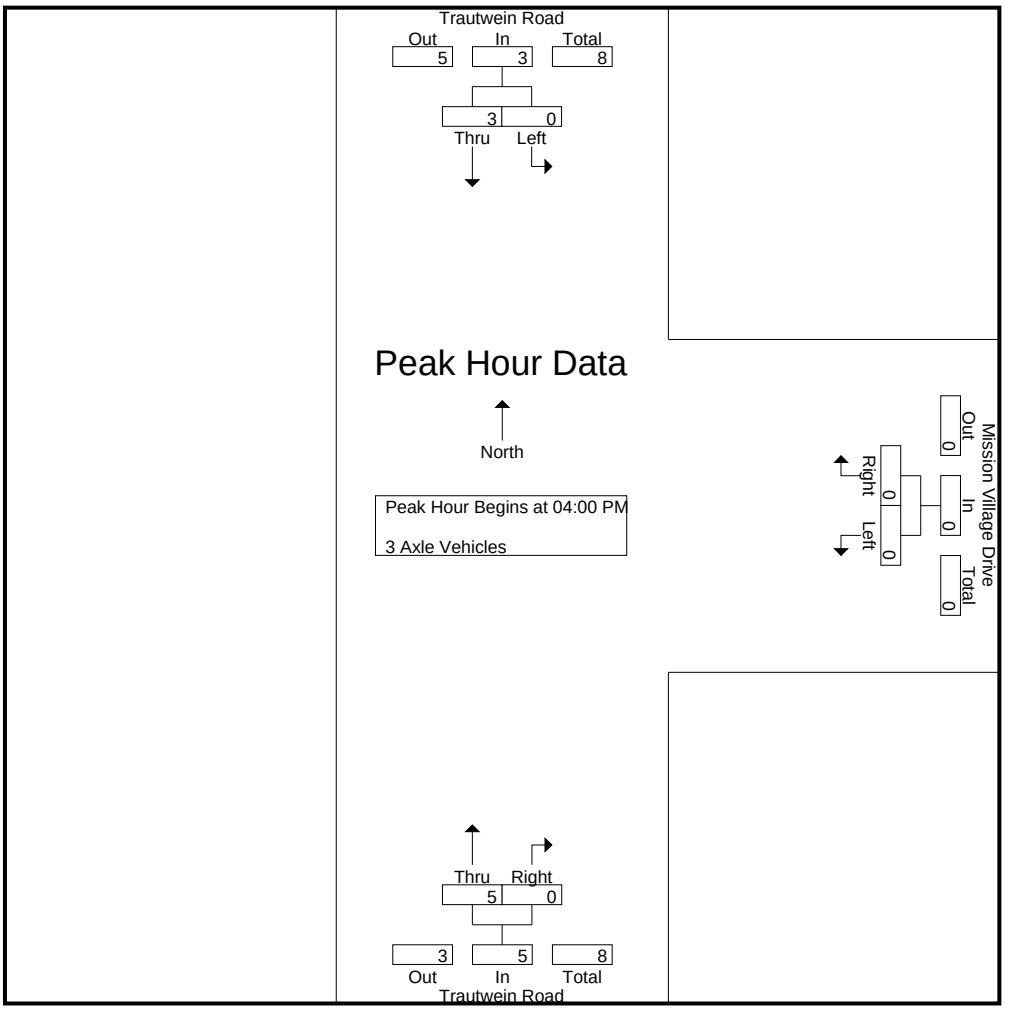
City of Riverside
N/S: Trautwein Road
E/W: Mission Village Drive
Weather: Clear

File Name : 05_RIV_Trau_MV PM
Site Code : 00322458
Start Date : 5/12/2022
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	**1**	**1**	0	0	0	1	0	1
+15 mins.	0	1	1	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	3	3	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.625	.000	.625

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City of Riverside
N/S: Trautwein Road
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Weather: Clear

File Name : 05_RIV_Trau_MV PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
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	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	2	2	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Trautwein Road Southbound			Mission Village Drive Westbound			Trautwein Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
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	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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File Name : 05_RIV_Trau_MV PM
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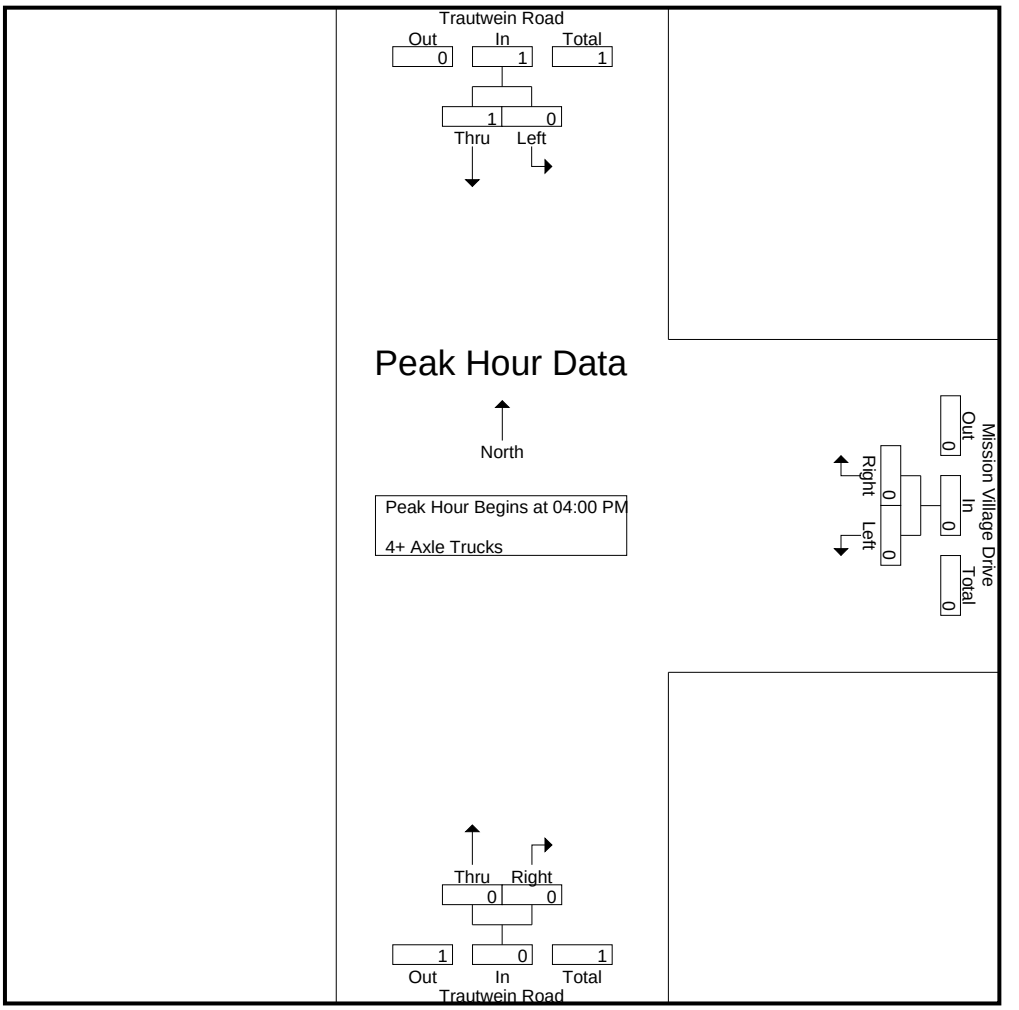

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Riverside
N/S: Trautwein Road
E/W: Mission Village Drive

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Trautwein Road	East Leg Mission Village Drive	South Leg Trautwein Road	West Leg Dead End	
	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	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Trautwein Road	East Leg Mission Village Drive	South Leg Trautwein Road	West Leg Dead End	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Riverside
N/S: Trautwein Road
E/W: Mission Village Drive

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Trautwein Road			Westbound Mission Village Drive			Northbound Trautwein Road			Eastbound Dead End			
	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 Trautwein Road			Westbound Mission Village Drive			Northbound Trautwein Road			Eastbound Dead End			
	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 Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

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

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
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	24	199	2	225	146	2	11	159	0	447	42	489	10	2	1	13	886
07:15 AM	36	229	2	267	156	5	6	167	0	423	61	484	13	5	2	20	938
07:30 AM	31	188	0	219	120	8	13	141	0	389	42	431	19	10	1	30	821
07:45 AM	42	202	5	249	134	5	6	145	1	370	94	465	11	11	3	25	884
Total	133	818	9	960	556	20	36	612	1	1629	239	1869	53	28	7	88	3529
08:00 AM	36	190	3	229	93	2	10	105	1	348	96	445	13	9	2	24	803
08:15 AM	34	131	3	168	58	0	6	64	1	364	75	440	8	5	1	14	686
08:30 AM	26	151	7	184	76	0	13	89	0	314	82	396	4	3	0	7	676
08:45 AM	52	170	2	224	77	1	13	91	0	249	80	329	5	6	2	13	657
Total	148	642	15	805	304	3	42	349	2	1275	333	1610	30	23	5	58	2822
Grand Total	281	1460	24	1765	860	23	78	961	3	2904	572	3479	83	51	12	146	6351
Apprch %	15.9	82.7	1.4		89.5	2.4	8.1		0.1	83.5	16.4		56.8	34.9	8.2		
Total %	4.4	23	0.4	27.8	13.5	0.4	1.2	15.1	0	45.7	9	54.8	1.3	0.8	0.2	2.3	
Passenger Vehicles	274	1426	24	1724	841	23	76	940	2	2830	560	3392	80	50	11	141	6197
% Passenger Vehicles	97.5	97.7	100	97.7	97.8	100	97.4	97.8	66.7	97.5	97.9	97.5	96.4	98	91.7	96.6	97.6
Large 2 Axle Vehicles	5	29	0	34	15	0	2	17	1	64	11	76	3	1	0	4	131
% Large 2 Axle Vehicles	1.8	2	0	1.9	1.7	0	2.6	1.8	33.3	2.2	1.9	2.2	3.6	2	0	2.7	2.1
3 Axle Vehicles	1	4	0	5	2	0	0	2	0	8	0	8	0	0	1	1	16
% 3 Axle Vehicles	0.4	0.3	0	0.3	0.2	0	0	0.2	0	0.3	0	0.2	0	0	8.3	0.7	0.3
4+ Axle Trucks	1	1	0	2	2	0	0	2	0	2	1	3	0	0	0	0	7
% 4+ Axle Trucks	0.4	0.1	0	0.1	0.2	0	0	0.2	0	0.1	0.2	0.1	0	0	0	0	0.1

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	24	199	2	225	146	2	11	159	0	**447**	42	**489**	10	2	1	13	886
07:15 AM	36	**229**	2	**267**	**156**	5	6	**167**	0	423	61	484	13	5	2	20	**938**
07:30 AM	31	188	0	219	120	**8**	**13**	141	0	389	42	431	**19**	10	1	**30**	821
07:45 AM	**42**	202	**5**	249	134	5	6	145	**1**	370	**94**	465	11	**11**	**3**	25	884
Total Volume	133	818	9	960	556	20	36	612	1	1629	239	1869	53	28	7	88	3529
% App. Total	13.9	85.2	0.9		90.8	3.3	5.9		0.1	87.2	12.8		60.2	31.8	8		
PHF	.792	.893	.450	.899	.891	.625	.692	.916	.250	.911	.636	.956	.697	.636	.583	.733	.941

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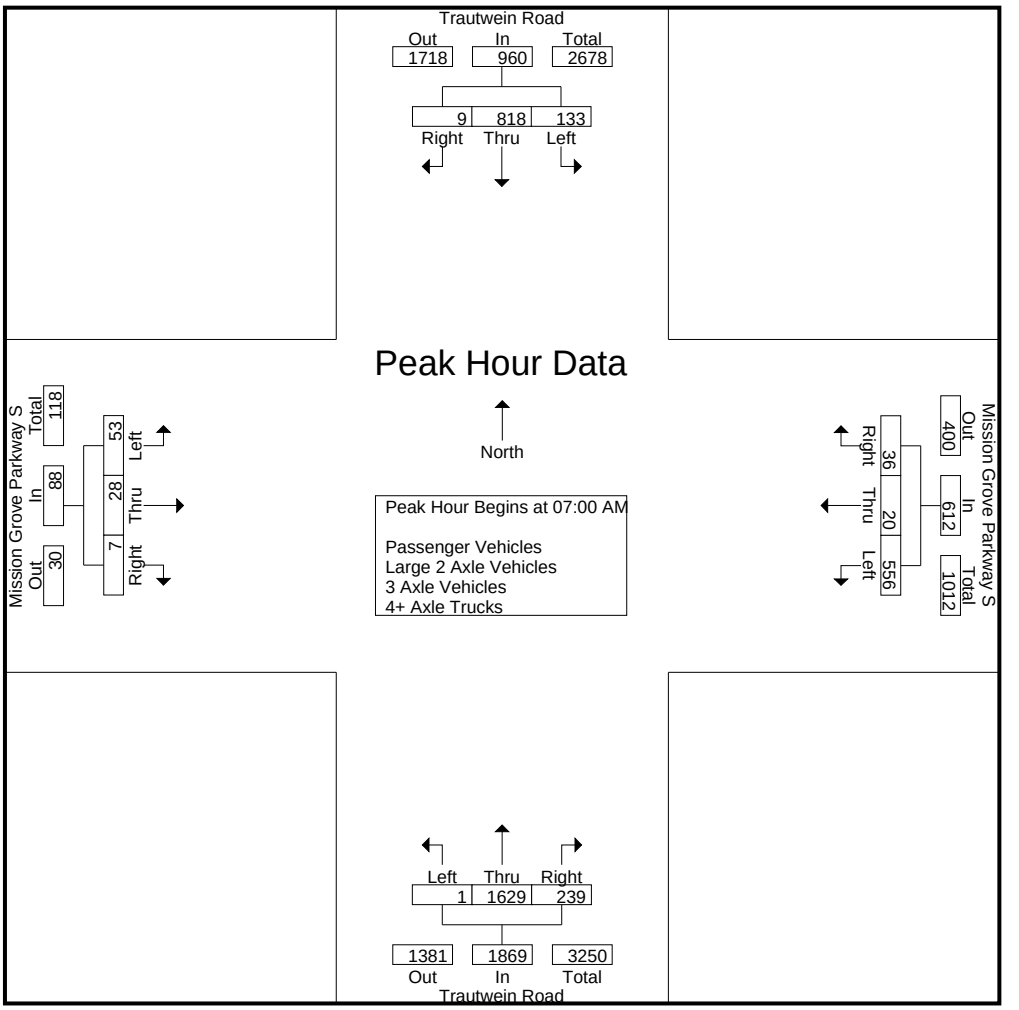
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS AM
Site Code : 00322458
Start Date : 5/12/2022



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

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	36	**229**	2	**267**	146	2	11	159	0	**447**	42	**489**	13	5	2	20
+15 mins.	31	188	0	219	**156**	5	6	**167**	0	423	61	484	**19**	10	1	**30**
+30 mins.	**42**	202	**5**	249	120	**8**	**13**	141	0	389	42	431	11	**11**	**3**	25
+45 mins.	36	190	3	229	134	5	6	145	**1**	370	**94**	465	13	9	2	24
Total Volume	145	809	10	964	556	20	36	612	1	1629	239	1869	56	35	8	99
% App. Total	15	83.9	1		90.8	3.3	5.9		0.1	87.2	12.8		56.6	35.4	8.1	
PHF	.863	.883	.500	.903	.891	.625	.692	.916	.250	.911	.636	.956	.737	.795	.667	.825

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City of Riverside
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Weather: Clear

File Name : 06_RIV_Trau_MGPS AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
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	24	188	2	214	143	2	11	156	0	439	41	480	10	2	1	13	863
07:15 AM	35	227	2	264	153	5	5	163	0	419	60	479	13	5	2	20	926
07:30 AM	30	186	0	216	119	8	13	140	0	379	41	420	16	9	1	26	802
07:45 AM	40	198	5	243	132	5	6	143	1	359	92	452	11	11	3	25	863
Total	129	799	9	937	547	20	35	602	1	1596	234	1831	50	27	7	84	3454
08:00 AM	36	186	3	225	89	2	9	100	1	338	95	434	13	9	1	23	782
08:15 AM	33	129	3	165	56	0	6	62	0	353	71	424	8	5	1	14	665
08:30 AM	26	147	7	180	73	0	13	86	0	303	82	385	4	3	0	7	658
08:45 AM	50	165	2	217	76	1	13	90	0	240	78	318	5	6	2	13	638
Total	145	627	15	787	294	3	41	338	1	1234	326	1561	30	23	4	57	2743
Grand Total	274	1426	24	1724	841	23	76	940	2	2830	560	3392	80	50	11	141	6197
Apprch %	15.9	82.7	1.4		89.5	2.4	8.1		0.1	83.4	16.5		56.7	35.5	7.8		
Total %	4.4	23	0.4	27.8	13.6	0.4	1.2	15.2	0	45.7	9	54.7	1.3	0.8	0.2	2.3	

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	24	188	2	214	143	2	11	156	0	**439**	41	**480**	10	2	1	13	863
07:15 AM	35	**227**	2	**264**	**153**	5	5	**163**	0	419	60	479	13	5	2	20	**926**
07:30 AM	30	186	0	216	119	**8**	**13**	140	0	379	41	420	**16**	9	1	**26**	802
07:45 AM	**40**	198	**5**	243	132	5	6	143	**1**	359	**92**	452	11	**11**	**3**	25	863
Total Volume	129	799	9	937	547	20	35	602	1	1596	234	1831	50	27	7	84	3454
% App. Total	13.8	85.3	1		90.9	3.3	5.8		0.1	87.2	12.8		59.5	32.1	8.3		
PHF	.806	.880	.450	.887	.894	.625	.673	.923	.250	.909	.636	.954	.781	.614	.583	.808	.933

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City of Riverside
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Weather: Clear

File Name : 06_RIV_Trau_MGPS AM
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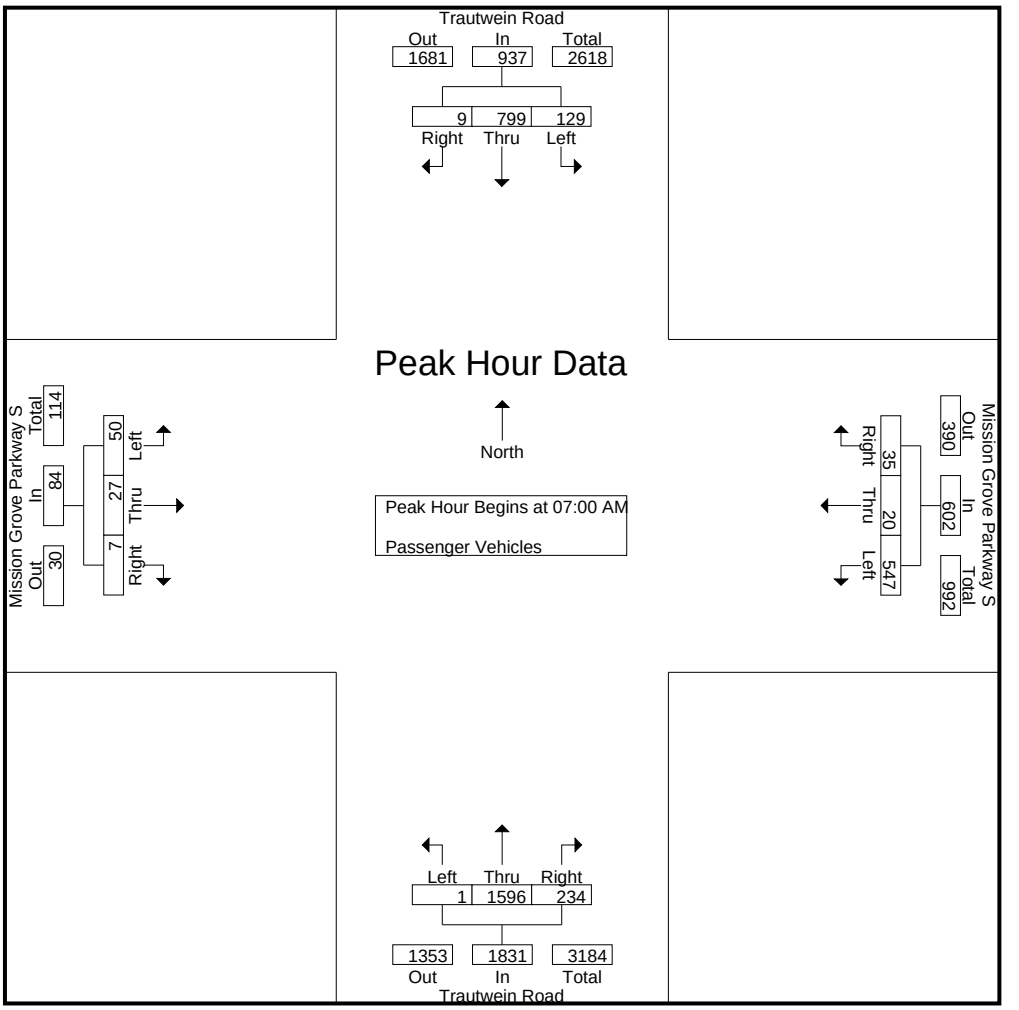
Start Date : 5/12/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	24	188	2	214	143	2	11	156	0	**439**	41	**480**	10	2	1	13
+15 mins.	35	**227**	2	**264**	**153**	5	5	**163**	0	419	60	479	13	5	2	20
+30 mins.	30	186	0	216	119	**8**	**13**	140	0	379	41	420	**16**	9	1	**26**
+45 mins.	**40**	198	**5**	243	132	5	6	143	**1**	359	**92**	452	11	**11**	**3**	25
Total Volume	129	799	9	937	547	20	35	602	1	1596	234	1831	50	27	7	84
% App. Total	13.8	85.3	1		90.9	3.3	5.8		0.1	87.2	12.8		59.5	32.1	8.3	
PHF	.806	.880	.450	.887	.894	.625	.673	.923	.250	.909	.636	.954	.781	.614	.583	.808

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City of Riverside
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Weather: Clear

File Name : 06_RIV_Trau_MGPS AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
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	9	0	9	3	0	0	3	0	7	1	8	0	0	0	0	20
07:15 AM	0	2	0	2	3	0	1	4	0	4	1	5	0	0	0	0	11
07:30 AM	1	2	0	3	1	0	0	1	0	9	1	10	3	1	0	4	18
07:45 AM	2	4	0	6	1	0	0	1	0	9	1	10	0	0	0	0	17
Total	3	17	0	20	8	0	1	9	0	29	4	33	3	1	0	4	66
08:00 AM	0	4	0	4	3	0	1	4	0	10	1	11	0	0	0	0	19
08:15 AM	0	2	0	2	1	0	0	1	1	9	4	14	0	0	0	0	17
08:30 AM	0	3	0	3	3	0	0	3	0	9	0	9	0	0	0	0	15
08:45 AM	2	3	0	5	0	0	0	0	0	7	2	9	0	0	0	0	14
Total	2	12	0	14	7	0	1	8	1	35	7	43	0	0	0	0	65
Grand Total	5	29	0	34	15	0	2	17	1	64	11	76	3	1	0	4	131
Apprch %	14.7	85.3	0		88.2	0	11.8		1.3	84.2	14.5		75	25	0		
Total %	3.8	22.1	0	26	11.5	0	1.5	13	0.8	48.9	8.4	58	2.3	0.8	0	3.1	

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**9**	0	**9**	**3**	0	0	3	0	7	**1**	8	0	0	0	0	**20**
07:15 AM	0	2	0	2	3	0	**1**	**4**	0	4	1	5	0	0	0	0	11
07:30 AM	1	2	0	3	1	0	0	1	0	**9**	1	**10**	**3**	**1**	0	**4**	18
07:45 AM	**2**	4	0	6	1	0	0	1	0	9	1	10	0	0	0	0	17
Total Volume	3	17	0	20	8	0	1	9	0	29	4	33	3	1	0	4	66
% App. Total	15	85	0		88.9	0	11.1		0	87.9	12.1		75	25	0		
PHF	.375	.472	.000	.556	.667	.000	.250	.563	.000	.806	1.00	.825	.250	.250	.000	.250	.825

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City of Riverside
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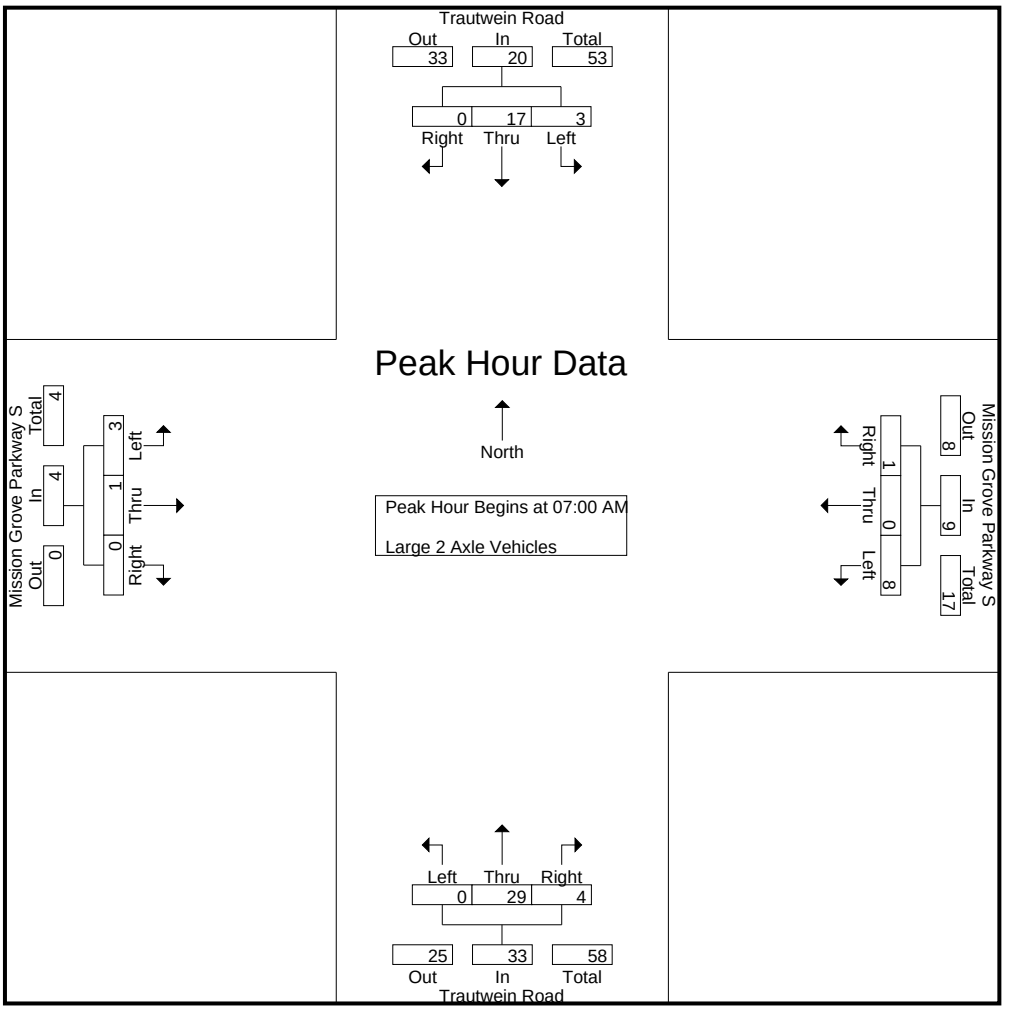
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS AM
Site Code : 00322458
Start Date : 5/12/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**9**	0	**9**	**3**	0	0	3	0	7	**1**	8	0	0	0	0
+15 mins.	0	2	0	2	3	0	**1**	**4**	0	4	1	5	0	0	0	0
+30 mins.	1	2	0	3	1	0	0	1	0	**9**	1	**10**	**3**	**1**	0	**4**
+45 mins.	**2**	4	0	6	1	0	0	1	0	9	1	10	0	0	0	0
Total Volume	3	17	0	20	8	0	1	9	0	29	4	33	3	1	0	4
% App. Total	15	85	0		88.9	0	11.1		0	87.9	12.1		75	25	0	
PHF	.375	.472	.000	.556	.667	.000	.250	.563	.000	.806	1.000	.825	.250	.250	.000	.250

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File Name : 06_RIV_Trau_MGPS AM
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Groups Printed- 3 Axle Vehicles

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	1	2	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total	0	2	0	2	2	0	0	2	0	4	0	4	0	0	1	1	9
Grand Total	1	4	0	5	2	0	0	2	0	8	0	8	0	0	1	1	16
Apprch %	20	80	0		100	0	0		0	100	0		0	0	100		
Total %	6.2	25	0	31.2	12.5	0	0	12.5	0	50	0	50	0	0	6.2	6.2	

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	**3**
07:15 AM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	1	2	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
% App. Total	33.3	66.7	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.583

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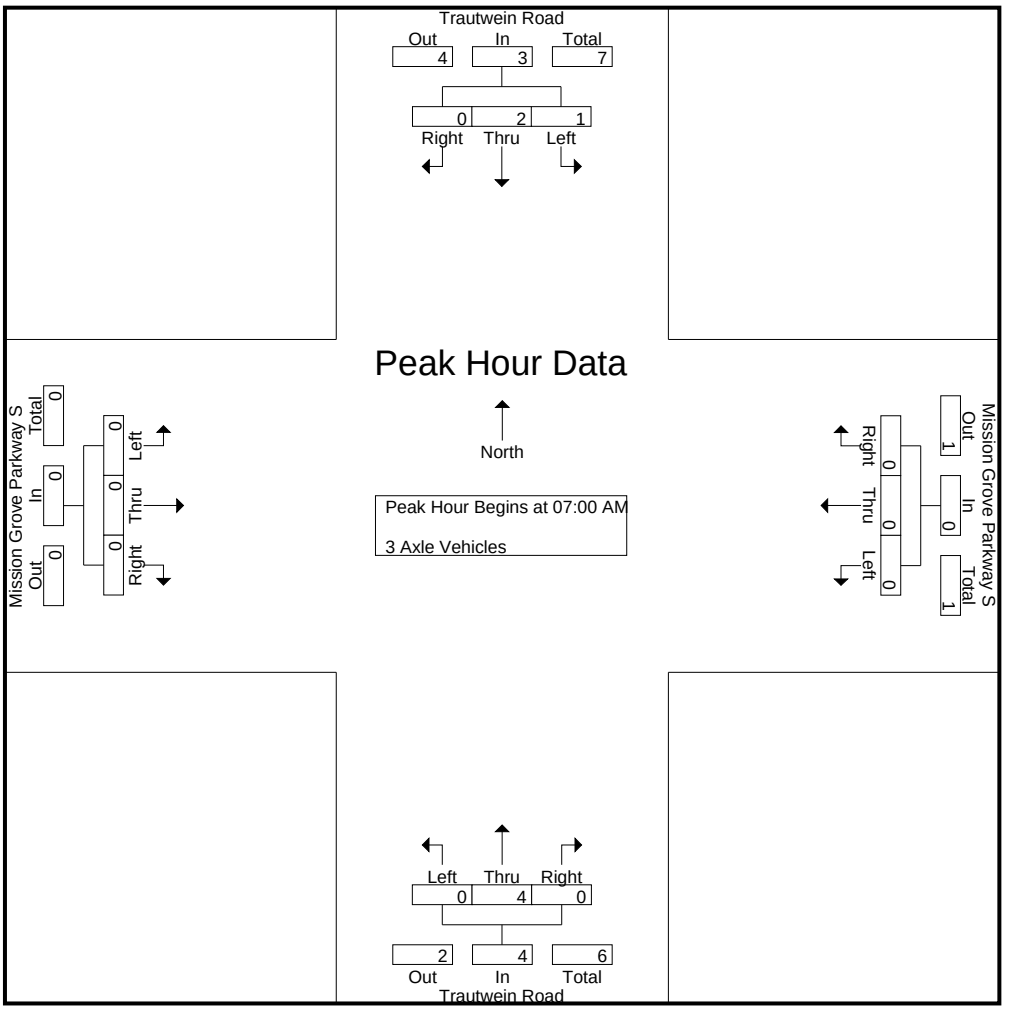
File Name : 06_RIV_Trau_MGPS AM
Site Code : 00322458
Start Date : 5/12/2022



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	1	2	0	3	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	33.3	66.7	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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Site Code : 00322458
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Groups Printed- 4+ Axle Trucks

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
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	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	1	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
Grand Total	1	1	0	2	2	0	0	2	0	2	1	3	0	0	0	0	7
Apprch %	50	50	0		100	0	0		0	66.7	33.3		0	0	0		
Total %	14.3	14.3	0	28.6	28.6	0	0	28.6	0	28.6	14.3	42.9	0	0	0	0	

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
Total Volume	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.250

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File Name : 06_RIV_Trau_MGPS AM
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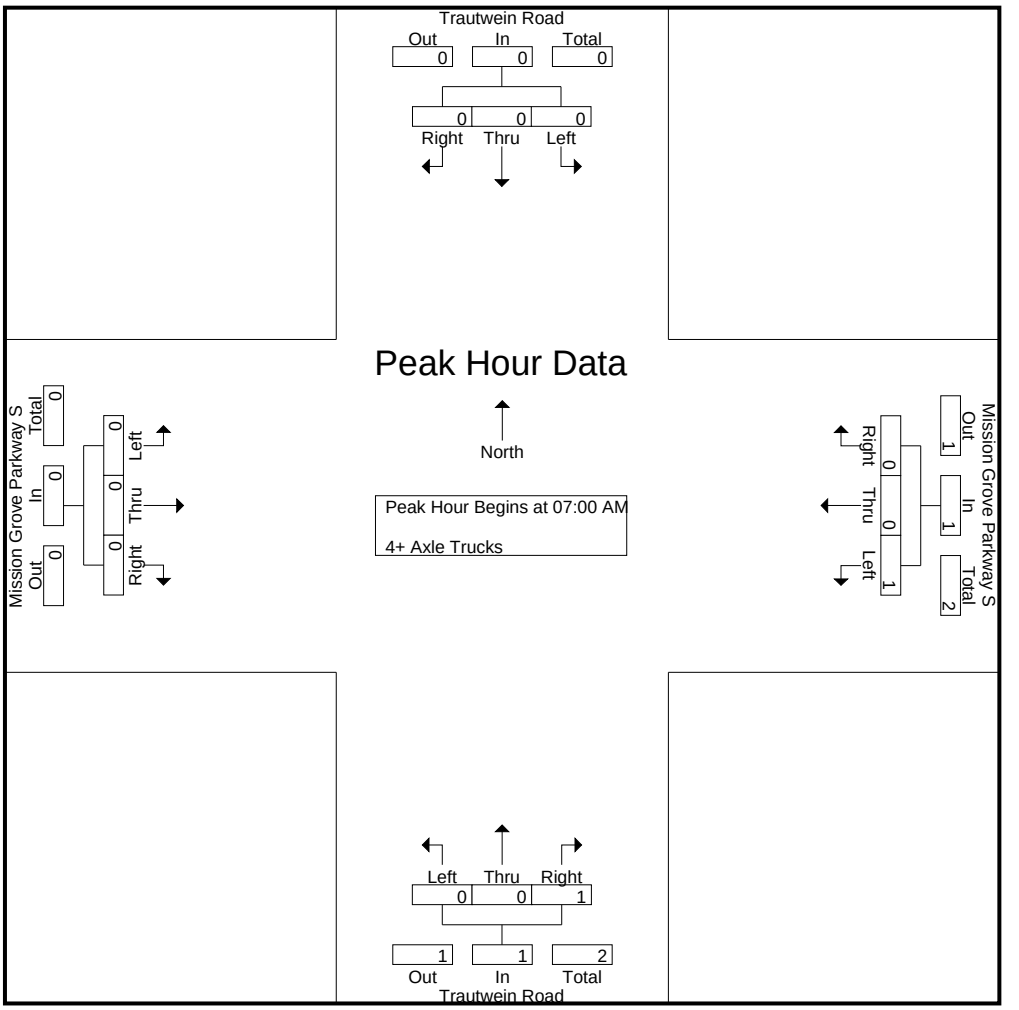

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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File Name : 06_RIV_Trau_MGPS PM
Site Code : 00322458
Start Date : 5/12/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
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	54	334	10	398	155	2	13	170	3	289	93	385	4	1	2	7	960
04:15 PM	43	373	17	433	141	12	9	162	1	270	78	349	5	1	2	8	952
04:30 PM	44	401	11	456	120	6	20	146	7	252	101	360	7	3	3	13	975
04:45 PM	44	355	15	414	171	3	11	185	2	228	77	307	7	3	3	13	919
Total	185	1463	53	1701	587	23	53	663	13	1039	349	1401	23	8	10	41	3806
05:00 PM	42	352	10	404	162	5	24	191	5	228	77	310	2	3	3	8	913
05:15 PM	55	382	7	444	161	5	16	182	1	259	97	357	4	2	2	8	991
05:30 PM	62	396	6	464	159	9	11	179	0	253	95	348	6	3	2	11	1002
05:45 PM	48	357	13	418	139	3	6	148	1	254	85	340	10	1	1	12	918
Total	207	1487	36	1730	621	22	57	700	7	994	354	1355	22	9	8	39	3824
Grand Total	392	2950	89	3431	1208	45	110	1363	20	2033	703	2756	45	17	18	80	7630
Apprch %	11.4	86	2.6		88.6	3.3	8.1		0.7	73.8	25.5		56.2	21.2	22.5		
Total %	5.1	38.7	1.2	45	15.8	0.6	1.4	17.9	0.3	26.6	9.2	36.1	0.6	0.2	0.2	1	
Passenger Vehicles	386	2909	88	3383	1200	42	108	1350	20	1992	698	2710	42	16	17	75	7518
% Passenger Vehicles	98.5	98.6	98.9	98.6	99.3	93.3	98.2	99	100	98	99.3	98.3	93.3	94.1	94.4	93.8	98.5
Large 2 Axle Vehicles	5	32	0	37	8	2	2	12	0	36	4	40	1	1	1	3	92
% Large 2 Axle Vehicles	1.3	1.1	0	1.1	0.7	4.4	1.8	0.9	0	1.8	0.6	1.5	2.2	5.9	5.6	3.8	1.2
3 Axle Vehicles	1	7	1	9	0	1	0	1	0	5	1	6	2	0	0	2	18
% 3 Axle Vehicles	0.3	0.2	1.1	0.3	0	2.2	0	0.1	0	0.2	0.1	0.2	4.4	0	0	2.5	0.2
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	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	44	355	**15**	414	**171**	3	11	185	2	228	77	307	**7**	**3**	**3**	**13**	919
05:00 PM	42	352	10	404	162	5	**24**	**191**	**5**	228	77	310	2	3	3	8	913
05:15 PM	55	382	7	444	161	5	16	182	1	**259**	**97**	**357**	4	2	2	8	991
05:30 PM	**62**	**396**	6	**464**	159	**9**	11	179	0	253	95	348	6	3	2	11	**1002**
Total Volume	203	1485	38	1726	653	22	62	737	8	968	346	1322	19	11	10	40	3825
% App. Total	11.8	86	2.2		88.6	3	8.4		0.6	73.2	26.2		47.5	27.5	25		
PHF	.819	.938	.633	.930	.955	.611	.646	.965	.400	.934	.892	.926	.679	.917	.833	.769	.954

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File Name : 06_RIV_Trau_MGPS PM
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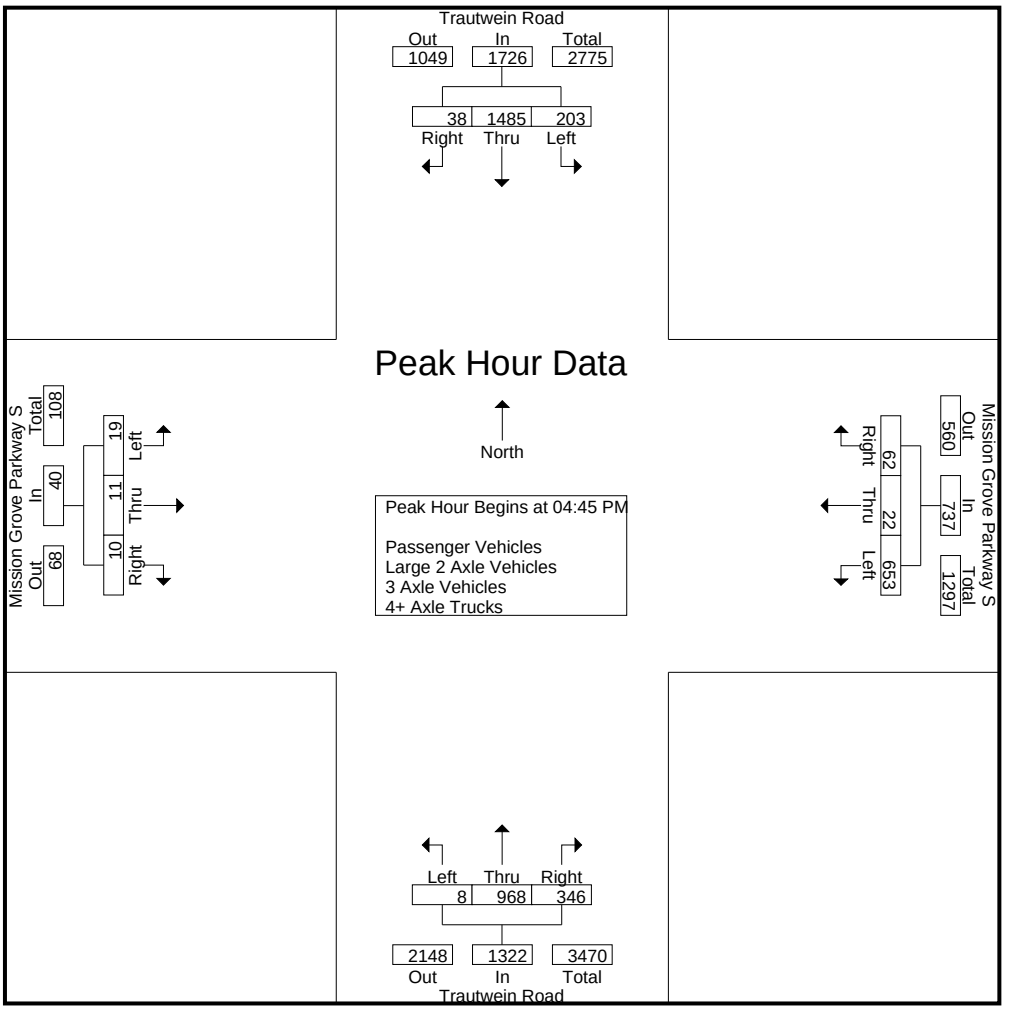

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:15 PM			
+0 mins.	42	352	10	404	**171**	3	11	185	3	**289**	93	**385**	5	1	2	8
+15 mins.	55	382	7	444	162	5	**24**	**191**	1	270	78	349	**7**	**3**	**3**	**13**
+30 mins.	**62**	**396**	6	**464**	161	5	16	182	**7**	252	**101**	360	7	3	3	13
+45 mins.	48	357	**13**	418	159	**9**	11	179	2	228	77	307	2	3	3	8
Total Volume	207	1487	36	1730	653	22	62	737	13	1039	349	1401	21	10	11	42
% App. Total	12	86	2.1		88.6	3	8.4		0.9	74.2	24.9		50	23.8	26.2	
PHF	.835	.939	.692	.932	.955	.611	.646	.965	.464	.899	.864	.910	.750	.833	.917	.808

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File Name : 06_RIV_Trau_MGPS PM
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Groups Printed- Passenger Vehicles

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
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	53	330	10	393	154	2	13	169	3	278	92	373	4	1	2	7	942
04:15 PM	41	371	17	429	140	11	9	160	1	265	76	342	5	1	2	8	939
04:30 PM	43	396	11	450	118	5	20	143	7	246	100	353	6	3	3	12	958
04:45 PM	44	350	14	408	170	3	10	183	2	222	77	301	7	3	3	13	905
Total	181	1447	52	1680	582	21	52	655	13	1011	345	1369	22	8	10	40	3744
05:00 PM	41	348	10	399	162	5	23	190	5	225	77	307	2	2	3	7	903
05:15 PM	55	371	7	433	160	5	16	181	1	255	97	353	3	2	1	6	973
05:30 PM	62	393	6	461	157	8	11	176	0	249	94	343	6	3	2	11	991
05:45 PM	47	350	13	410	139	3	6	148	1	252	85	338	9	1	1	11	907
Total	205	1462	36	1703	618	21	56	695	7	981	353	1341	20	8	7	35	3774
Grand Total	386	2909	88	3383	1200	42	108	1350	20	1992	698	2710	42	16	17	75	7518
Apprch %	11.4	86	2.6		88.9	3.1	8		0.7	73.5	25.8		56	21.3	22.7		
Total %	5.1	38.7	1.2	45	16	0.6	1.4	18	0.3	26.5	9.3	36	0.6	0.2	0.2	1	

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	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	44	350	**14**	408	**170**	3	10	183	2	222	77	301	**7**	**3**	**3**	**13**	905
05:00 PM	41	348	10	399	162	5	**23**	**190**	**5**	225	77	307	2	2	3	7	903
05:15 PM	55	371	7	433	160	5	16	181	1	**255**	**97**	**353**	3	2	1	6	973
05:30 PM	**62**	**393**	6	**461**	157	**8**	11	176	0	249	94	343	6	3	2	11	**991**
Total Volume	202	1462	37	1701	649	21	60	730	8	951	345	1304	18	10	9	37	3772
% App. Total	11.9	85.9	2.2		88.9	2.9	8.2		0.6	72.9	26.5		48.6	27	24.3		
PHF	.815	.930	.661	.922	.954	.656	.652	.961	.400	.932	.889	.924	.643	.833	.750	.712	.952

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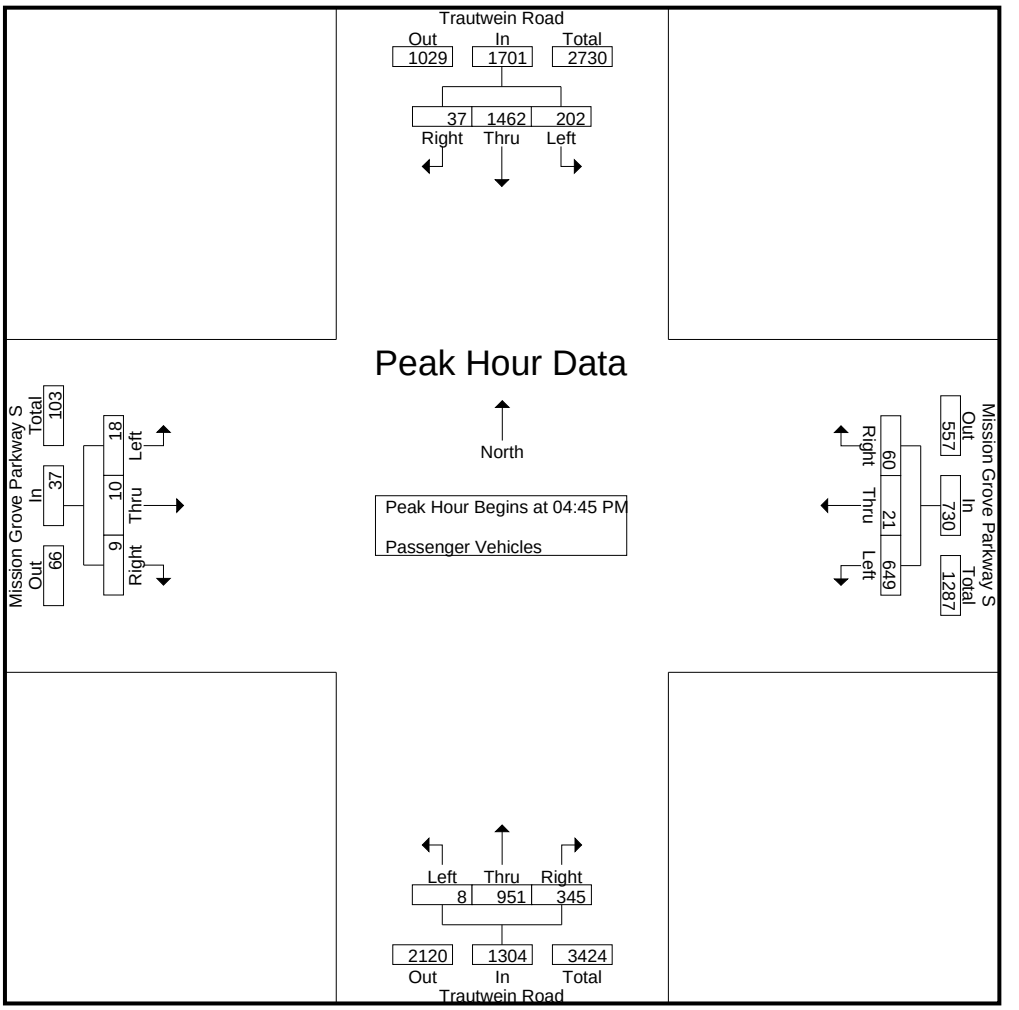
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	44	350	**14**	408	**170**	3	10	183	2	222	77	301	**7**	**3**	**3**	**13**
+15 mins.	41	348	10	399	162	5	**23**	**190**	**5**	225	77	307	2	2	3	7
+30 mins.	55	371	7	433	160	5	16	181	1	**255**	**97**	**353**	3	2	1	6
+45 mins.	**62**	**393**	6	**461**	157	**8**	11	176	0	249	94	343	6	3	2	11
Total Volume	202	1462	37	1701	649	21	60	730	8	951	345	1304	18	10	9	37
% App. Total	11.9	85.9	2.2		88.9	2.9	8.2		0.6	72.9	26.5		48.6	27	24.3	
PHF	.815	.930	.661	.922	.954	.656	.652	.961	.400	.932	.889	.924	.643	.833	.750	.712

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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
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	2	0	3	1	0	0	1	0	10	1	11	0	0	0	0	15
04:15 PM	2	2	0	4	1	1	0	2	0	4	1	5	0	0	0	0	11
04:30 PM	0	5	0	5	2	0	0	2	0	5	1	6	0	0	0	0	13
04:45 PM	0	4	0	4	1	0	1	2	0	5	0	5	0	0	0	0	11
Total	3	13	0	16	5	1	1	7	0	24	3	27	0	0	0	0	50
05:00 PM	1	2	0	3	0	0	1	1	0	3	0	3	0	1	0	1	8
05:15 PM	0	8	0	8	1	0	0	1	0	3	0	3	0	0	1	1	13
05:30 PM	0	3	0	3	2	1	0	3	0	4	1	5	0	0	0	0	11
05:45 PM	1	6	0	7	0	0	0	0	0	2	0	2	1	0	0	1	10
Total	2	19	0	21	3	1	1	5	0	12	1	13	1	1	1	3	42
Grand Total	5	32	0	37	8	2	2	12	0	36	4	40	1	1	1	3	92
Apprch %	13.5	86.5	0		66.7	16.7	16.7		0	90	10		33.3	33.3	33.3		
Total %	5.4	34.8	0	40.2	8.7	2.2	2.2	13	0	39.1	4.3	43.5	1.1	1.1	1.1	3.3	

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	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	4	0	4	1	0	**1**	2	0	**5**	0	**5**	0	0	0	0	11
05:00 PM	**1**	2	0	3	0	0	1	1	0	3	0	3	0	**1**	0	**1**	8
05:15 PM	0	**8**	0	**8**	1	0	0	1	0	3	0	3	0	0	**1**	1	**13**
05:30 PM	0	3	0	3	**2**	**1**	0	**3**	0	4	**1**	5	0	0	0	0	11
Total Volume	1	17	0	18	4	1	2	7	0	15	1	16	0	1	1	2	43
% App. Total	5.6	94.4	0		57.1	14.3	28.6		0	93.8	6.2		0	50	50		
PHF	.250	.531	.000	.563	.500	.250	.500	.583	.000	.750	.250	.800	.000	.250	.250	.500	.827

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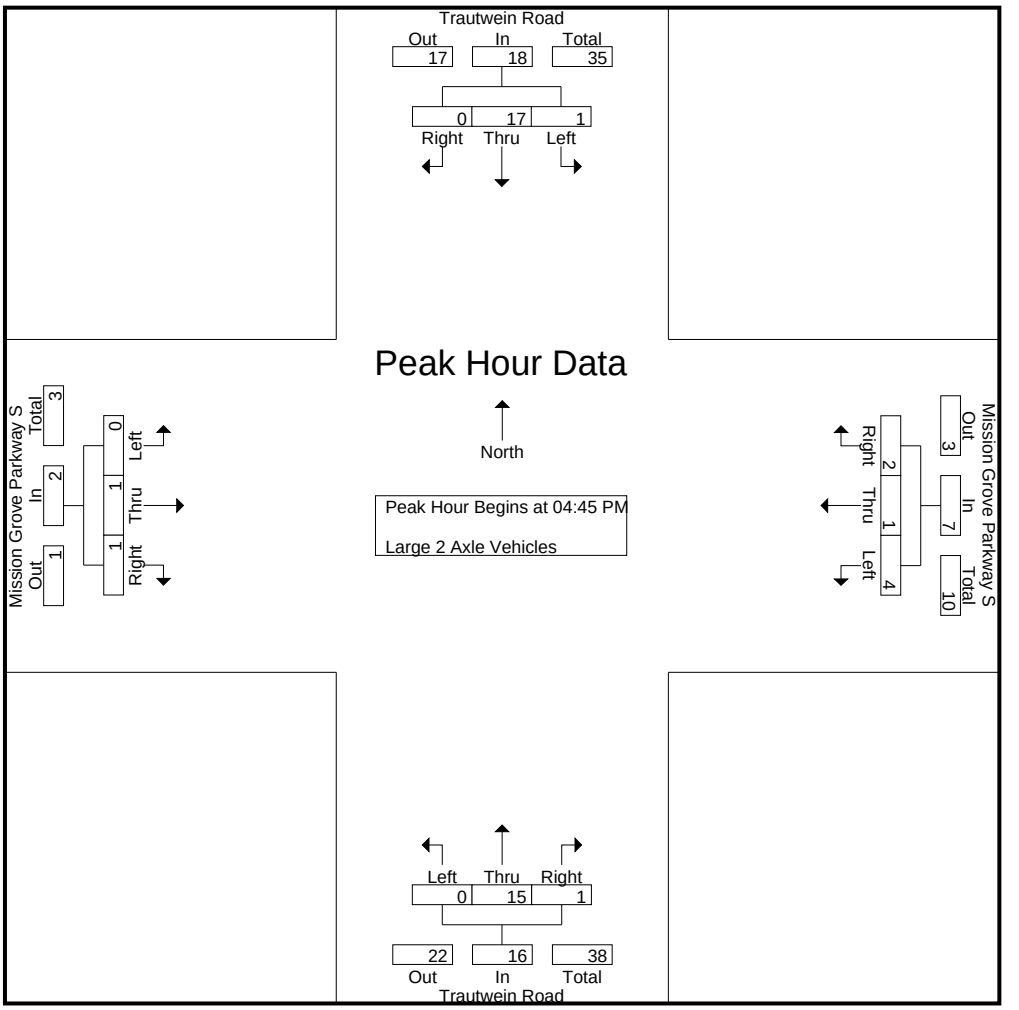
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS PM
Site Code : 00322458
Start Date : 5/12/2022



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	4	0	4	1	0	**1**	2	0	**5**	0	**5**	0	0	0	0
+15 mins.	**1**	2	0	3	0	0	1	1	0	3	0	3	0	**1**	0	**1**
+30 mins.	0	**8**	0	**8**	1	0	0	1	0	3	0	3	0	0	**1**	1
+45 mins.	0	3	0	3	**2**	**1**	0	**3**	0	4	**1**	5	0	0	0	0
Total Volume	1	17	0	18	4	1	2	7	0	15	1	16	0	1	1	2
% App. Total	5.6	94.4	0		57.1	14.3	28.6		0	93.8	6.2		0	50	50	
PHF	.250	.531	.000	.563	.500	.250	.500	.583	.000	.750	.250	.800	.000	.250	.250	.500

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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
04:30 PM	1	0	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
04:45 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	1	2	1	4	0	1	0	1	0	4	1	5	1	0	0	1	11
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	5	0	0	0	0	0	1	0	1	1	0	0	1	7
Grand Total	1	7	1	9	0	1	0	1	0	5	1	6	2	0	0	2	18
Apprch %	11.1	77.8	11.1		0	100	0		0	83.3	16.7		100	0	0		
Total %	5.6	38.9	5.6	50	0	5.6	0	5.6	0	27.8	5.6	33.3	11.1	0	0	11.1	

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	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	1	**1**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3
05:00 PM	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	**1**	0	0	**1**	**4**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	1	6	0	0	0	0	0	2	0	2	1	0	0	1	9
% App. Total	0	83.3	16.7		0	0	0		0	100	0		100	0	0		
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.563

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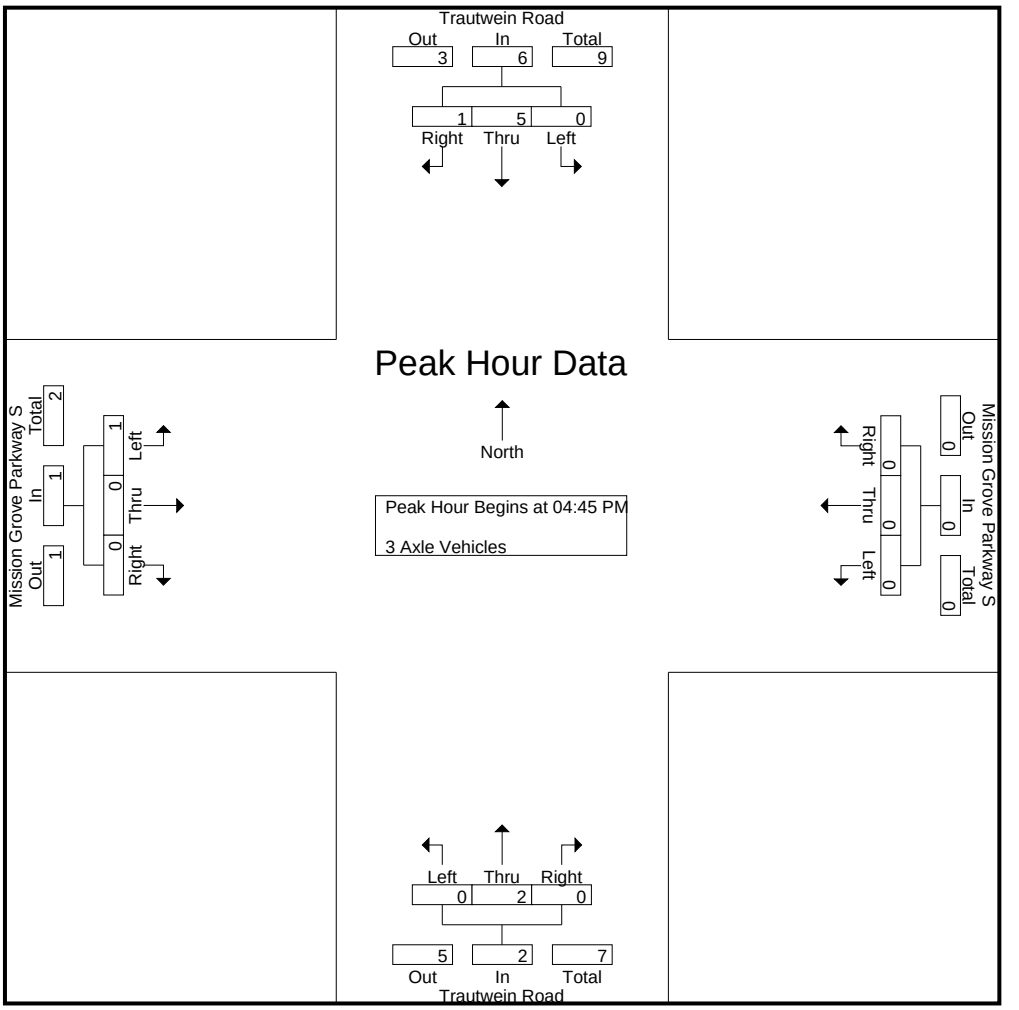
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS PM
Site Code : 00322458
Start Date : 5/12/2022



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	1	**1**	**2**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	**1**	0	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	1	6	0	0	0	0	0	2	0	2	1	0	0	1
% App. Total	0	83.3	16.7		0	0	0		0	100	0		100	0	0	
PHF	.000	.625	.250	.750	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250

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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Trautwein Road Southbound				Mission Grove Parkway S Westbound				Trautwein Road Northbound				Mission Grove Parkway S Eastbound				
Start Time	Left	Thru	Right	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	**1**	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
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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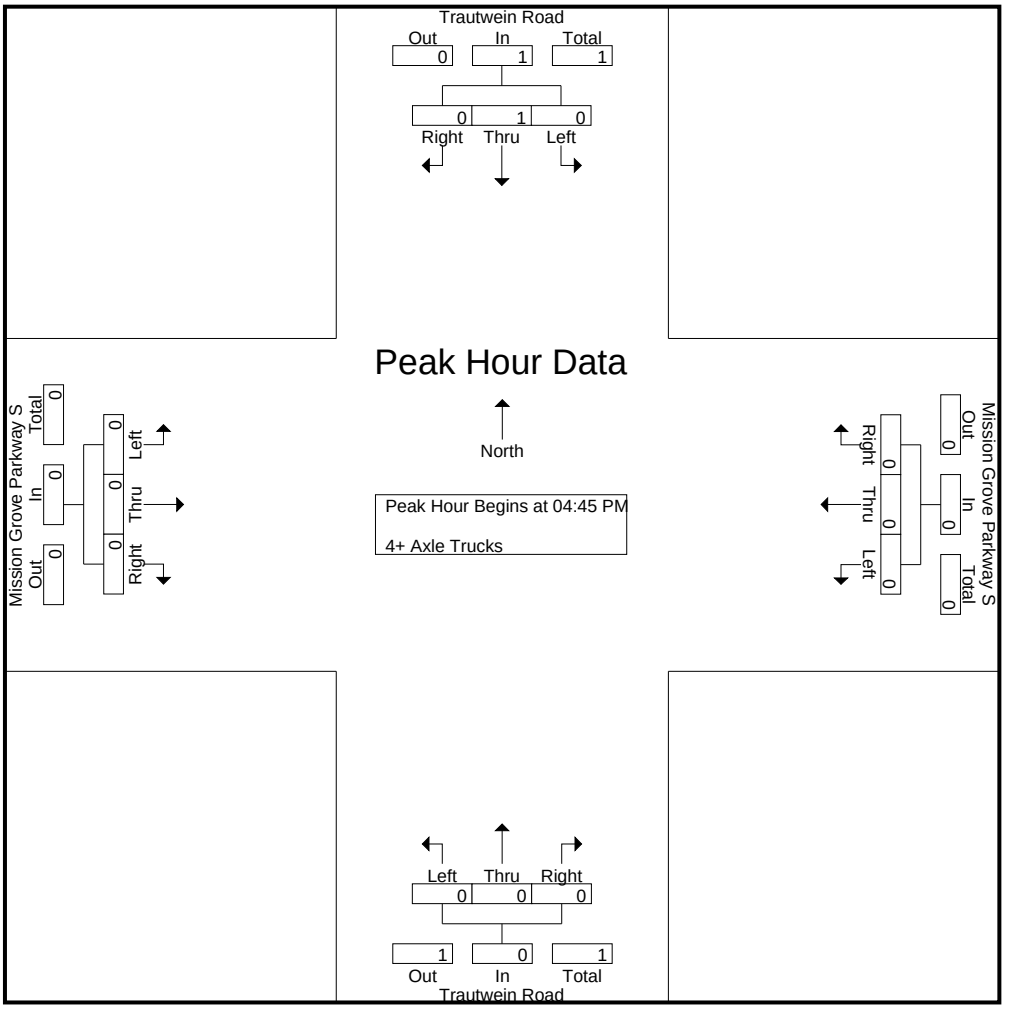
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway S
Weather: Clear

File Name : 06_RIV_Trau_MGPS PM
Site Code : 00322458
Start Date : 5/12/2022



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

Location: Riverside
N/S: Trautwein Road
E/W: Mission Grove Pkwy S

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Trautwein Road	East Leg Mission Grove Pkwy S	South Leg Trautwein Road	West Leg Mission Grove Pkwy S	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	1	0	0	1
8:00 AM	1	0	0	0	1
8:15 AM	0	1	0	1	2
8:30 AM	1	0	0	3	4
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	2	0	4	9

	North Leg Trautwein Road	East Leg Mission Grove Pkwy S	South Leg Trautwein Road	West Leg Mission Grove Pkwy S	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1
4:30 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	0	2

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Location: Riverside
N/S: Trautwein Road
E/W: Mission Grove Pkwy S

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Trautwein Road			Westbound Mission Grove Pkwy S			Northbound Trautwein Road			Eastbound Mission Grove Pkwy S			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	1	0	0	0	3

	Southbound Trautwein Road			Westbound Mission Grove Pkwy S			Northbound Trautwein Road			Eastbound Mission Grove Pkwy S			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	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	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:	1	0	0	0	1	0	0	0	1	0	0	0	3

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City of Riverside
N/S: Plaza Driveway 1
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_RIV_P1_Ales AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

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

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	7	475	482	30	9	39	200	17	217	738
07:15 AM	16	536	552	27	21	48	208	22	230	830
07:30 AM	11	467	478	36	14	50	193	27	220	748
07:45 AM	20	427	447	29	10	39	235	28	263	749
Total	54	1905	1959	122	54	176	836	94	930	3065
08:00 AM	12	466	478	28	11	39	213	30	243	760
08:15 AM	17	416	433	47	13	60	186	45	231	724
08:30 AM	21	463	484	27	15	42	191	68	259	785
08:45 AM	22	437	459	33	21	54	175	66	241	754
Total	72	1782	1854	135	60	195	765	209	974	3023
Grand Total	126	3687	3813	257	114	371	1601	303	1904	6088
Apprch %	3.3	96.7		69.3	30.7		84.1	15.9		
Total %	2.1	60.6	62.6	4.2	1.9	6.1	26.3	5	31.3	
Passenger Vehicles	126	3606	3732	257	111	368	1572	302	1874	5974
% Passenger Vehicles	100	97.8	97.9	100	97.4	99.2	98.2	99.7	98.4	98.1
Large 2 Axle Vehicles	0	70	70	0	1	1	29	1	30	101
% Large 2 Axle Vehicles	0	1.9	1.8	0	0.9	0.3	1.8	0.3	1.6	1.7
3 Axle Vehicles	0	2	2	0	1	1	0	0	0	3
% 3 Axle Vehicles	0	0.1	0.1	0	0.9	0.3	0	0	0	0
4+ Axle Trucks	0	9	9	0	1	1	0	0	0	10
% 4+ Axle Trucks	0	0.2	0.2	0	0.9	0.3	0	0	0	0.2

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	16	**536**	**552**	27	**21**	48	208	22	230	**830**
07:30 AM	11	467	478	**36**	14	**50**	193	27	220	748
07:45 AM	**20**	427	447	29	10	39	**235**	28	**263**	749
08:00 AM	12	466	478	28	11	39	213	**30**	243	760
Total Volume	59	1896	1955	120	56	176	849	107	956	3087
% App. Total	3	97		68.2	31.8		88.8	11.2		
PHF	.738	.884	.885	.833	.667	.880	.903	.892	.909	.930

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City of Riverside
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Weather: Clear

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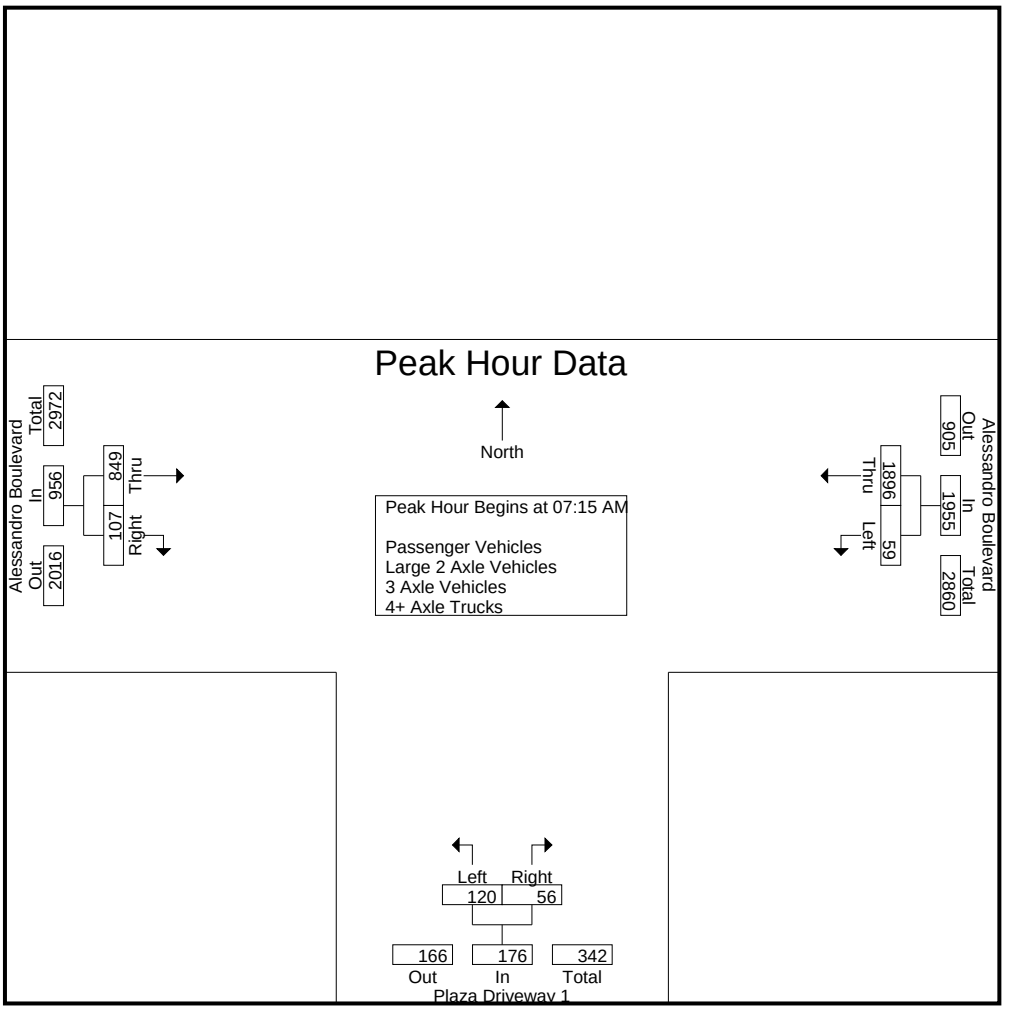

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:45 AM		
+0 mins.	7	475	482	28	11	39	**235**	28	**263**
+15 mins.	16	**536**	**552**	**47**	13	**60**	213	30	243
+30 mins.	11	467	478	27	15	42	186	45	231
+45 mins.	**20**	427	447	33	**21**	54	191	**68**	259
Total Volume	54	1905	1959	135	60	195	825	171	996
% App. Total	2.8	97.2		69.2	30.8		82.8	17.2	
PHF	.675	.889	.887	.718	.714	.813	.878	.629	.947

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Groups Printed- Passenger Vehicles

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	7	462	469	30	9	39	197	17	214	722
07:15 AM	16	525	541	27	20	47	207	22	229	817
07:30 AM	11	460	471	36	13	49	190	26	216	736
07:45 AM	20	423	443	29	10	39	231	28	259	741
Total	54	1870	1924	122	52	174	825	93	918	3016
08:00 AM	12	453	465	28	11	39	209	30	239	743
08:15 AM	17	405	422	47	12	59	180	45	225	706
08:30 AM	21	453	474	27	15	42	187	68	255	771
08:45 AM	22	425	447	33	21	54	171	66	237	738
Total	72	1736	1808	135	59	194	747	209	956	2958
Grand Total	126	3606	3732	257	111	368	1572	302	1874	5974
Apprch %	3.4	96.6		69.8	30.2		83.9	16.1		
Total %	2.1	60.4	62.5	4.3	1.9	6.2	26.3	5.1	31.4	

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	16	**525**	**541**	27	**20**	47	207	22	229	**817**
07:30 AM	11	460	471	**36**	13	**49**	190	26	216	736
07:45 AM	**20**	423	443	29	10	39	**231**	28	**259**	741
08:00 AM	12	453	465	28	11	39	209	**30**	239	743
Total Volume	59	1861	1920	120	54	174	837	106	943	3037
% App. Total	3.1	96.9		69	31		88.8	11.2		
PHF	.738	.886	.887	.833	.675	.888	.906	.883	.910	.929

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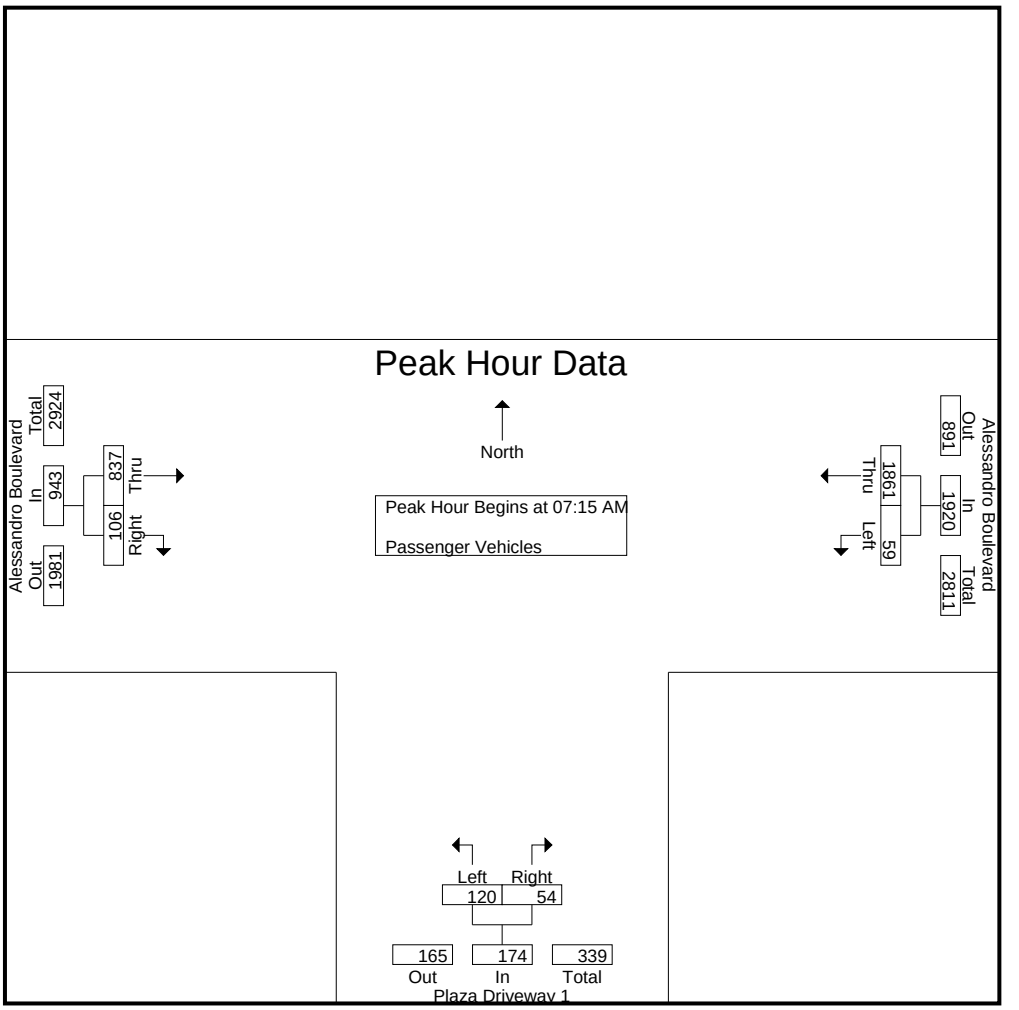

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	16	**525**	**541**	27	**20**	47	207	22	229
+15 mins.	11	460	471	**36**	13	**49**	190	26	216
+30 mins.	**20**	423	443	29	10	39	**231**	28	**259**
+45 mins.	12	453	465	28	11	39	209	**30**	239
Total Volume	59	1861	1920	120	54	174	837	106	943
% App. Total	3.1	96.9		69	31		88.8	11.2	
PHF	.738	.886	.887	.833	.675	.888	.906	.883	.910

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Groups Printed- Large 2 Axle Vehicles

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	12	0	0	0	3	0	3	15
07:15 AM	0	10	10	0	0	0	1	0	1	11
07:30 AM	0	7	7	0	0	0	3	1	4	11
07:45 AM	0	4	4	0	0	0	4	0	4	8
Total	0	33	33	0	0	0	11	1	12	45
08:00 AM	0	11	11	0	0	0	4	0	4	15
08:15 AM	0	8	8	0	1	1	6	0	6	15
08:30 AM	0	8	8	0	0	0	4	0	4	12
08:45 AM	0	10	10	0	0	0	4	0	4	14
Total	0	37	37	0	1	1	18	0	18	56
Grand Total	0	70	70	0	1	1	29	1	30	101
Apprch %	0	100		0	100		96.7	3.3		
Total %	0	69.3	69.3	0	1	1	28.7	1	29.7	

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	10	10	0	0	0	1	0	1	11
07:30 AM	0	7	7	0	0	0	3	**1**	**4**	11
07:45 AM	0	4	4	0	0	0	**4**	0	4	8
08:00 AM	0	**11**	**11**	0	0	0	4	0	4	**15**
Total Volume	0	32	32	0	0	0	12	1	13	45
% App. Total	0	100		0	0		92.3	7.7		
PHF	.000	.727	.727	.000	.000	.000	.750	.250	.813	.750

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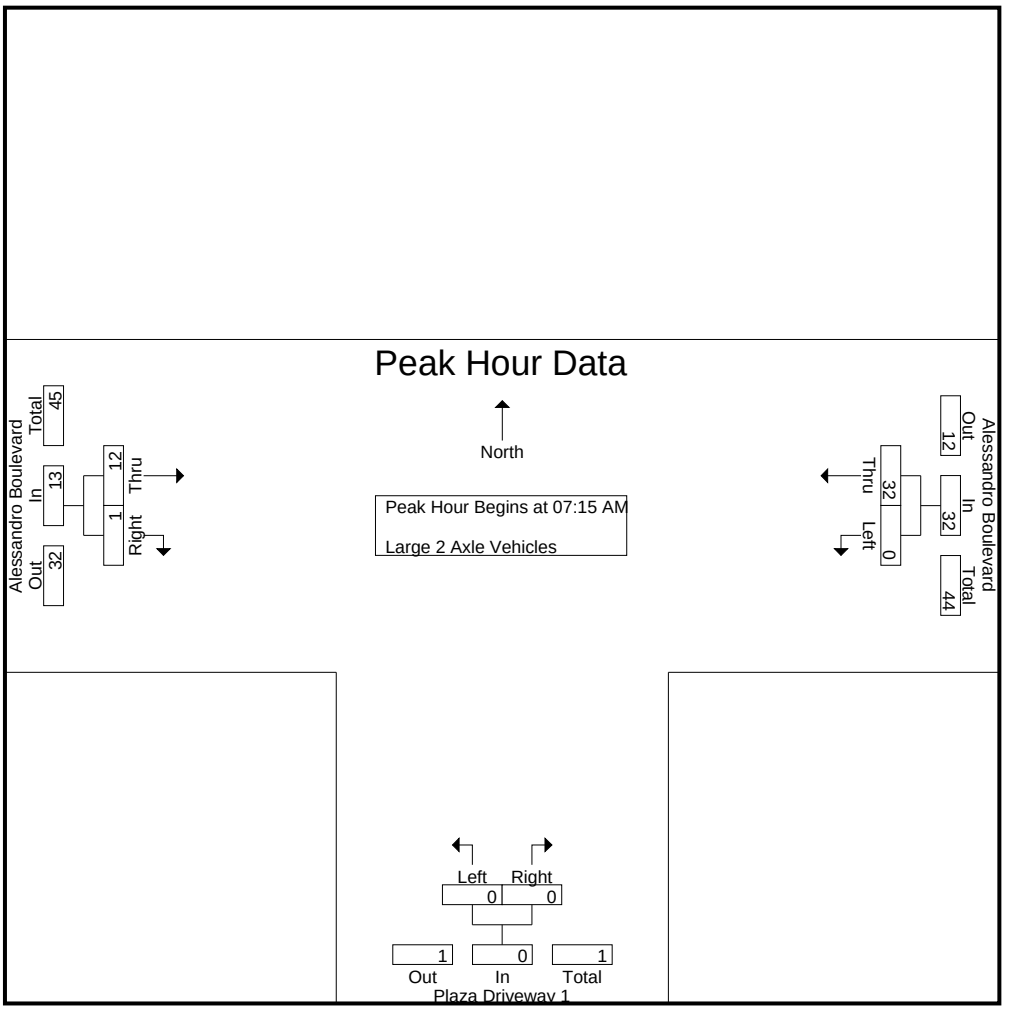

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	10	10	0	0	0	1	0	1
+15 mins.	0	7	7	0	0	0	3	**1**	**4**
+30 mins.	0	4	4	0	0	0	**4**	0	4
+45 mins.	0	**11**	**11**	0	0	0	4	0	4
Total Volume	0	32	32	0	0	0	12	1	13
% App. Total	0	100		0	0		92.3	7.7	
PHF	.000	.727	.727	.000	.000	.000	.750	.250	.813

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Groups Printed- 3 Axle Vehicles

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

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	**1**	**1**	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	1
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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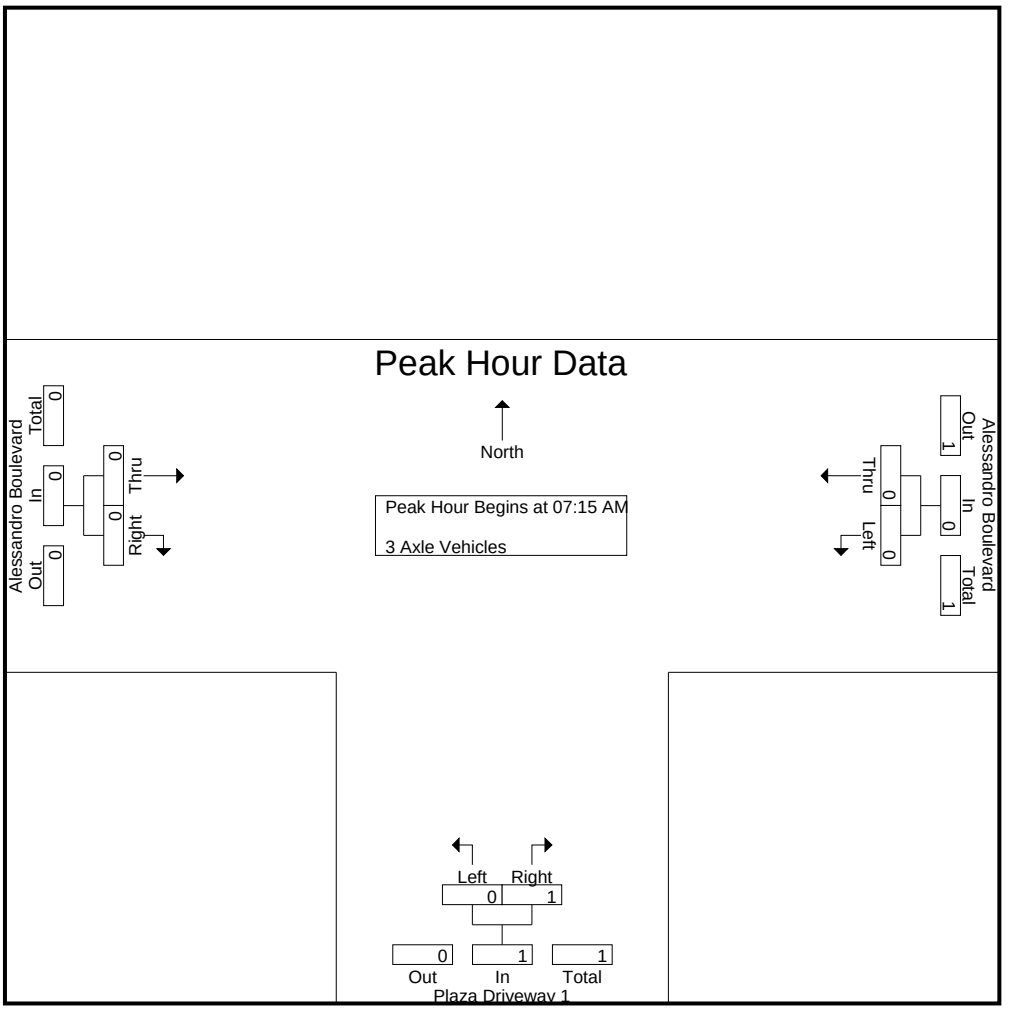

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	1	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	1	1	0	0	0	2
08:00 AM	0	2	2	0	0	0	0	0	0	2
08:15 AM	0	3	3	0	0	0	0	0	0	3
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	8	8	0	0	0	0	0	0	8
Grand Total	0	9	9	0	1	1	0	0	0	10
Apprch %	0	100		0	100		0	0		
Total %	0	90	90	0	10	10	0	0	0	

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	**1**	**1**	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**2**	**2**	0	0	0	0	0	0	2
Total Volume	0	3	3	0	1	1	0	0	0	4
% App. Total	0	100		0	100		0	0		
PHF	.000	.375	.375	.000	.250	.250	.000	.000	.000	.500

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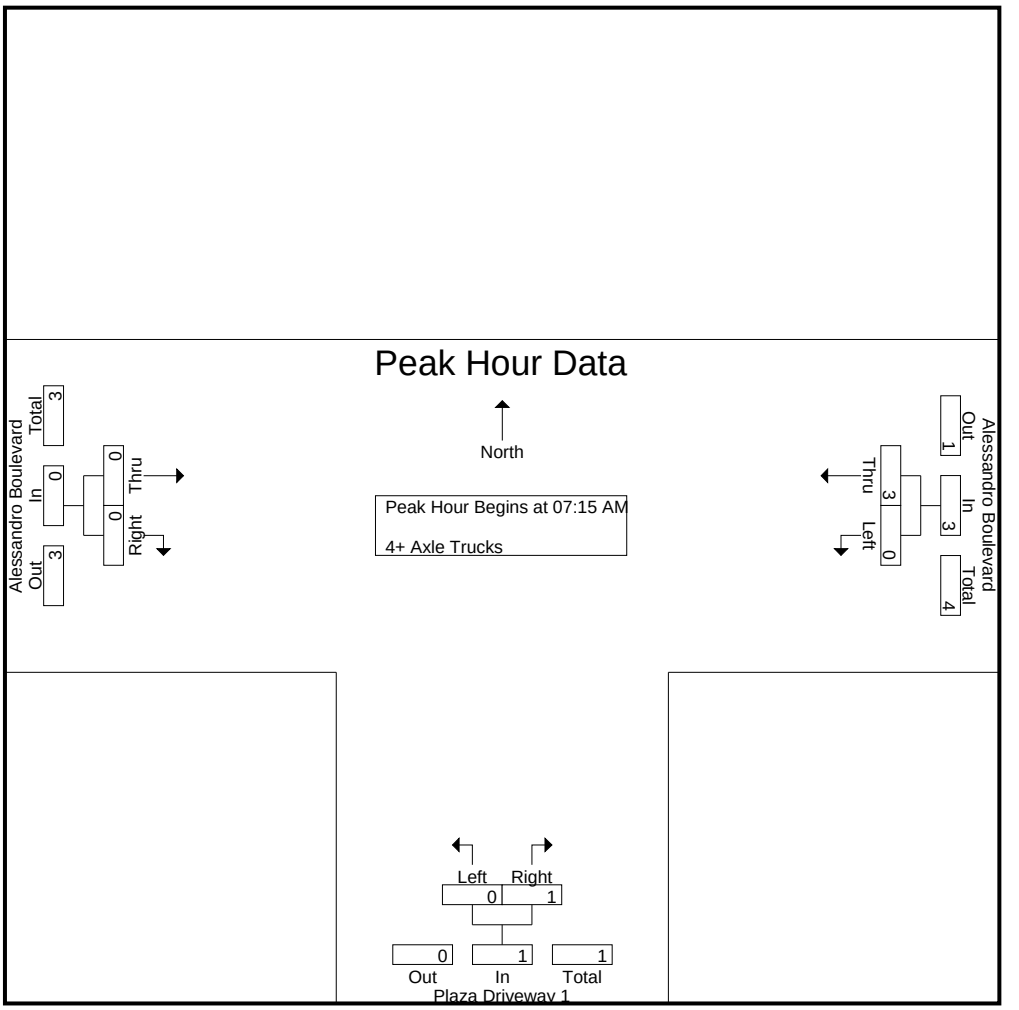

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	**1**	**1**	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	**2**	**2**	0	0	0	0	0	0
Total Volume	0	3	3	0	1	1	0	0	0
% App. Total	0	100		0	100		0	0	
PHF	.000	.375	.375	.000	.250	.250	.000	.000	.000

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

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	20	454	474	92	40	132	436	65	501	1107
04:15 PM	16	402	418	55	39	94	446	70	516	1028
04:30 PM	23	414	437	65	24	89	437	46	483	1009
04:45 PM	25	310	335	56	22	78	414	56	470	883
Total	84	1580	1664	268	125	393	1733	237	1970	4027
05:00 PM	22	439	461	63	17	80	397	63	460	1001
05:15 PM	40	335	375	53	30	83	433	65	498	956
05:30 PM	27	363	390	46	33	79	458	64	522	991
05:45 PM	31	313	344	33	24	57	424	70	494	895
Total	120	1450	1570	195	104	299	1712	262	1974	3843
Grand Total	204	3030	3234	463	229	692	3445	499	3944	7870
Apprch %	6.3	93.7		66.9	33.1		87.3	12.7		
Total %	2.6	38.5	41.1	5.9	2.9	8.8	43.8	6.3	50.1	
Passenger Vehicles	204	2992	3196	461	229	690	3423	497	3920	7806
% Passenger Vehicles	100	98.7	98.8	99.6	100	99.7	99.4	99.6	99.4	99.2
Large 2 Axle Vehicles	0	35	35	1	0	1	16	1	17	53
% Large 2 Axle Vehicles	0	1.2	1.1	0.2	0	0.1	0.5	0.2	0.4	0.7
3 Axle Vehicles	0	1	1	1	0	1	3	1	4	6
% 3 Axle Vehicles	0	0	0	0.2	0	0.1	0.1	0.2	0.1	0.1
4+ Axle Trucks	0	2	2	0	0	0	3	0	3	5
% 4+ Axle Trucks	0	0.1	0.1	0	0	0	0.1	0	0.1	0.1

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	20	**454**	**474**	**92**	**40**	**132**	436	65	501	**1107**
04:15 PM	16	402	418	55	39	94	**446**	**70**	**516**	1028
04:30 PM	23	414	437	65	24	89	437	46	483	1009
04:45 PM	**25**	310	335	56	22	78	414	56	470	883
Total Volume	84	1580	1664	268	125	393	1733	237	1970	4027
% App. Total	5	95		68.2	31.8		88	12		
PHF	.840	.870	.878	.728	.781	.744	.971	.846	.954	.909

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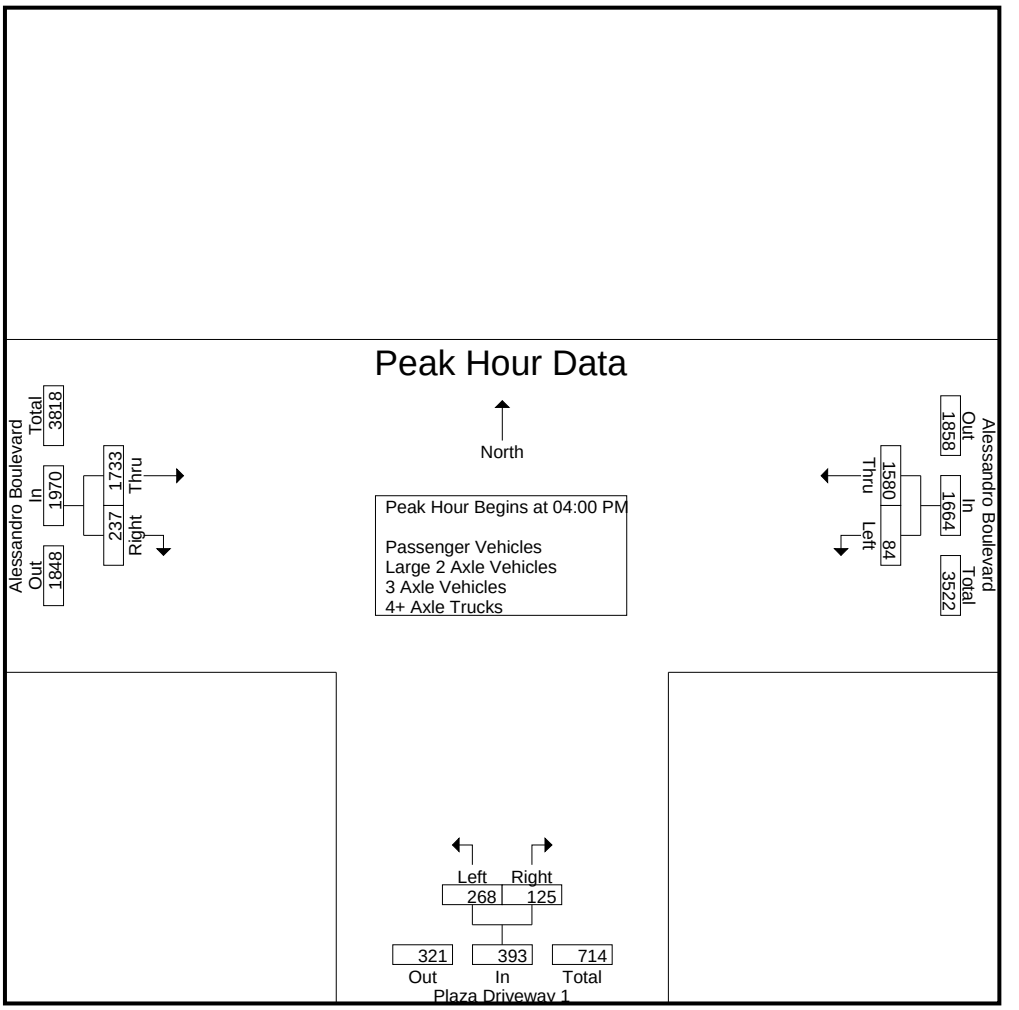

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			05:00 PM		
+0 mins.	20	**454**	**474**	**92**	**40**	**132**	397	63	460
+15 mins.	16	402	418	55	39	94	433	65	498
+30 mins.	23	414	437	65	24	89	**458**	64	**522**
+45 mins.	**25**	310	335	56	22	78	424	**70**	494
Total Volume	84	1580	1664	268	125	393	1712	262	1974
% App. Total	5	95		68.2	31.8		86.7	13.3	
PHF	.840	.870	.878	.728	.781	.744	.934	.936	.945

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Groups Printed- Passenger Vehicles

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	20	446	466	92	40	132	432	65	497	1095
04:15 PM	16	395	411	55	39	94	440	70	510	1015
04:30 PM	23	412	435	65	24	89	435	46	481	1005
04:45 PM	25	307	332	56	22	78	412	56	468	878
Total	84	1560	1644	268	125	393	1719	237	1956	3993
05:00 PM	22	436	458	62	17	79	396	61	457	994
05:15 PM	40	334	374	52	30	82	430	65	495	951
05:30 PM	27	354	381	46	33	79	458	64	522	982
05:45 PM	31	308	339	33	24	57	420	70	490	886
Total	120	1432	1552	193	104	297	1704	260	1964	3813
Grand Total	204	2992	3196	461	229	690	3423	497	3920	7806
Apprch %	6.4	93.6		66.8	33.2		87.3	12.7		
Total %	2.6	38.3	40.9	5.9	2.9	8.8	43.9	6.4	50.2	

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	20	**446**	**466**	**92**	**40**	**132**	432	65	497	**1095**
04:15 PM	16	395	411	55	39	94	**440**	**70**	**510**	1015
04:30 PM	23	412	435	65	24	89	435	46	481	1005
04:45 PM	**25**	307	332	56	22	78	412	56	468	878
Total Volume	84	1560	1644	268	125	393	1719	237	1956	3993
% App. Total	5.1	94.9		68.2	31.8		87.9	12.1		
PHF	.840	.874	.882	.728	.781	.744	.977	.846	.959	.912

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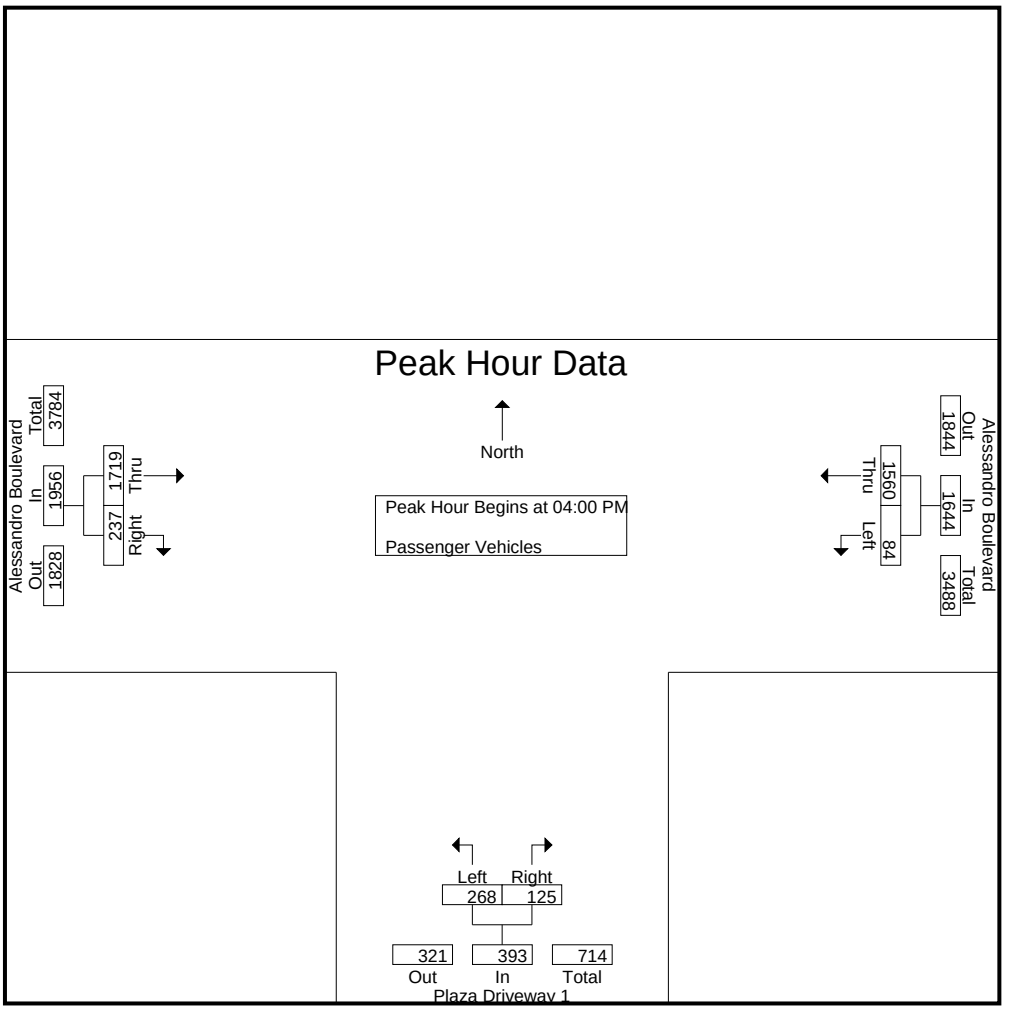
City of Riverside
N/S: Plaza Driveway 1
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_RIV_P1_Ales PM
Site Code : 00322458
Start Date : 5/12/2022
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.	20	**446**	**466**	**92**	**40**	**132**	432	65	497
+15 mins.	16	395	411	55	39	94	**440**	**70**	**510**
+30 mins.	23	412	435	65	24	89	435	46	481
+45 mins.	**25**	307	332	56	22	78	412	56	468
Total Volume	84	1560	1644	268	125	393	1719	237	1956
% App. Total	5.1	94.9		68.2	31.8		87.9	12.1	
PHF	.840	.874	.882	.728	.781	.744	.977	.846	.959

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City of Riverside
N/S: Plaza Driveway 1
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_RIV_P1_Ales PM
Site Code : 00322458
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Groups Printed- Large 2 Axle Vehicles

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	7	0	0	0	4	0	4	11
04:15 PM	0	6	6	0	0	0	5	0	5	11
04:30 PM	0	2	2	0	0	0	1	0	1	3
04:45 PM	0	3	3	0	0	0	2	0	2	5
Total	0	18	18	0	0	0	12	0	12	30
05:00 PM	0	2	2	0	0	0	1	1	2	4
05:15 PM	0	1	1	1	0	1	2	0	2	4
05:30 PM	0	9	9	0	0	0	0	0	0	9
05:45 PM	0	5	5	0	0	0	1	0	1	6
Total	0	17	17	1	0	1	4	1	5	23
Grand Total	0	35	35	1	0	1	16	1	17	53
Apprch %	0	100		100	0		94.1	5.9		
Total %	0	66	66	1.9	0	1.9	30.2	1.9	32.1	

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**7**	**7**	0	0	0	4	0	4	**11**
04:15 PM	0	6	6	0	0	0	**5**	0	**5**	11
04:30 PM	0	2	2	0	0	0	1	0	1	3
04:45 PM	0	3	3	0	0	0	2	0	2	5
Total Volume	0	18	18	0	0	0	12	0	12	30
% App. Total	0	100		0	0		100	0		
PHF	.000	.643	.643	.000	.000	.000	.600	.000	.600	.682

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City of Riverside
N/S: Plaza Driveway 1
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_RIV_P1_Ales PM
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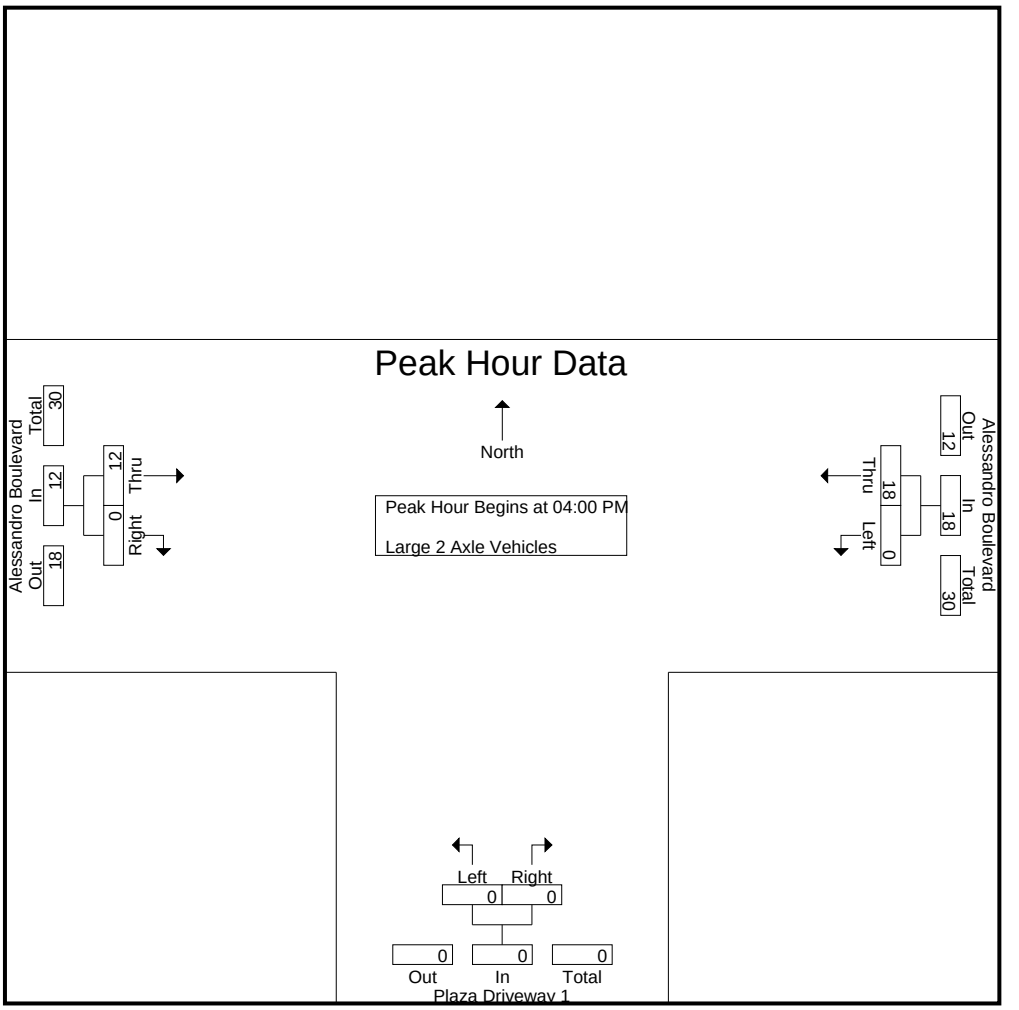

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**7**	**7**	0	0	0	4	0	4
+15 mins.	0	6	6	0	0	0	**5**	0	**5**
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	0	3	3	0	0	0	2	0	2
Total Volume	0	18	18	0	0	0	12	0	12
% App. Total	0	100		0	0		100	0	
PHF	.000	.643	.643	.000	.000	.000	.600	.000	.600

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E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_RIV_P1_Ales PM
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Groups Printed- 3 Axle Vehicles

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	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	1	1	1	0	1	0	1	1	3
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	1	1	1	0	1	3	1	4	6
Grand Total	0	1	1	1	0	1	3	1	4	6
Apprch %	0	100		100	0		75	25		
Total %	0	16.7	16.7	16.7	0	16.7	50	16.7	66.7	

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Riverside
N/S: Plaza Driveway 1
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_RIV_P1_Ales PM
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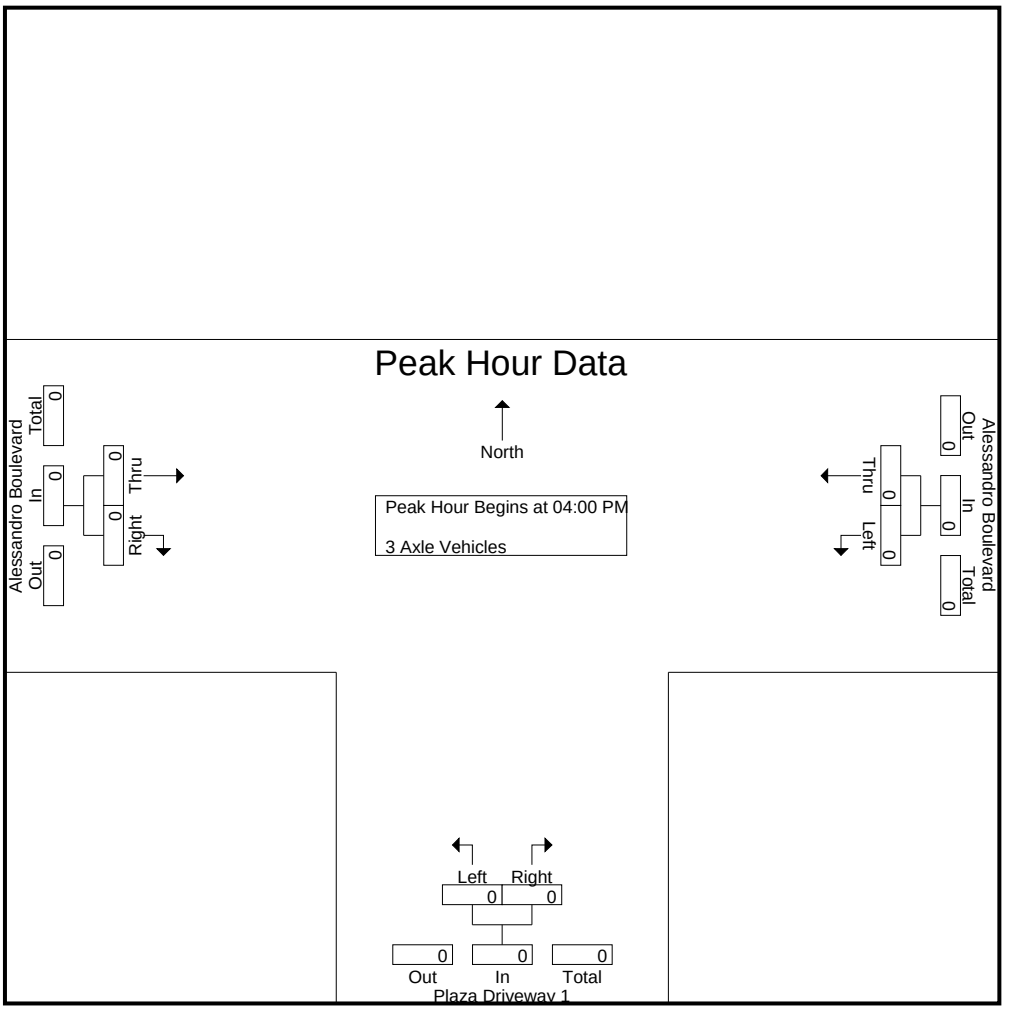

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
N/S: Plaza Driveway 1
E/W: Alessandro Boulevard
Weather: Clear

File Name : 07_RIV_P1_Ales PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	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	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	2	2	0	0	0	3	0	3	5
Apprch %	0	100		0	0		100	0		
Total %	0	40	40	0	0	0	60	0	60	

	Alessandro Boulevard Westbound			Plaza Driveway 1 Northbound			Alessandro Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	0	0	0	0	0	0	1
04:15 PM	0	1	1	0	0	0	**1**	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	2	0	2	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.500	.000	.500	.500

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City of Riverside
N/S: Plaza Driveway 1
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File Name : 07_RIV_P1_Ales PM
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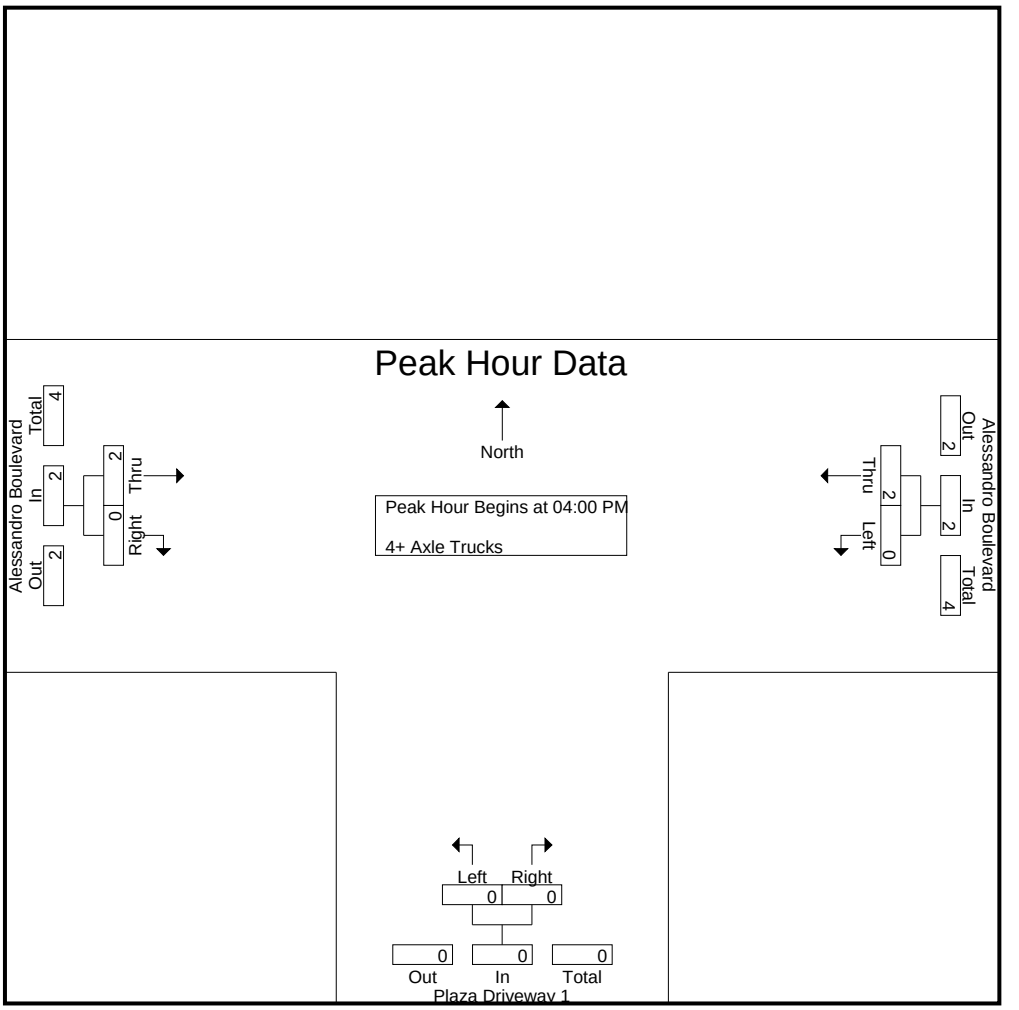

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Riverside
N/S: Plaza Driveway 1
E/W: Alessandro Boulevard

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Dead End	East Leg Alessandro Boulevard	South Leg Plaza Driveway 1	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Dead End	East Leg Alessandro Boulevard	South Leg Plaza Driveway 1	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

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Location: Riverside
N/S: Plaza Driveway 1
E/W: Alessandro Boulevard

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Dead End			Westbound Alessandro Boulevard			Northbound Plaza Driveway 1			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Alessandro Boulevard			Northbound Plaza Driveway 1			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	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 Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Ales AM
Site Code : 00322458
Start Date : 5/12/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	26	52	6	84	27	473	11	511	35	14	28	77	5	192	8	205	877
07:15 AM	11	38	9	58	41	529	15	585	39	41	28	108	9	219	7	235	986
07:30 AM	15	14	5	34	62	451	19	532	32	44	47	123	8	200	11	219	908
07:45 AM	12	16	9	37	81	422	15	518	28	32	45	105	7	224	14	245	905
Total	64	120	29	213	211	1875	60	2146	134	131	148	413	29	835	40	904	3676
08:00 AM	16	19	3	38	70	460	20	550	24	17	44	85	8	187	15	210	883
08:15 AM	19	19	6	44	81	422	16	519	19	13	44	76	9	187	12	208	847
08:30 AM	25	18	4	47	93	436	9	538	46	18	39	103	11	170	17	198	886
08:45 AM	21	13	7	41	85	432	19	536	38	9	36	83	4	171	19	194	854
Total	81	69	20	170	329	1750	64	2143	127	57	163	347	32	715	63	810	3470
Grand Total	145	189	49	383	540	3625	124	4289	261	188	311	760	61	1550	103	1714	7146
Apprch %	37.9	49.3	12.8		12.6	84.5	2.9		34.3	24.7	40.9		3.6	90.4	6		
Total %	2	2.6	0.7	5.4	7.6	50.7	1.7	60	3.7	2.6	4.4	10.6	0.9	21.7	1.4	24	
Passenger Vehicles	144	186	49	379	531	3574	123	4228	254	186	300	740	60	1523	99	1682	7029
% Passenger Vehicles	99.3	98.4	100	99	98.3	98.6	99.2	98.6	97.3	98.9	96.5	97.4	98.4	98.3	96.1	98.1	98.4
Large 2 Axle Vehicles	0	2	0	2	6	40	0	46	6	2	6	14	0	26	4	30	92
% Large 2 Axle Vehicles	0	1.1	0	0.5	1.1	1.1	0	1.1	2.3	1.1	1.9	1.8	0	1.7	3.9	1.8	1.3
3 Axle Vehicles	1	1	0	2	1	3	1	5	1	0	1	2	1	0	0	1	10
% 3 Axle Vehicles	0.7	0.5	0	0.5	0.2	0.1	0.8	0.1	0.4	0	0.3	0.3	1.6	0	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	2	8	0	10	0	0	4	4	0	1	0	1	15
% 4+ Axle Trucks	0	0	0	0	0.4	0.2	0	0.2	0	0	1.3	0.5	0	0.1	0	0.1	0.2

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	**38**	**9**	**58**	41	**529**	15	**585**	**39**	41	28	108	**9**	219	7	235	**986**
07:30 AM	15	14	5	34	62	451	19	532	32	**44**	**47**	**123**	8	200	11	219	908
07:45 AM	12	16	9	37	**81**	422	15	518	28	32	45	105	7	**224**	14	**245**	905
08:00 AM	**16**	19	3	38	70	460	**20**	550	24	17	44	85	8	187	**15**	210	883
Total Volume	54	87	26	167	254	1862	69	2185	123	134	164	421	32	830	47	909	3682
% App. Total	32.3	52.1	15.6		11.6	85.2	3.2		29.2	31.8	39		3.5	91.3	5.2		
PHF	.844	.572	.722	.720	.784	.880	.863	.934	.788	.761	.872	.856	.889	.926	.783	.928	.934

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City of Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Ales AM
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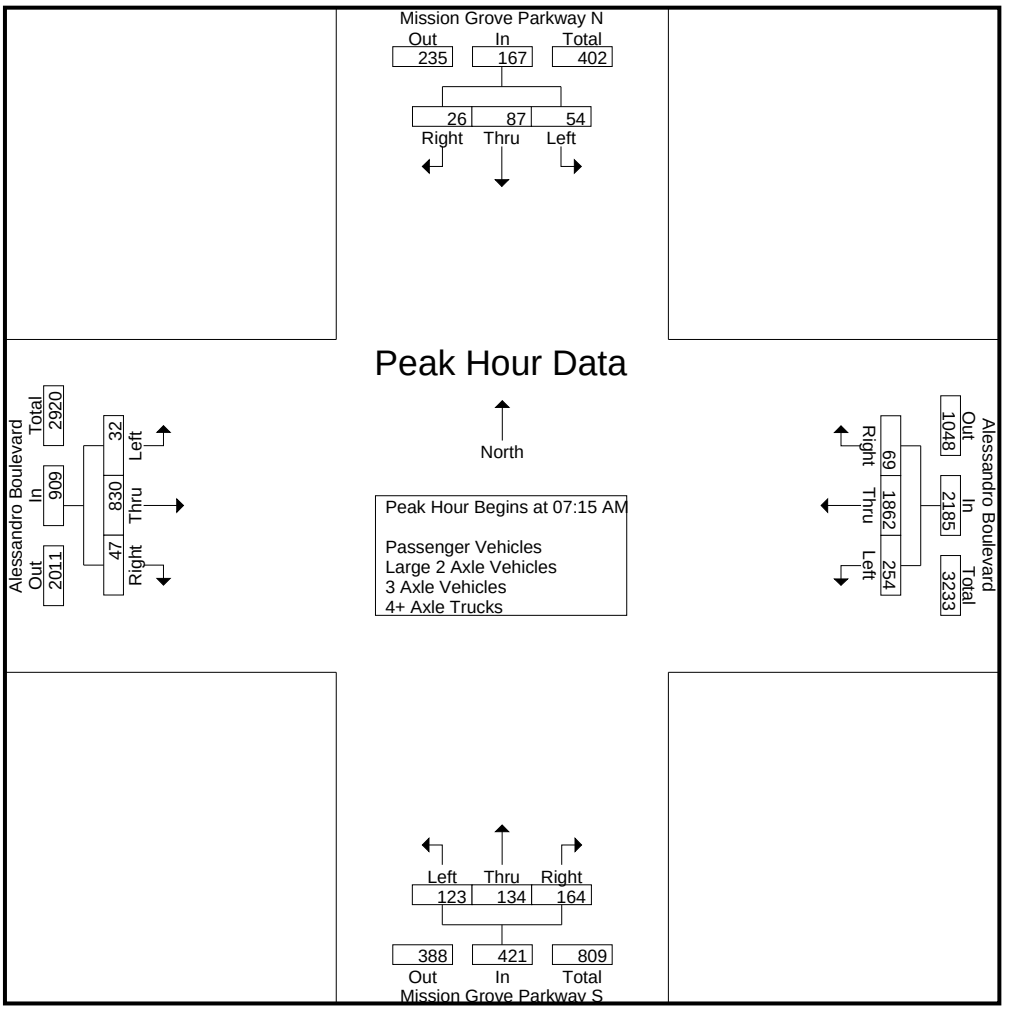

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**26**	**52**	6	**84**	41	**529**	15	**585**	**39**	41	28	108	**9**	219	7	235
+15 mins.	11	38	**9**	58	62	451	19	532	32	**44**	**47**	**123**	8	200	11	219
+30 mins.	15	14	5	34	**81**	422	15	518	28	32	45	105	7	**224**	14	**245**
+45 mins.	12	16	9	37	70	460	**20**	550	24	17	44	85	8	187	**15**	210
Total Volume	64	120	29	213	254	1862	69	2185	123	134	164	421	32	830	47	909
% App. Total	30	56.3	13.6		11.6	85.2	3.2		29.2	31.8	39		3.5	91.3	5.2	
PHF	.615	.577	.806	.634	.784	.880	.863	.934	.788	.761	.872	.856	.889	.926	.783	.928

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City of Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Ales AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	51	6	82	26	466	11	503	34	14	27	75	5	190	7	202	862
07:15 AM	11	38	9	58	40	524	15	579	37	41	27	105	9	217	7	233	975
07:30 AM	15	14	5	34	62	447	19	528	31	44	47	122	8	196	11	215	899
07:45 AM	12	15	9	36	80	419	15	514	28	32	44	104	6	221	13	240	894
Total	63	118	29	210	208	1856	60	2124	130	131	145	406	28	824	38	890	3630
08:00 AM	16	19	3	38	68	451	20	539	23	16	42	81	8	184	14	206	864
08:15 AM	19	18	6	43	80	414	15	509	19	12	41	72	9	181	12	202	826
08:30 AM	25	18	4	47	90	428	9	527	45	18	38	101	11	167	16	194	869
08:45 AM	21	13	7	41	85	425	19	529	37	9	34	80	4	167	19	190	840
Total	81	68	20	169	323	1718	63	2104	124	55	155	334	32	699	61	792	3399
Grand Total	144	186	49	379	531	3574	123	4228	254	186	300	740	60	1523	99	1682	7029
Apprch %	38	49.1	12.9		12.6	84.5	2.9		34.3	25.1	40.5		3.6	90.5	5.9		
Total %	2	2.6	0.7	5.4	7.6	50.8	1.7	60.2	3.6	2.6	4.3	10.5	0.9	21.7	1.4	23.9	

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	**38**	**9**	**58**	40	**524**	15	**579**	**37**	41	27	105	**9**	217	7	233	**975**
07:30 AM	15	14	5	34	62	447	19	528	31	**44**	**47**	**122**	8	196	11	215	899
07:45 AM	12	15	9	36	**80**	419	15	514	28	32	44	104	6	**221**	13	**240**	894
08:00 AM	**16**	19	3	38	68	451	**20**	539	23	16	42	81	8	184	**14**	206	864
Total Volume	54	86	26	166	250	1841	69	2160	119	133	160	412	31	818	45	894	3632
% App. Total	32.5	51.8	15.7		11.6	85.2	3.2		28.9	32.3	38.8		3.5	91.5	5		
PHF	.844	.566	.722	.716	.781	.878	.863	.933	.804	.756	.851	.844	.861	.925	.804	.931	.931

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City of Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Ales AM
Site Code : 00322458
Start Date : 5/12/2022
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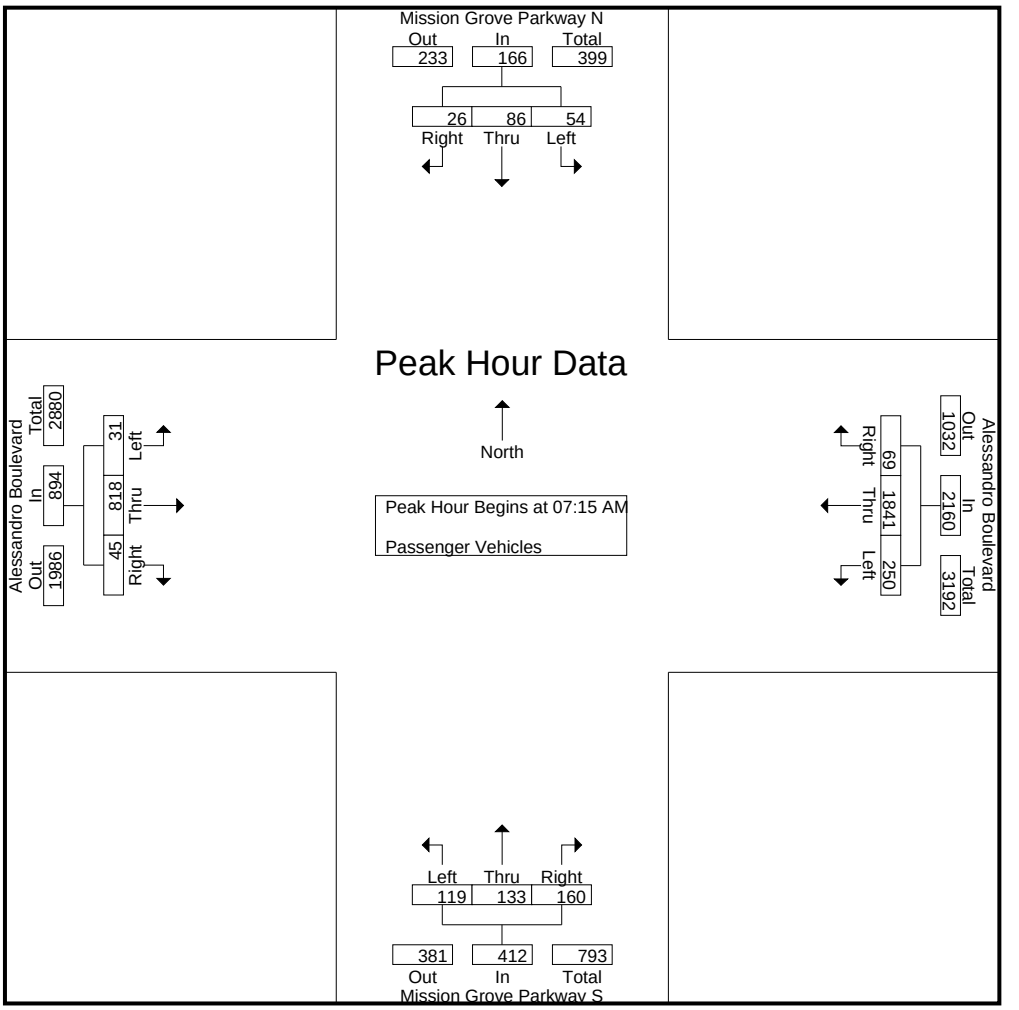

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	11	**38**	**9**	**58**	40	**524**	15	**579**	**37**	41	27	105	**9**	217	7	233
+15 mins.	15	14	5	34	62	447	19	528	31	**44**	**47**	**122**	8	196	11	215
+30 mins.	12	15	9	36	**80**	419	15	514	28	32	44	104	6	**221**	13	**240**
+45 mins.	**16**	19	3	38	68	451	**20**	539	23	16	42	81	8	184	**14**	206
Total Volume	54	86	26	166	250	1841	69	2160	119	133	160	412	31	818	45	894
% App. Total	32.5	51.8	15.7		11.6	85.2	3.2		28.9	32.3	38.8		3.5	91.5	5	
PHF	.844	.566	.722	.716	.781	.878	.863	.933	.804	.756	.851	.844	.861	.925	.804	.931

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City of Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Ales AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	1	7	0	8	0	0	1	1	0	2	1	3	13
07:15 AM	0	0	0	0	1	4	0	5	2	0	0	2	0	1	0	1	8
07:30 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	4	0	4	9
07:45 AM	0	1	0	1	1	3	0	4	0	0	1	1	0	3	1	4	10
Total	0	2	0	2	3	18	0	21	3	0	2	5	0	10	2	12	40
08:00 AM	0	0	0	0	2	7	0	9	1	1	1	3	0	3	1	4	16
08:15 AM	0	0	0	0	0	4	0	4	0	1	1	2	0	6	0	6	12
08:30 AM	0	0	0	0	1	6	0	7	1	0	0	1	0	3	1	4	12
08:45 AM	0	0	0	0	0	5	0	5	1	0	2	3	0	4	0	4	12
Total	0	0	0	0	3	22	0	25	3	2	4	9	0	16	2	18	52
Grand Total	0	2	0	2	6	40	0	46	6	2	6	14	0	26	4	30	92
Apprch %	0	100	0		13	87	0		42.9	14.3	42.9		0	86.7	13.3		
Total %	0	2.2	0	2.2	6.5	43.5	0	50	6.5	2.2	6.5	15.2	0	28.3	4.3	32.6	

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	4	0	5	**2**	0	0	2	0	1	0	1	8
07:30 AM	0	0	0	0	0	4	0	4	1	0	0	1	0	**4**	0	**4**	9
07:45 AM	0	**1**	0	**1**	1	3	0	4	0	0	**1**	1	0	3	**1**	4	10
08:00 AM	0	0	0	0	**2**	**7**	0	**9**	1	**1**	1	**3**	0	3	1	4	**16**
Total Volume	0	1	0	1	4	18	0	22	4	1	2	7	0	11	2	13	43
% App. Total	0	100	0		18.2	81.8	0		57.1	14.3	28.6		0	84.6	15.4		
PHF	.000	.250	.000	.250	.500	.643	.000	.611	.500	.250	.500	.583	.000	.688	.500	.813	.672

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File Name : 08_RIV_Miss_Ales AM
Site Code : 00322458
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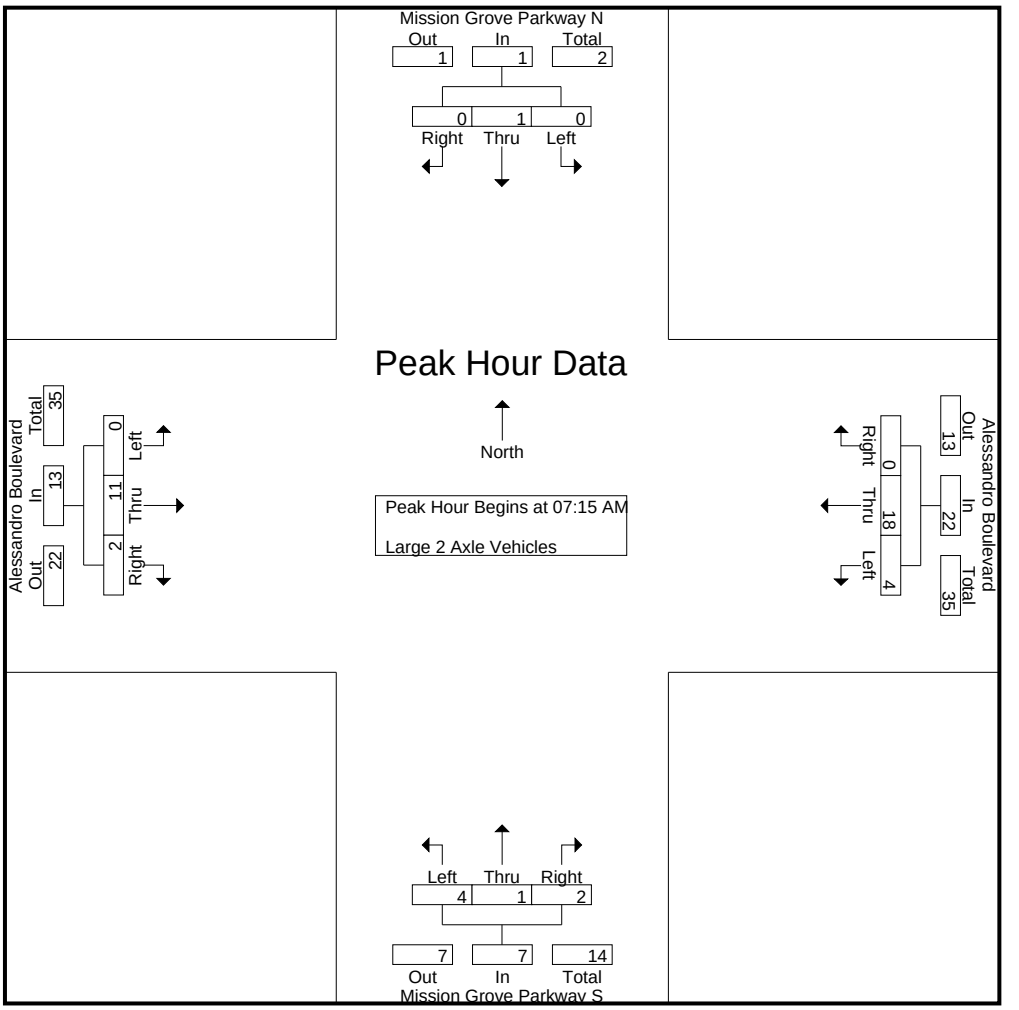

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	4	0	5	**2**	0	0	2	0	1	0	1
+15 mins.	0	0	0	0	0	4	0	4	1	0	0	1	0	**4**	0	**4**
+30 mins.	0	**1**	0	**1**	1	3	0	4	0	0	**1**	1	0	3	**1**	4
+45 mins.	0	0	0	0	**2**	**7**	0	**9**	1	**1**	1	**3**	0	3	1	4
Total Volume	0	1	0	1	4	18	0	22	4	1	2	7	0	11	2	13
% App. Total	0	100	0		18.2	81.8	0		57.1	14.3	28.6		0	84.6	15.4	
PHF	.000	.250	.000	.250	.500	.643	.000	.611	.500	.250	.500	.583	.000	.688	.500	.813

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City of Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Ales AM
Site Code : 00322458
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Groups Printed- 3 Axle Vehicles

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	1	0	0	0	0	1	0	0	1	1	0	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	1	0	1	1	1	1	3	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	3	1	5	0	0	1	1	0	0	0	0	7
Grand Total	1	1	0	2	1	3	1	5	1	0	1	2	1	0	0	1	10
Apprch %	50	50	0		20	60	20		50	0	50		100	0	0		
Total %	10	10	0	20	10	30	10	50	10	0	10	20	10	0	0	10	

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	**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
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 Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Ales AM
Site Code : 00322458
Start Date : 5/12/2022
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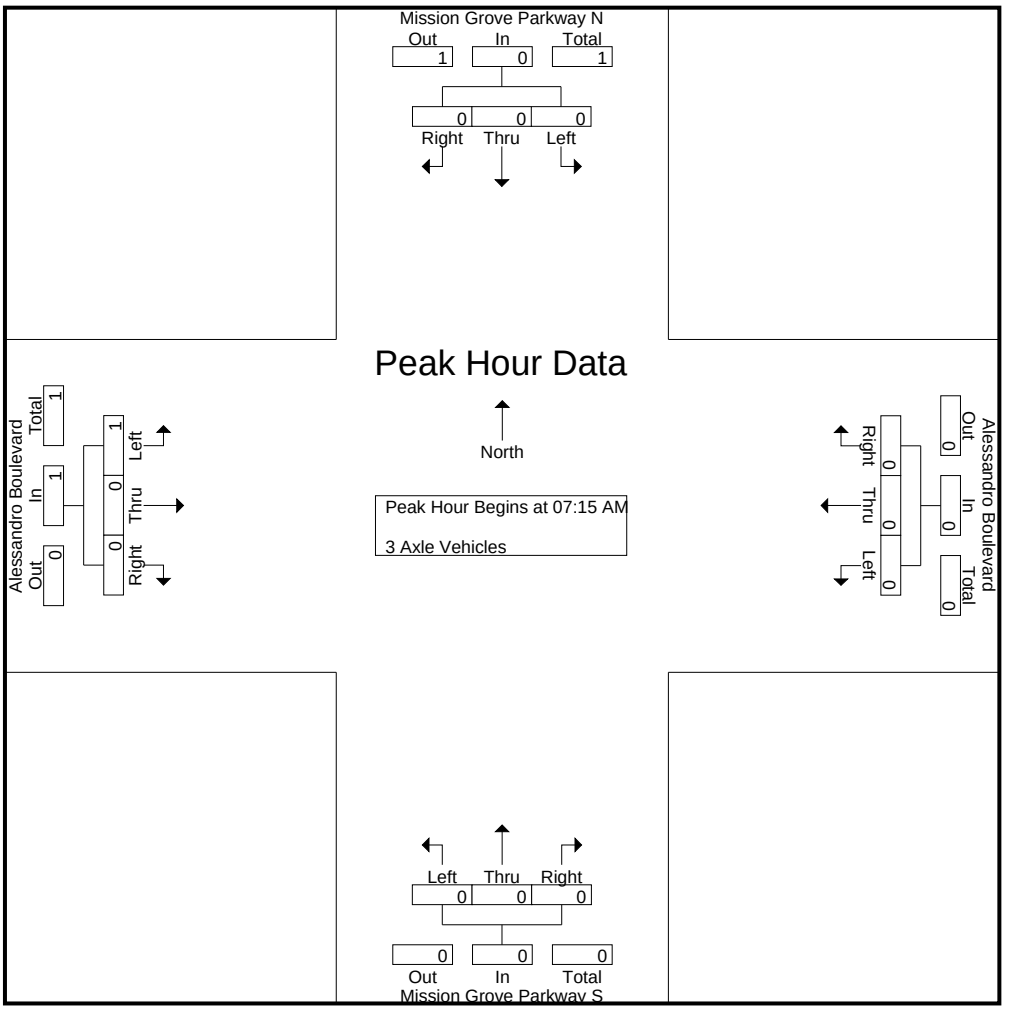

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	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**	0	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	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 Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Ales AM
Site Code : 00322458
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Groups Printed- 4+ Axle Trucks

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	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	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:00 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	0	0	0	5
08:30 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	7	0	9	0	0	3	3	0	0	0	0	12
Grand Total	0	0	0	0	2	8	0	10	0	0	4	4	0	1	0	1	15
Apprch %	0	0	0		20	80	0		0	0	100		0	100	0		
Total %	0	0	0	0	13.3	53.3	0	66.7	0	0	26.7	26.7	0	6.7	0	6.7	

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 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	**1**	**1**	0	**1**	0	**1**	**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	0	0	0	**2**	0	**2**	0	0	1	1	0	0	0	0	3
Total Volume	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1	6
% 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	.500	.500	.000	.250	.000	.250	.500

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City of Riverside
N/S: Mission Grove Parkway
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Weather: Clear

File Name : 08_RIV_Miss_Ales AM
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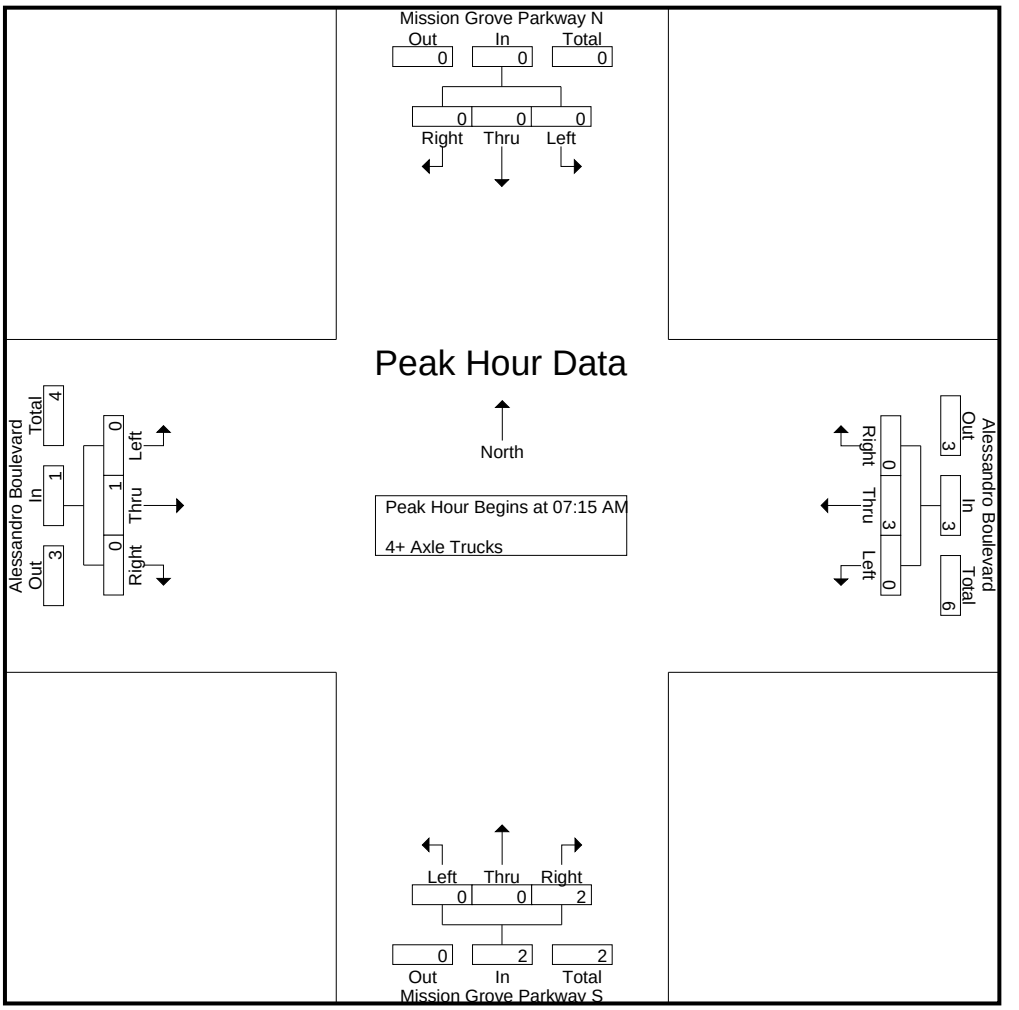

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	**1**	**1**	0	**1**	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	**2**	0	**2**	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	2	2	0	1	0	1
% 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	.500	.500	.000	.250	.000	.250

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City of Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Aless PM
Site Code : 00322458
Start Date : 5/12/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	20	2	38	68	460	19	547	36	22	93	151	9	430	23	462	1198
04:15 PM	19	14	6	39	42	370	16	428	38	18	64	120	8	464	37	509	1096
04:30 PM	13	34	10	57	57	387	19	463	36	25	73	134	9	396	28	433	1087
04:45 PM	18	24	6	48	55	326	17	398	27	28	54	109	10	385	41	436	991
Total	66	92	24	182	222	1543	71	1836	137	93	284	514	36	1675	129	1840	4372
05:00 PM	18	26	5	49	40	405	27	472	41	20	59	120	10	382	35	427	1068
05:15 PM	23	22	10	55	71	328	18	417	36	29	47	112	11	385	37	433	1017
05:30 PM	17	20	10	47	55	350	14	419	36	21	55	112	16	445	41	502	1080
05:45 PM	19	25	8	52	49	317	13	379	24	35	42	101	13	410	39	462	994
Total	77	93	33	203	215	1400	72	1687	137	105	203	445	50	1622	152	1824	4159
Grand Total	143	185	57	385	437	2943	143	3523	274	198	487	959	86	3297	281	3664	8531
Apprch %	37.1	48.1	14.8		12.4	83.5	4.1		28.6	20.6	50.8		2.3	90	7.7		
Total %	1.7	2.2	0.7	4.5	5.1	34.5	1.7	41.3	3.2	2.3	5.7	11.2	1	38.6	3.3	42.9	
Passenger Vehicles	143	183	56	382	433	2927	143	3503	269	196	483	948	86	3279	279	3644	8477
% Passenger Vehicles	100	98.9	98.2	99.2	99.1	99.5	100	99.4	98.2	99	99.2	98.9	100	99.5	99.3	99.5	99.4
Large 2 Axle Vehicles	0	1	1	2	4	14	0	18	4	1	4	9	0	13	2	15	44
% Large 2 Axle Vehicles	0	0.5	1.8	0.5	0.9	0.5	0	0.5	1.5	0.5	0.8	0.9	0	0.4	0.7	0.4	0.5
3 Axle Vehicles	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
% 3 Axle Vehicles	0	0.5	0	0.3	0	0	0	0	0.4	0.5	0	0.2	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.1	0.1

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	16	20	2	38	**68**	**460**	**19**	**547**	36	22	**93**	**151**	9	430	23	462	**1198**
04:15 PM	**19**	14	6	39	42	370	16	428	**38**	18	64	120	8	**464**	37	**509**	1096
04:30 PM	13	**34**	**10**	**57**	57	387	19	463	36	25	73	134	9	396	28	433	1087
04:45 PM	18	24	6	48	55	326	17	398	27	**28**	54	109	**10**	385	**41**	436	991
Total Volume	66	92	24	182	222	1543	71	1836	137	93	284	514	36	1675	129	1840	4372
% App. Total	36.3	50.5	13.2		12.1	84	3.9		26.7	18.1	55.3		2	91	7		
PHF	.868	.676	.600	.798	.816	.839	.934	.839	.901	.830	.763	.851	.900	.902	.787	.904	.912

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E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Aless PM
Site Code : 00322458
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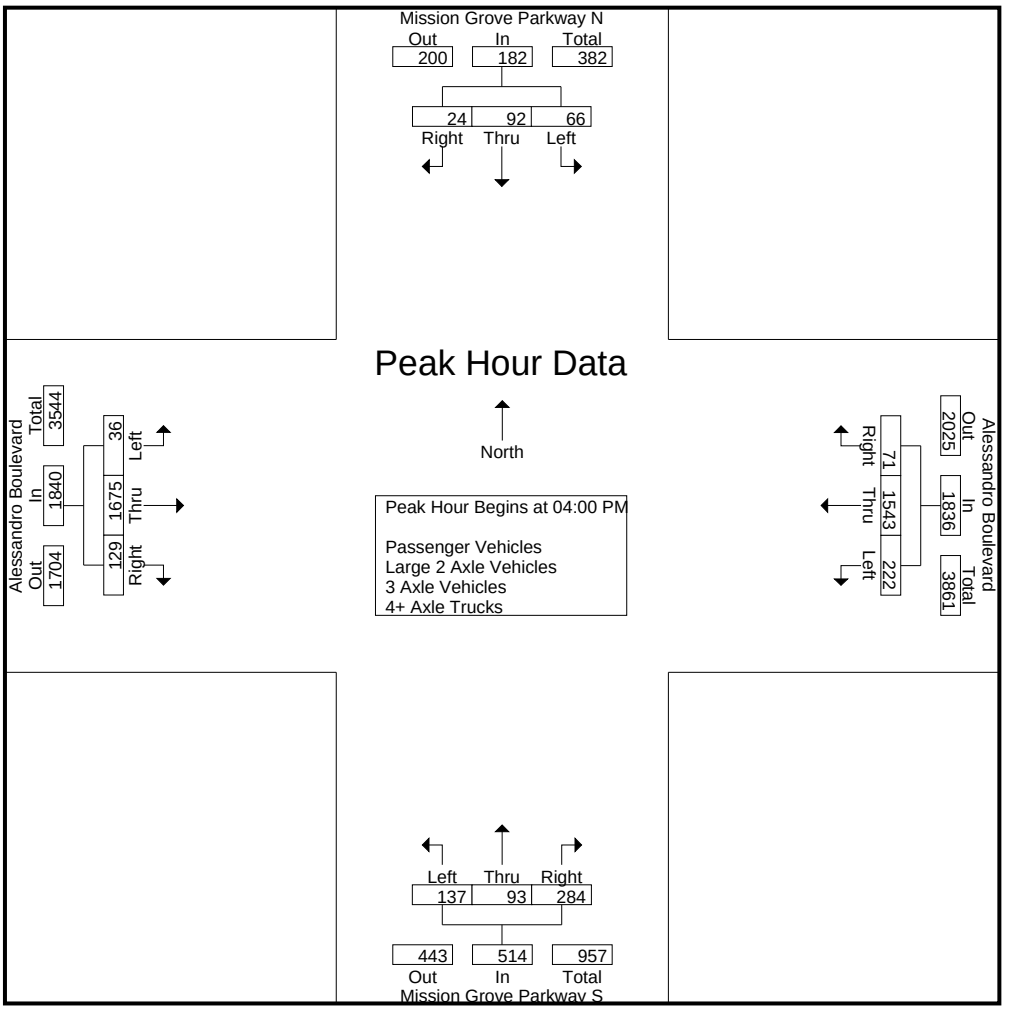

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	13	**34**	**10**	**57**	**68**	**460**	**19**	**547**	36	22	**93**	**151**	9	430	23	462
+15 mins.	18	24	6	48	42	370	16	428	**38**	18	64	120	8	**464**	37	**509**
+30 mins.	18	26	5	49	57	387	19	463	36	25	73	134	9	396	28	433
+45 mins.	**23**	22	10	55	55	326	17	398	27	**28**	54	109	**10**	385	**41**	436
Total Volume	72	106	31	209	222	1543	71	1836	137	93	284	514	36	1675	129	1840
% App. Total	34.4	50.7	14.8		12.1	84	3.9		26.7	18.1	55.3		2	91	7	
PHF	.783	.779	.775	.917	.816	.839	.934	.839	.901	.830	.763	.851	.900	.902	.787	.904

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Groups Printed- Passenger Vehicles

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	18	2	36	67	457	19	543	35	22	92	149	9	427	23	459	1187
04:15 PM	19	14	6	39	41	363	16	420	38	18	64	120	8	460	36	504	1083
04:30 PM	13	34	10	57	57	386	19	462	35	24	73	132	9	395	28	432	1083
04:45 PM	18	24	5	47	55	326	17	398	26	28	53	107	10	383	41	434	986
Total	66	90	23	179	220	1532	71	1823	134	92	282	508	36	1665	128	1829	4339
05:00 PM	18	26	5	49	39	404	27	470	40	20	58	118	10	381	35	426	1063
05:15 PM	23	22	10	55	71	328	18	417	36	29	47	112	11	382	36	429	1013
05:30 PM	17	20	10	47	55	347	14	416	35	20	55	110	16	445	41	502	1075
05:45 PM	19	25	8	52	48	316	13	377	24	35	41	100	13	406	39	458	987
Total	77	93	33	203	213	1395	72	1680	135	104	201	440	50	1614	151	1815	4138
Grand Total	143	183	56	382	433	2927	143	3503	269	196	483	948	86	3279	279	3644	8477
Apprch %	37.4	47.9	14.7		12.4	83.6	4.1		28.4	20.7	50.9		2.4	90	7.7		
Total %	1.7	2.2	0.7	4.5	5.1	34.5	1.7	41.3	3.2	2.3	5.7	11.2	1	38.7	3.3	43	

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	16	18	2	36	**67**	**457**	**19**	**543**	35	22	**92**	**149**	9	427	23	459	**1187**
04:15 PM	**19**	14	6	39	41	363	16	420	**38**	18	64	120	8	**460**	36	**504**	1083
04:30 PM	13	**34**	**10**	**57**	57	386	19	462	35	24	73	132	9	395	28	432	1083
04:45 PM	18	24	5	47	55	326	17	398	26	**28**	53	107	**10**	383	**41**	434	986
Total Volume	66	90	23	179	220	1532	71	1823	134	92	282	508	36	1665	128	1829	4339
% App. Total	36.9	50.3	12.8		12.1	84	3.9		26.4	18.1	55.5		2	91	7		
PHF	.868	.662	.575	.785	.821	.838	.934	.839	.882	.821	.766	.852	.900	.905	.780	.907	.914

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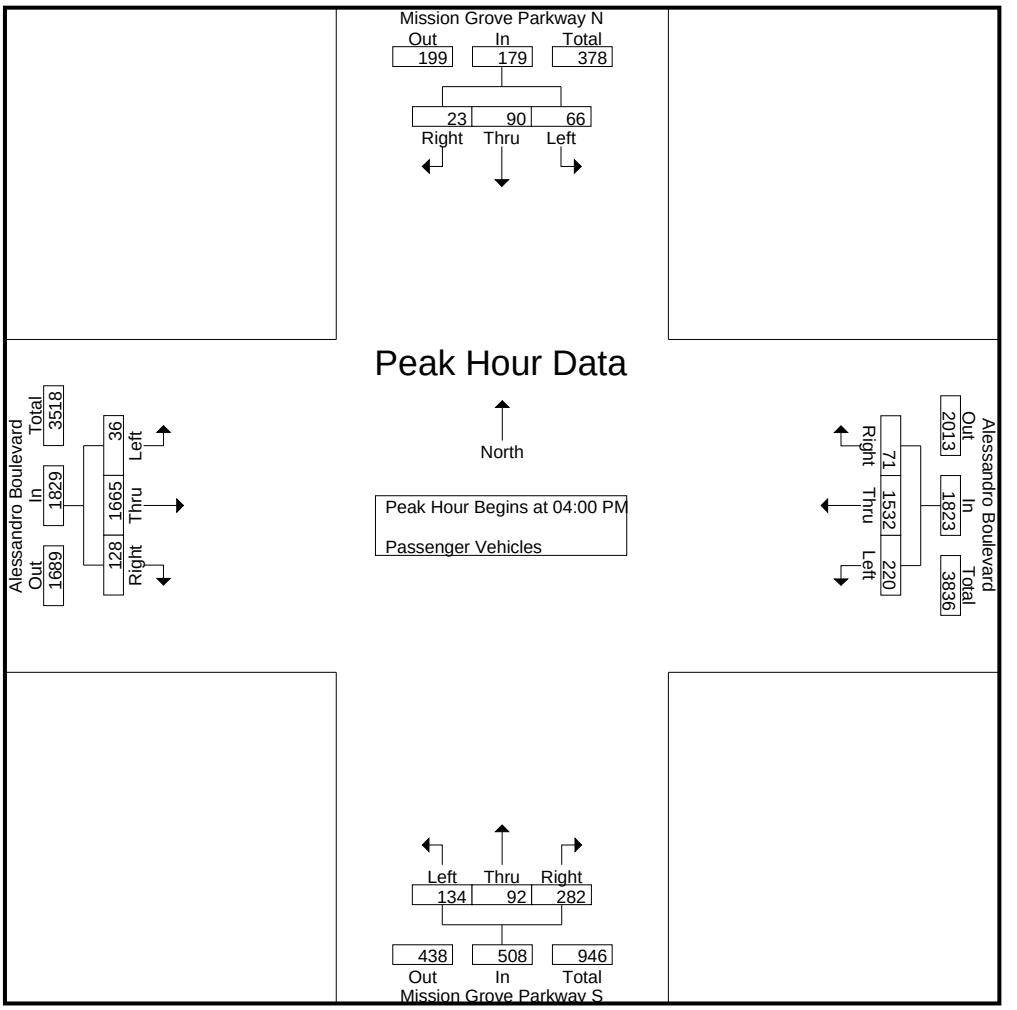

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	16	18	2	36	**67**	**457**	**19**	**543**	35	22	**92**	**149**	9	427	23	459
+15 mins.	**19**	14	6	39	41	363	16	420	**38**	18	64	120	8	**460**	36	**504**
+30 mins.	13	**34**	**10**	**57**	57	386	19	462	35	24	73	132	9	395	28	432
+45 mins.	18	24	5	47	55	326	17	398	26	**28**	53	107	**10**	383	**41**	434
Total Volume	66	90	23	179	220	1532	71	1823	134	92	282	508	36	1665	128	1829
% App. Total	36.9	50.3	12.8		12.1	84	3.9		26.4	18.1	55.5		2	91	7	
PHF	.868	.662	.575	.785	.821	.838	.934	.839	.882	.821	.766	.852	.900	.905	.780	.907

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File Name : 08_RIV_Miss_Aless PM
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Groups Printed- Large 2 Axle Vehicles

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	2	0	3	1	0	1	2	0	3	0	3	9
04:15 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	3	1	4	11
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	1	1	0	0	0	0	1	0	1	2	0	2	0	2	5
Total	0	1	1	2	2	9	0	11	3	0	2	5	0	8	1	9	27
05:00 PM	0	0	0	0	1	1	0	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	3	1	4	4
05:30 PM	0	0	0	0	0	3	0	3	1	1	0	2	0	0	0	0	5
05:45 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
Total	0	0	0	0	2	5	0	7	1	1	2	4	0	5	1	6	17
Grand Total	0	1	1	2	4	14	0	18	4	1	4	9	0	13	2	15	44
Apprch %	0	50	50		22.2	77.8	0		44.4	11.1	44.4		0	86.7	13.3		
Total %	0	2.3	2.3	4.5	9.1	31.8	0	40.9	9.1	2.3	9.1	20.5	0	29.5	4.5	34.1	

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	**1**	2	0	3	**1**	0	**1**	**2**	0	**3**	0	3	9
04:15 PM	0	0	0	0	1	**6**	0	**7**	0	0	0	0	0	3	**1**	**4**	**11**
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	**1**	1	0	0	0	0	1	0	1	2	0	2	0	2	5
Total Volume	0	1	1	2	2	9	0	11	3	0	2	5	0	8	1	9	27
% App. Total	0	50	50		18.2	81.8	0		60	0	40		0	88.9	11.1		
PHF	.000	.250	.250	.500	.500	.375	.000	.393	.750	.000	.500	.625	.000	.667	.250	.563	.614

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File Name : 08_RIV_Miss_Aless PM
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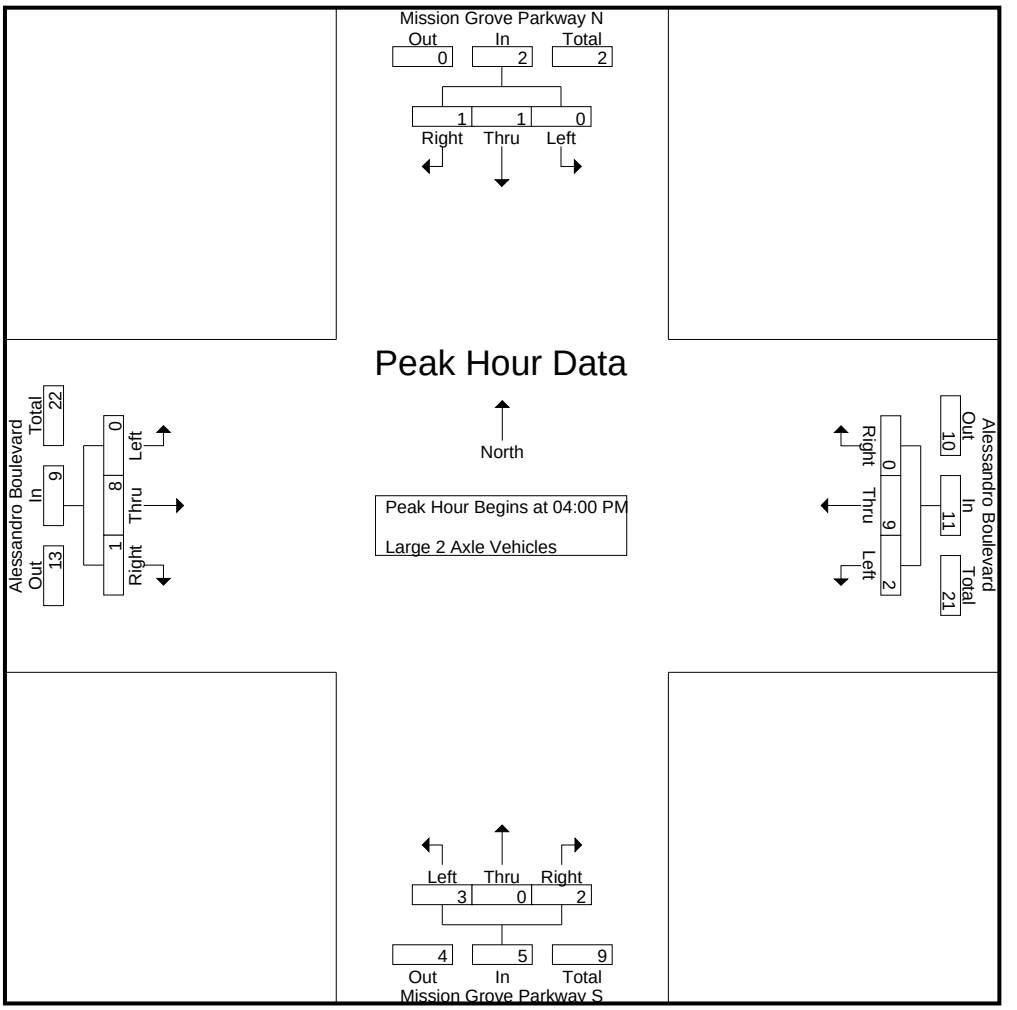

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	**1**	2	0	3	**1**	0	**1**	**2**	0	**3**	0	3
+15 mins.	0	0	0	0	1	**6**	0	**7**	0	0	0	0	0	3	**1**	**4**
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0
+45 mins.	0	0	**1**	1	0	0	0	0	1	0	1	2	0	2	0	2
Total Volume	0	1	1	2	2	9	0	11	3	0	2	5	0	8	1	9
% App. Total	0	50	50		18.2	81.8	0		60	0	40		0	88.9	11.1	
PHF	.000	.250	.250	.500	.500	.375	.000	.393	.750	.000	.500	.625	.000	.667	.250	.563

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Groups Printed- 3 Axle Vehicles

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	1	0	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	1	0	0	1	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		50	50	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	33.3	33.3	0	66.7	0	0	0	0	

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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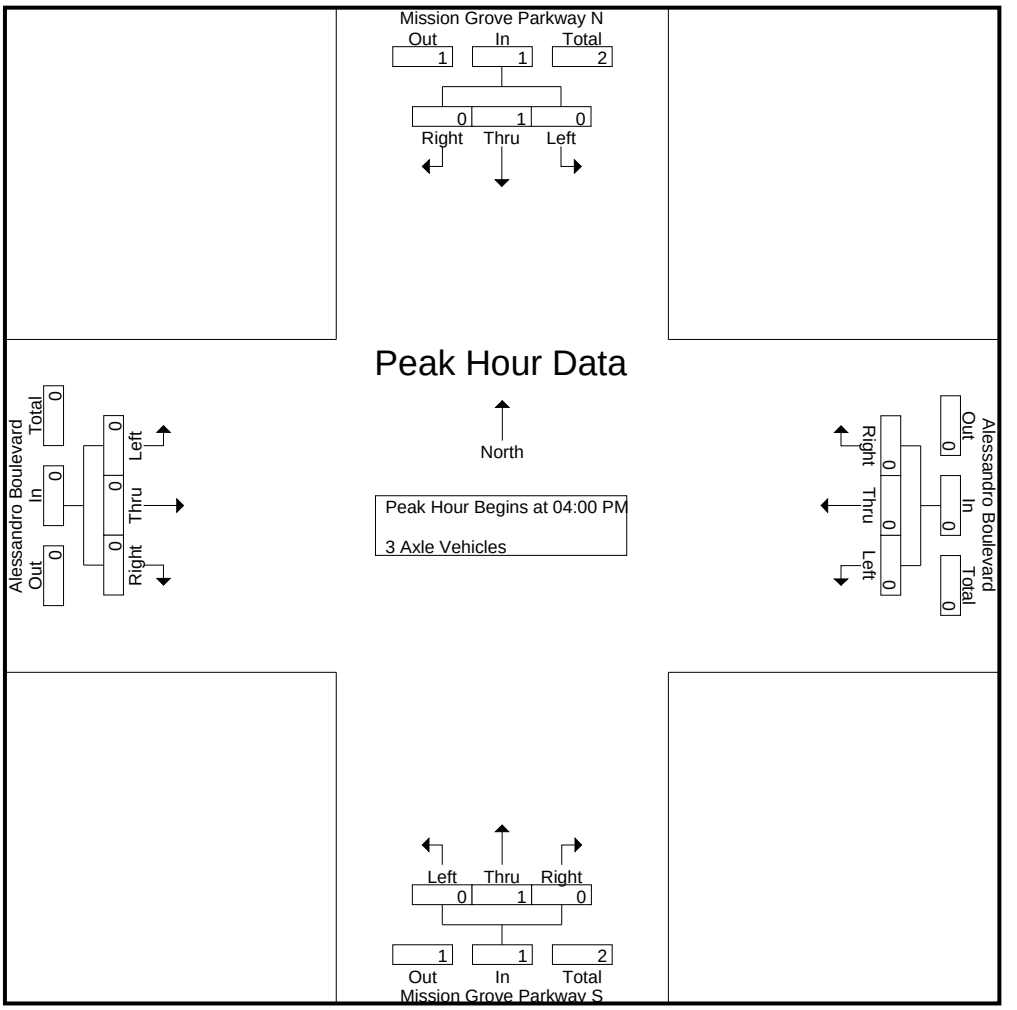

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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Groups Printed- 4+ Axle Trucks

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
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	2	0	2	0	0	0	0	0	2	0	2	4
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	3	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	28.6	0	28.6	0	0	0	0	0	71.4	0	71.4	

	Mission Grove Parkway N Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway S Northbound				Alessandro Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**2**
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	2	0	2	0	0	0	0	0	2	0	2	4
% 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	.500	.000	.500	.500

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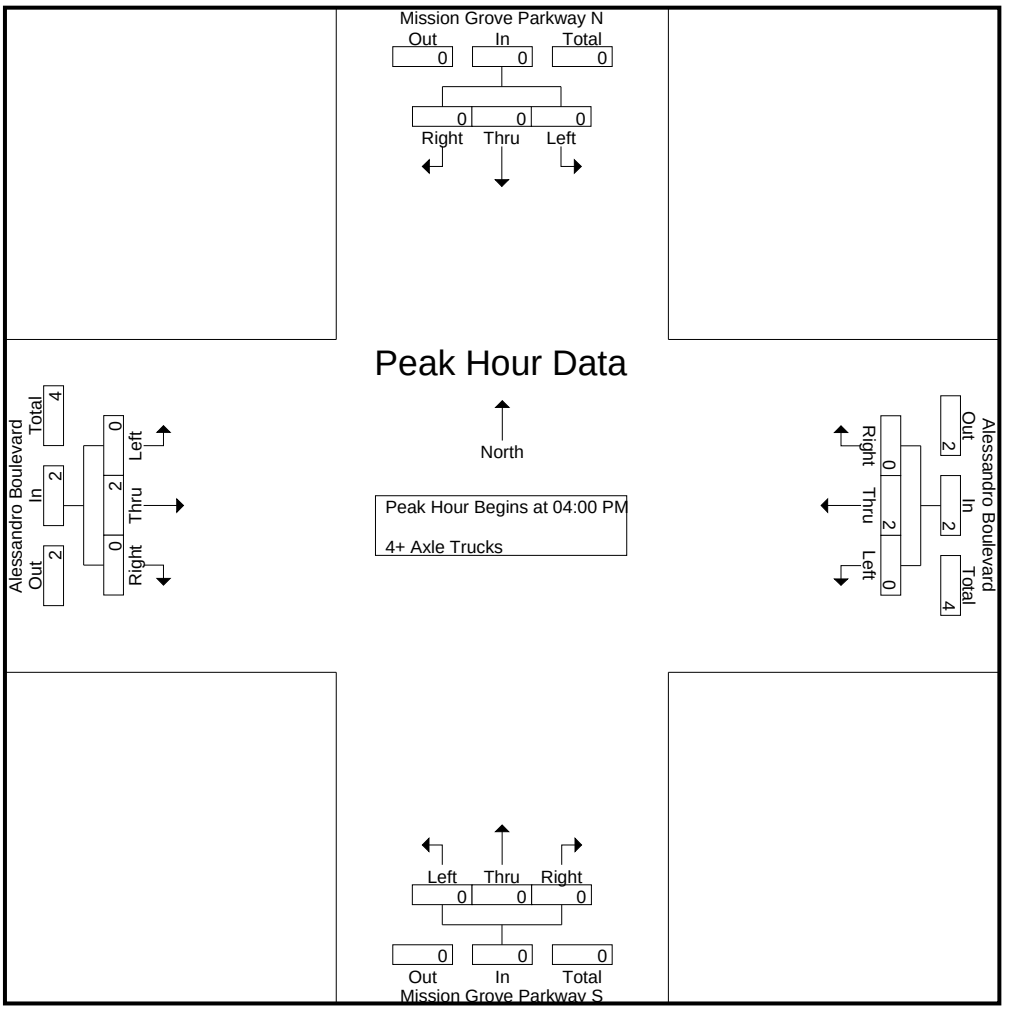
City of Riverside
N/S: Mission Grove Parkway
E/W: Alessandro Boulevard
Weather: Clear

File Name : 08_RIV_Miss_Aless PM
Site Code : 00322458
Start Date : 5/12/2022
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	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+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	2	0	2	0	0	0	0	0	2	0	2
% 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	.500	.000	.500

Location: Riverside
N/S: Mission Grove Pkwy
E/W: Alessandro Boulevard

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Mission Grove Pkwy N	East Leg Alessandro Boulevard	South Leg Mission Grove Pkwy S	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	3	3
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	1	4	6

	North Leg Mission Grove Pkwy N	East Leg Alessandro Boulevard	South Leg Mission Grove Pkwy S	West Leg Alessandro Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	2	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	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

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Location: Riverside
N/S: Mission Grove Pkwy
E/W: Alessandro Boulevard

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Mission Grove Pkwy N			Westbound Alessandro Boulevard			Northbound Mission Grove Pkwy S			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	1	0	0	0	0	0	0	2

	Southbound Mission Grove Pkwy N			Westbound Alessandro Boulevard			Northbound Mission Grove Pkwy S			Eastbound Alessandro Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	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	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
TOTAL VOLUMES:	0	0	0	0	2	4	0	0	0	0	0	0	6

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City of Riverside
N/S: Mission Grove Parkway
E/W: Mission Village Drive
Weather: Clear

File Name : 09_RIV_Miss_MV AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

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

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
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	77	1	78	21	3	14	38	0	64	9	73	4	1	19	24	213
07:15 AM	5	85	1	91	18	6	23	47	7	97	17	121	5	1	12	18	277
07:30 AM	4	62	4	70	21	1	10	32	1	117	23	141	2	6	9	17	260
07:45 AM	6	85	5	96	26	3	16	45	4	111	42	157	2	6	15	23	321
Total	15	309	11	335	86	13	63	162	12	389	91	492	13	14	55	82	1071
08:00 AM	4	64	2	70	11	1	11	23	3	78	35	116	5	6	13	24	233
08:15 AM	5	63	3	71	13	3	3	19	2	77	24	103	1	6	14	21	214
08:30 AM	10	70	8	88	15	6	12	33	3	71	27	101	2	6	6	14	236
08:45 AM	7	61	8	76	21	7	9	37	7	106	28	141	2	3	8	13	267
Total	26	258	21	305	60	17	35	112	15	332	114	461	10	21	41	72	950
Grand Total	41	567	32	640	146	30	98	274	27	721	205	953	23	35	96	154	2021
Apprch %	6.4	88.6	5		53.3	10.9	35.8		2.8	75.7	21.5		14.9	22.7	62.3		
Total %	2	28.1	1.6	31.7	7.2	1.5	4.8	13.6	1.3	35.7	10.1	47.2	1.1	1.7	4.8	7.6	
Passenger Vehicles	41	555	28	624	145	30	96	271	27	715	204	946	20	32	91	143	1984
% Passenger Vehicles	100	97.9	87.5	97.5	99.3	100	98	98.9	100	99.2	99.5	99.3	87	91.4	94.8	92.9	98.2
Large 2 Axle Vehicles	0	9	3	12	0	0	2	2	0	5	1	6	2	0	4	6	26
% Large 2 Axle Vehicles	0	1.6	9.4	1.9	0	0	2	0.7	0	0.7	0.5	0.6	8.7	0	4.2	3.9	1.3
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	5
% 3 Axle Vehicles	0	0.4	0	0.3	0	0	0	0	0	0	0	0	0	5.7	1	1.9	0.2
4+ Axle Trucks	0	1	1	2	1	0	0	1	0	1	0	1	1	1	0	2	6
% 4+ Axle Trucks	0	0.2	3.1	0.3	0.7	0	0	0.4	0	0.1	0	0.1	4.3	2.9	0	1.3	0.3

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	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	5	**85**	1	91	18	**6**	**23**	**47**	**7**	97	17	121	**5**	1	12	18	277
07:30 AM	4	62	4	70	21	1	10	32	1	**117**	23	141	2	**6**	9	17	260
07:45 AM	**6**	85	**5**	**96**	**26**	3	16	45	4	111	**42**	**157**	2	6	**15**	23	**321**
08:00 AM	4	64	2	70	11	1	11	23	3	78	35	116	5	6	13	**24**	233
Total Volume	19	296	12	327	76	11	60	147	15	403	117	535	14	19	49	82	1091
% App. Total	5.8	90.5	3.7		51.7	7.5	40.8		2.8	75.3	21.9		17.1	23.2	59.8		
PHF	.792	.871	.600	.852	.731	.458	.652	.782	.536	.861	.696	.852	.700	.792	.817	.854	.850

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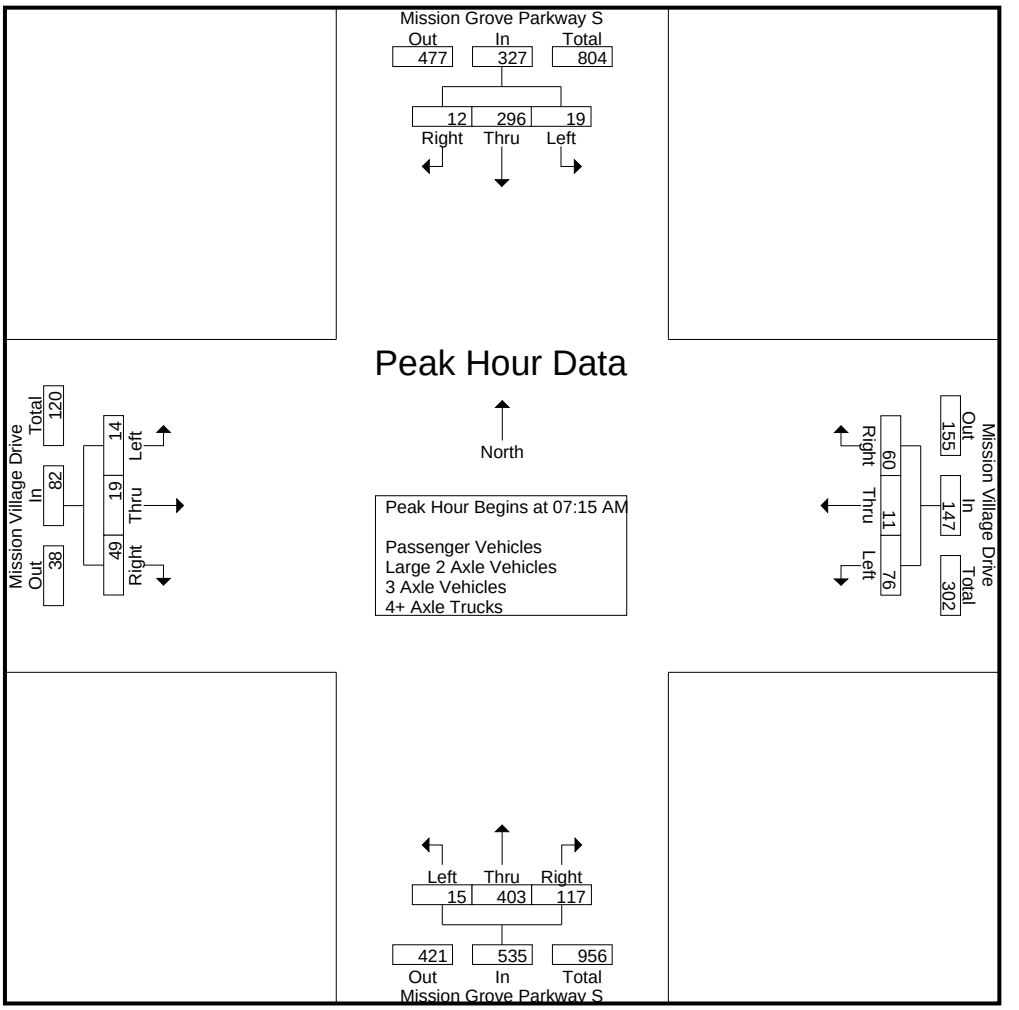
City of Riverside
N/S: Mission Grove Parkway
E/W: Mission Village Drive
Weather: Clear

File Name : 09_RIV_Miss_MV AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	07:00 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	77	1	78	21	3	14	38	**7**	97	17	121	2	**6**	9	17
+15 mins.	5	**85**	1	91	18	**6**	**23**	**47**	1	**117**	23	141	2	6	**15**	23
+30 mins.	4	62	4	70	21	1	10	32	4	111	**42**	**157**	**5**	6	13	**24**
+45 mins.	**6**	85	**5**	**96**	**26**	3	16	45	3	78	35	116	1	6	14	21
Total Volume	15	309	11	335	86	13	63	162	15	403	117	535	10	24	51	85
% App. Total	4.5	92.2	3.3		53.1	8	38.9		2.8	75.3	21.9		11.8	28.2	60	
PHF	.625	.909	.550	.872	.827	.542	.685	.862	.536	.861	.696	.852	.500	1.000	.850	.885

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City of Riverside
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E/W: Mission Village Drive
Weather: Clear

File Name : 09_RIV_Miss_MV AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
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	75	0	75	21	3	14	38	0	64	9	73	4	1	18	23	209
07:15 AM	5	84	1	90	18	6	23	47	7	97	17	121	5	1	11	17	275
07:30 AM	4	62	4	70	21	1	10	32	1	117	23	141	2	5	9	16	259
07:45 AM	6	82	4	92	26	3	16	45	4	110	42	156	2	6	14	22	315
Total	15	303	9	327	86	13	63	162	12	388	91	491	13	13	52	78	1058
08:00 AM	4	62	1	67	10	1	9	20	3	77	34	114	4	4	13	21	222
08:15 AM	5	61	3	69	13	3	3	19	2	76	24	102	0	6	13	19	209
08:30 AM	10	68	7	85	15	6	12	33	3	70	27	100	2	6	5	13	231
08:45 AM	7	61	8	76	21	7	9	37	7	104	28	139	1	3	8	12	264
Total	26	252	19	297	59	17	33	109	15	327	113	455	7	19	39	65	926
Grand Total	41	555	28	624	145	30	96	271	27	715	204	946	20	32	91	143	1984
Apprch %	6.6	88.9	4.5		53.5	11.1	35.4		2.9	75.6	21.6		14	22.4	63.6		
Total %	2.1	28	1.4	31.5	7.3	1.5	4.8	13.7	1.4	36	10.3	47.7	1	1.6	4.6	7.2	

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	**84**	1	90	18	**6**	**23**	**47**	**7**	97	17	121	**5**	1	11	17	275
07:30 AM	4	62	**4**	70	21	1	10	32	1	**117**	23	141	2	5	9	16	259
07:45 AM	**6**	82	4	**92**	**26**	3	16	45	4	110	**42**	**156**	2	**6**	**14**	**22**	**315**
08:00 AM	4	62	1	67	10	1	9	20	3	77	34	114	4	4	13	21	222
Total Volume	19	290	10	319	75	11	58	144	15	401	116	532	13	16	47	76	1071
% App. Total	6	90.9	3.1		52.1	7.6	40.3		2.8	75.4	21.8		17.1	21.1	61.8		
PHF	.792	.863	.625	.867	.721	.458	.630	.766	.536	.857	.690	.853	.650	.667	.839	.864	.850

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City of Riverside
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File Name : 09_RIV_Miss_MV AM
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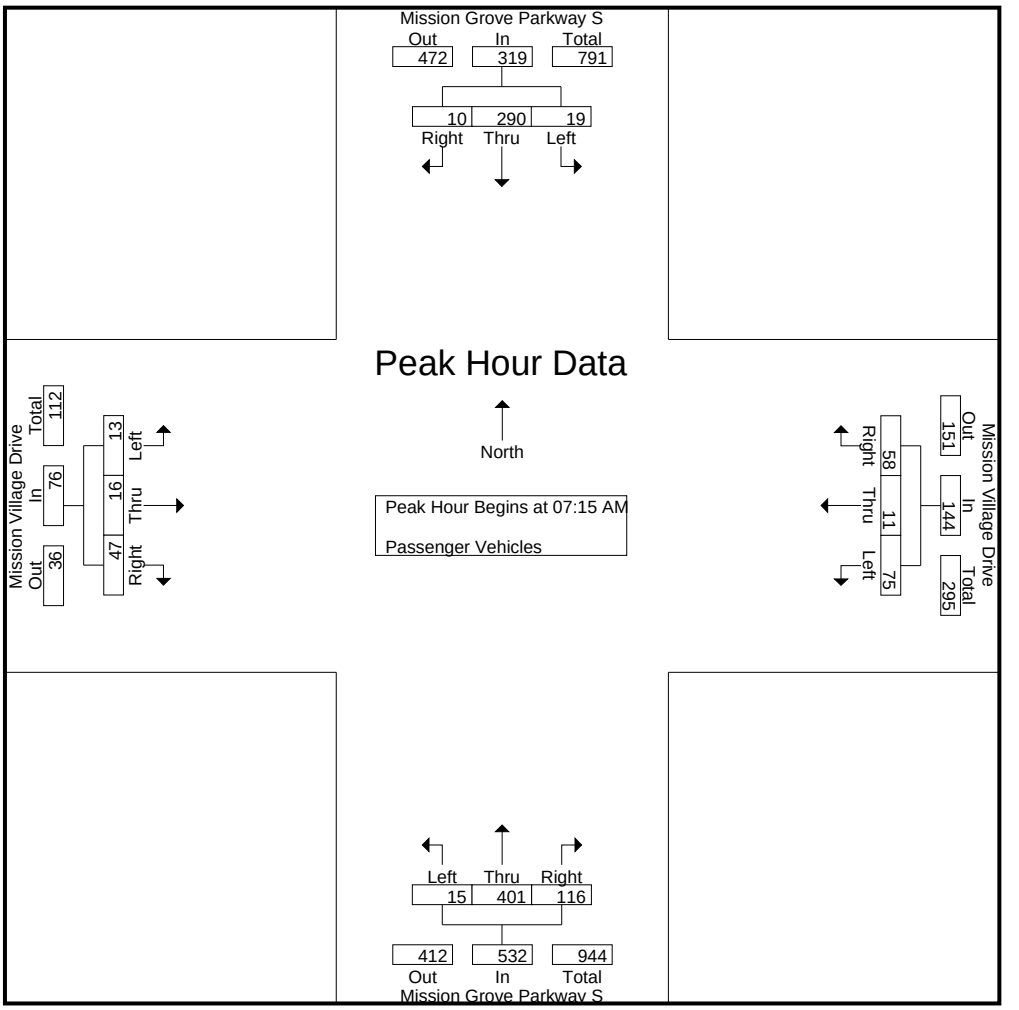

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	**84**	1	90	18	**6**	**23**	**47**	**7**	97	17	121	**5**	1	11	17
+15 mins.	4	62	**4**	70	21	1	10	32	1	**117**	23	141	2	5	9	16
+30 mins.	**6**	82	4	**92**	**26**	3	16	45	4	110	**42**	**156**	2	**6**	**14**	**22**
+45 mins.	4	62	1	67	10	1	9	20	3	77	34	114	4	4	13	21
Total Volume	19	290	10	319	75	11	58	144	15	401	116	532	13	16	47	76
% App. Total	6	90.9	3.1		52.1	7.6	40.3		2.8	75.4	21.8		17.1	21.1	61.8	
PHF	.792	.863	.625	.867	.721	.458	.630	.766	.536	.857	.690	.853	.650	.667	.839	.864

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City of Riverside
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Weather: Clear

File Name : 09_RIV_Miss_MV AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	1	1	4
07:15 AM	0	1	0	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	0	0	0
07:45 AM	0	2	1	3	0	0	0	0	0	1	0	1	0	0	1	1	5
Total	0	5	2	7	0	0	0	0	0	1	0	1	0	0	3	3	11
08:00 AM	0	2	1	3	0	0	2	2	0	1	1	2	0	0	0	0	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
Total	0	4	1	5	0	0	2	2	0	4	1	5	2	0	1	3	15
Grand Total	0	9	3	12	0	0	2	2	0	5	1	6	2	0	4	6	26
Apprch %	0	75	25		0	0	100		0	83.3	16.7		33.3	0	66.7		
Total %	0	34.6	11.5	46.2	0	0	7.7	7.7	0	19.2	3.8	23.1	7.7	0	15.4	23.1	

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	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	**1**	**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	**2**	**1**	**3**	0	0	0	0	0	**1**	0	1	0	0	1	1	5
08:00 AM	0	2	1	3	0	0	**2**	**2**	0	1	**1**	**2**	0	0	0	0	**7**
Total Volume	0	5	2	7	0	0	2	2	0	2	1	3	0	0	2	2	14
% App. Total	0	71.4	28.6		0	0	100		0	66.7	33.3		0	0	100		
PHF	.000	.625	.500	.583	.000	.000	.250	.250	.000	.500	.250	.375	.000	.000	.500	.500	.500

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City of Riverside
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File Name : 09_RIV_Miss_MV AM
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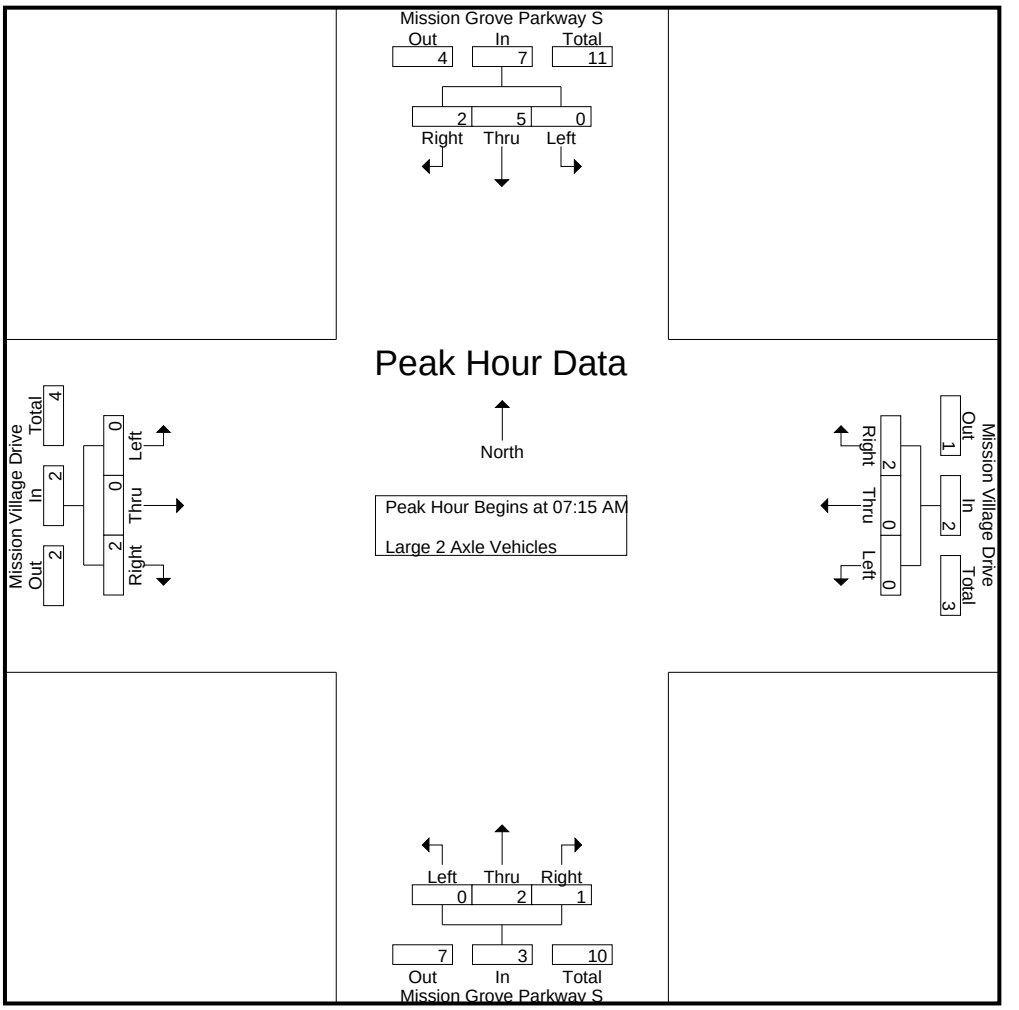

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	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	0	0
+30 mins.	0	**2**	**1**	**3**	0	0	0	0	0	**1**	0	1	0	0	1	1
+45 mins.	0	2	1	3	0	0	**2**	**2**	0	1	**1**	**2**	0	0	0	0
Total Volume	0	5	2	7	0	0	2	2	0	2	1	3	0	0	2	2
% App. Total	0	71.4	28.6		0	0	100		0	66.7	33.3		0	0	100	
PHF	.000	.625	.500	.583	.000	.000	.250	.250	.000	.500	.250	.375	.000	.000	.500	.500

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City of Riverside
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Weather: Clear

File Name : 09_RIV_Miss_MV AM
Site Code : 00322458
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Groups Printed- 3 Axle Vehicles

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
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	2	0	2	2
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	5
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	5
Apprch %	0	100	0		0	0	0		0	0	0		0	66.7	33.3		
Total %	0	40	0	40	0	0	0	0	0	0	0	0	0	40	20	60	

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	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	**2**	0	**2**	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% 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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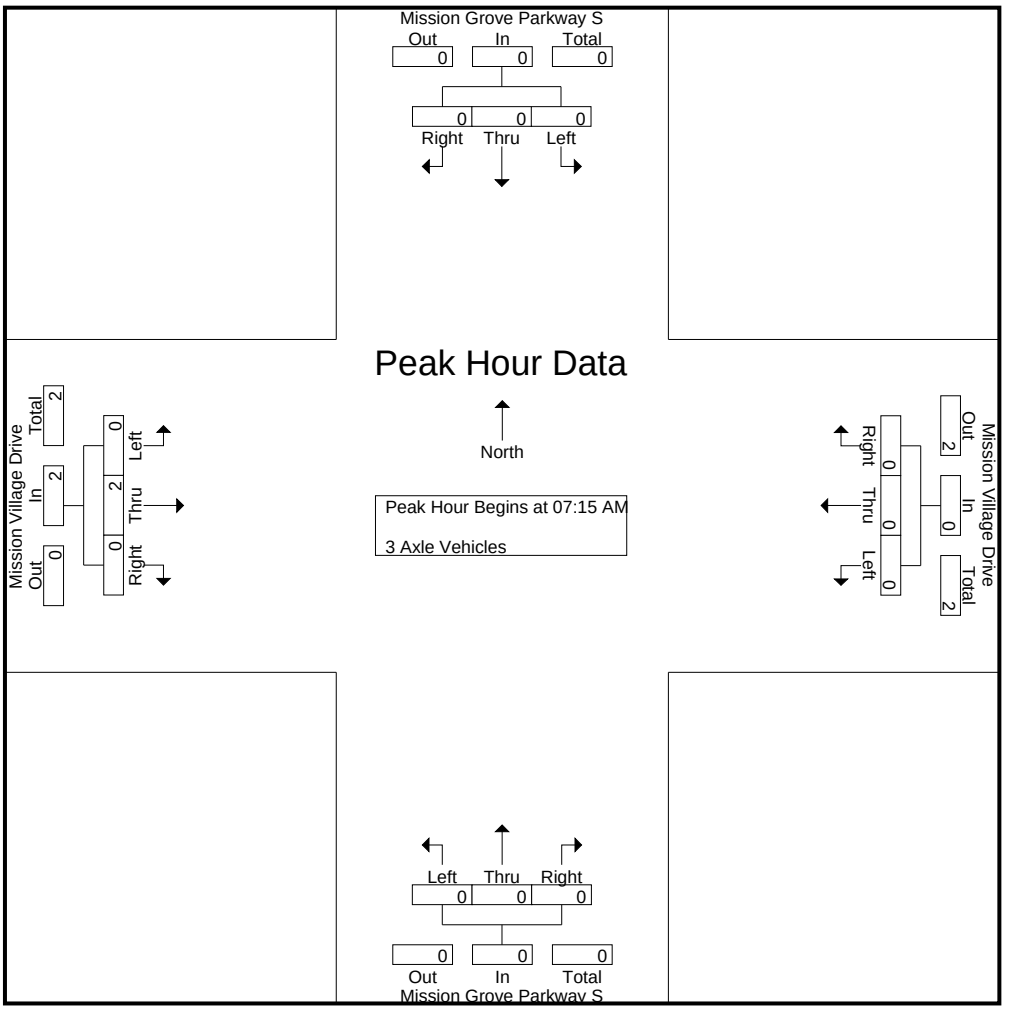
Site Code : 00322458
Start Date : 5/12/2022



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	**2**	0	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% 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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File Name : 09_RIV_Miss_MV AM
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Groups Printed- 4+ Axle Trucks

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
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	1	0	1	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	0	0	1	0	1	0	1	1	0	0	1	4
Grand Total	0	1	1	2	1	0	0	1	0	1	0	1	1	1	0	2	6
Apprch %	0	50	50		100	0	0		0	100	0		50	50	0		
Total %	0	16.7	16.7	33.3	16.7	0	0	16.7	0	16.7	0	16.7	16.7	16.7	0	33.3	

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	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	**1**	0	**1**	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**	0	0	1	**2**
Total Volume	0	1	0	1	1	0	0	1	0	0	0	0	1	1	0	2	4
% App. Total	0	100	0		100	0	0		0	0	0		50	50	0		
PHF	.000	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.250	.250	.000	.500	.500

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File Name : 09_RIV_Miss_MV AM
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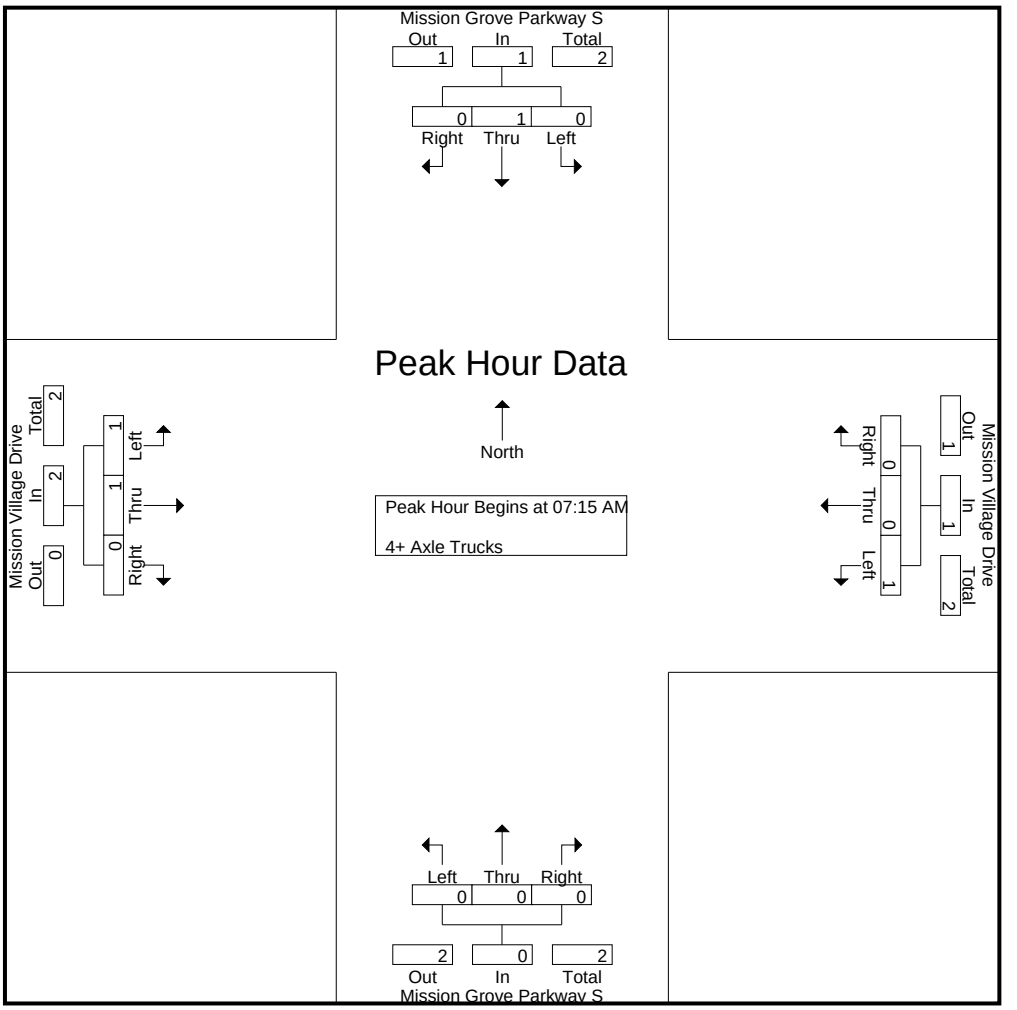

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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File Name : 09_RIV_Miss_MV PM
Site Code : 00322458
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
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	25	100	8	133	38	4	5	47	6	94	37	137	9	5	14	28	345
04:15 PM	22	93	4	119	44	3	7	54	3	81	27	111	3	8	27	38	322
04:30 PM	17	88	5	110	26	7	3	36	4	99	51	154	4	7	17	28	328
04:45 PM	13	104	9	126	30	6	2	38	9	85	31	125	4	2	21	27	316
Total	77	385	26	488	138	20	17	175	22	359	146	527	20	22	79	121	1311
05:00 PM	20	95	7	122	41	5	4	50	3	100	41	144	6	4	15	25	341
05:15 PM	11	117	11	139	36	8	3	47	4	95	38	137	3	12	18	33	356
05:30 PM	22	100	4	126	41	6	8	55	4	85	36	125	7	2	20	29	335
05:45 PM	20	103	5	128	28	7	6	41	1	86	37	124	6	6	25	37	330
Total	73	415	27	515	146	26	21	193	12	366	152	530	22	24	78	124	1362
Grand Total	150	800	53	1003	284	46	38	368	34	725	298	1057	42	46	157	245	2673
Apprch %	15	79.8	5.3		77.2	12.5	10.3		3.2	68.6	28.2		17.1	18.8	64.1		
Total %	5.6	29.9	2	37.5	10.6	1.7	1.4	13.8	1.3	27.1	11.1	39.5	1.6	1.7	5.9	9.2	
Passenger Vehicles	150	792	52	994	282	44	38	364	33	716	297	1046	41	46	156	243	2647
% Passenger Vehicles	100	99	98.1	99.1	99.3	95.7	100	98.9	97.1	98.8	99.7	99	97.6	100	99.4	99.2	99
Large 2 Axle Vehicles	0	8	0	8	1	1	0	2	0	8	0	8	0	0	1	1	19
% Large 2 Axle Vehicles	0	1	0	0.8	0.4	2.2	0	0.5	0	1.1	0	0.8	0	0	0.6	0.4	0.7
3 Axle Vehicles	0	0	1	1	1	1	0	2	1	1	1	3	1	0	0	1	7
% 3 Axle Vehicles	0	0	1.9	0.1	0.4	2.2	0	0.5	2.9	0.1	0.3	0.3	2.4	0	0	0.4	0.3
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

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	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	20	95	7	122	**41**	5	4	50	3	**100**	**41**	**144**	6	4	15	25	341
05:15 PM	11	**117**	**11**	**139**	36	**8**	3	47	**4**	95	38	137	3	**12**	18	33	**356**
05:30 PM	**22**	100	4	126	41	6	**8**	**55**	4	85	36	125	**7**	2	20	29	335
05:45 PM	20	103	5	128	28	7	6	41	1	86	37	124	6	6	**25**	**37**	330
Total Volume	73	415	27	515	146	26	21	193	12	366	152	530	22	24	78	124	1362
% App. Total	14.2	80.6	5.2		75.6	13.5	10.9		2.3	69.1	28.7		17.7	19.4	62.9		
PHF	.830	.887	.614	.926	.890	.813	.656	.877	.750	.915	.927	.920	.786	.500	.780	.838	.956

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Weather: Clear

File Name : 09_RIV_Miss_MV PM
Site Code : 00322458
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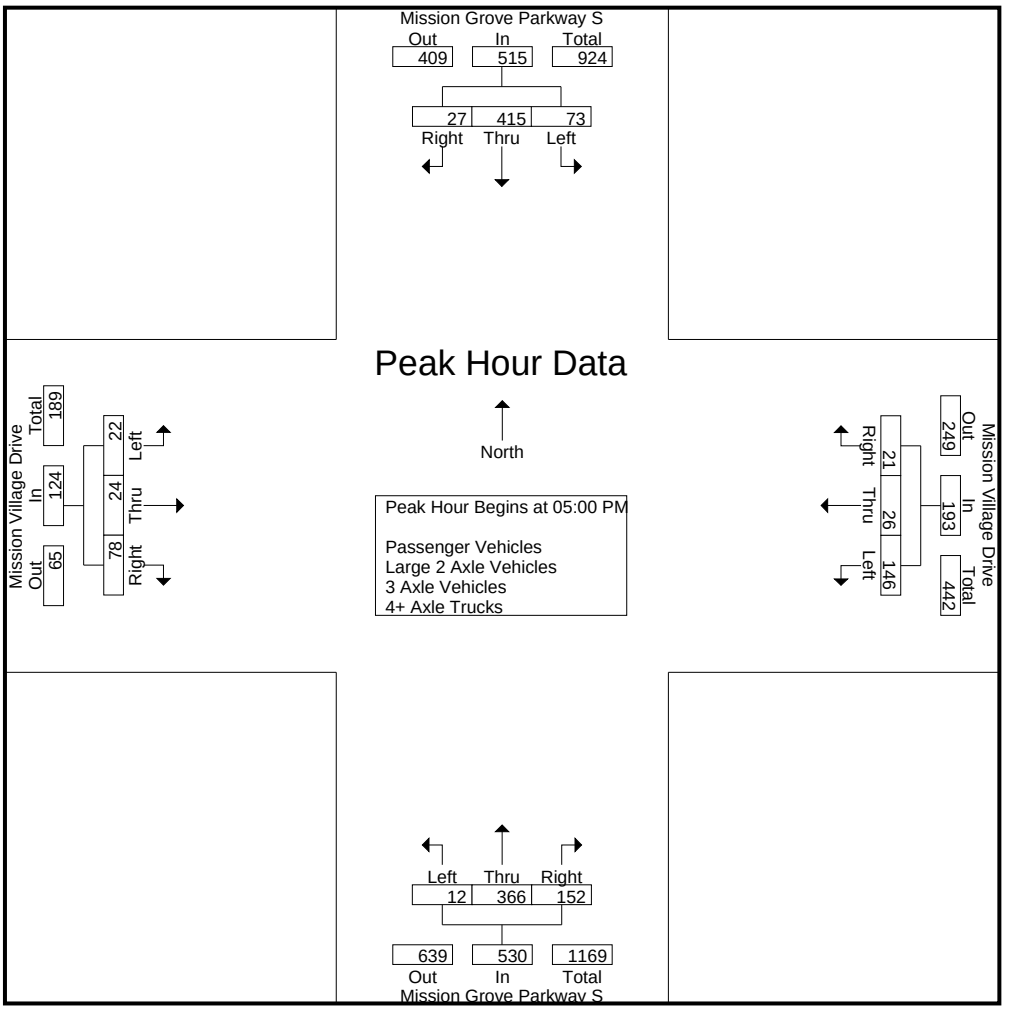

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	20	95	7	122	**41**	5	4	50	4	99	**51**	**154**	6	4	15	25
+15 mins.	11	**117**	**11**	**139**	36	**8**	3	47	**9**	85	31	125	3	**12**	18	33
+30 mins.	**22**	100	4	126	41	6	**8**	**55**	3	**100**	41	144	**7**	2	20	29
+45 mins.	20	103	5	128	28	7	6	41	4	95	38	137	6	6	**25**	**37**
Total Volume	73	415	27	515	146	26	21	193	20	379	161	560	22	24	78	124
% App. Total	14.2	80.6	5.2		75.6	13.5	10.9		3.6	67.7	28.8		17.7	19.4	62.9	
PHF	.830	.887	.614	.926	.890	.813	.656	.877	.556	.948	.789	.909	.786	.500	.780	.838

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File Name : 09_RIV_Miss_MV PM
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Groups Printed- Passenger Vehicles

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
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	25	98	7	130	38	4	5	47	6	92	37	135	9	5	14	28	340
04:15 PM	22	90	4	116	44	3	7	54	3	80	26	109	3	8	27	38	317
04:30 PM	17	88	5	110	25	5	3	33	4	98	51	153	3	7	17	27	323
04:45 PM	13	104	9	126	30	6	2	38	9	84	31	124	4	2	21	27	315
Total	77	380	25	482	137	18	17	172	22	354	145	521	19	22	79	120	1295
05:00 PM	20	94	7	121	41	5	4	50	2	98	41	141	6	4	15	25	337
05:15 PM	11	116	11	138	36	8	3	47	4	95	38	137	3	12	17	32	354
05:30 PM	22	100	4	126	40	6	8	54	4	84	36	124	7	2	20	29	333
05:45 PM	20	102	5	127	28	7	6	41	1	85	37	123	6	6	25	37	328
Total	73	412	27	512	145	26	21	192	11	362	152	525	22	24	77	123	1352
Grand Total	150	792	52	994	282	44	38	364	33	716	297	1046	41	46	156	243	2647
Apprch %	15.1	79.7	5.2		77.5	12.1	10.4		3.2	68.5	28.4		16.9	18.9	64.2		
Total %	5.7	29.9	2	37.6	10.7	1.7	1.4	13.8	1.2	27	11.2	39.5	1.5	1.7	5.9	9.2	

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	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	20	94	7	121	**41**	5	4	50	2	**98**	**41**	**141**	6	4	15	25	337
05:15 PM	11	**116**	**11**	**138**	36	**8**	3	47	**4**	95	38	137	3	**12**	17	32	**354**
05:30 PM	**22**	100	4	126	40	6	**8**	**54**	4	84	36	124	**7**	2	20	29	333
05:45 PM	20	102	5	127	28	7	6	41	1	85	37	123	6	6	**25**	**37**	328
Total Volume	73	412	27	512	145	26	21	192	11	362	152	525	22	24	77	123	1352
% App. Total	14.3	80.5	5.3		75.5	13.5	10.9		2.1	69	29		17.9	19.5	62.6		
PHF	.830	.888	.614	.928	.884	.813	.656	.889	.688	.923	.927	.931	.786	.500	.770	.831	.955

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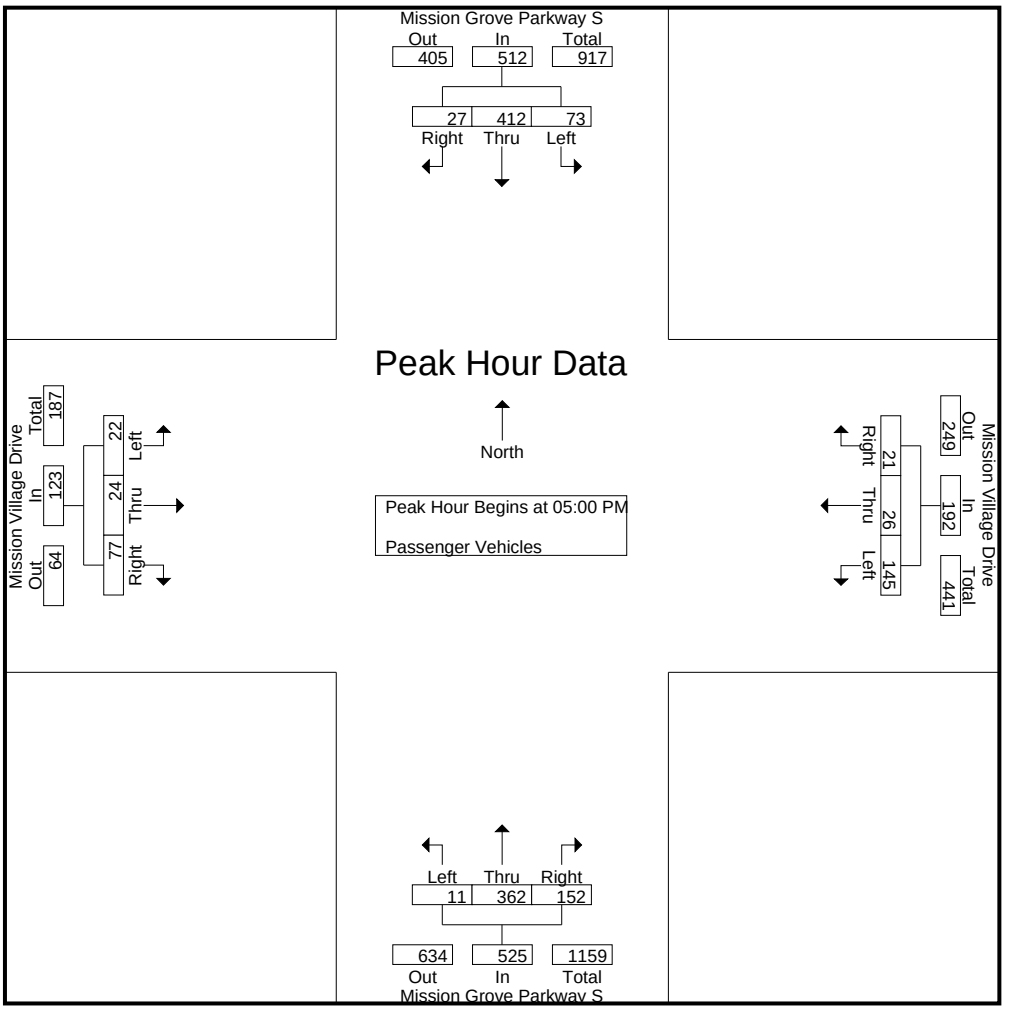

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	94	7	121	**41**	5	4	50	2	**98**	**41**	**141**	6	4	15	25
+15 mins.	11	**116**	**11**	**138**	36	**8**	3	47	**4**	95	38	137	3	**12**	17	32
+30 mins.	**22**	100	4	126	40	6	**8**	**54**	4	84	36	124	**7**	2	20	29
+45 mins.	20	102	5	127	28	7	6	41	1	85	37	123	6	6	**25**	**37**
Total Volume	73	412	27	512	145	26	21	192	11	362	152	525	22	24	77	123
% App. Total	14.3	80.5	5.3		75.5	13.5	10.9		2.1	69	29		17.9	19.5	62.6	
PHF	.830	.888	.614	.928	.884	.813	.656	.889	.688	.923	.927	.931	.786	.500	.770	.831

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Weather: Clear

File Name : 09_RIV_Miss_MV PM
Site Code : 00322458
Start Date : 5/12/2022
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Groups Printed- Large 2 Axle Vehicles

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	5	0	5	0	1	0	1	0	5	0	5	0	0	0	0	11
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	3	0	3	1	0	0	1	0	3	0	3	0	0	1	1	8
Grand Total	0	8	0	8	1	1	0	2	0	8	0	8	0	0	1	1	19
Apprch %	0	100	0		50	50	0		0	100	0		0	0	100		
Total %	0	42.1	0	42.1	5.3	5.3	0	10.5	0	42.1	0	42.1	0	0	5.3	5.3	

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
05:30 PM	0	0	0	0	**1**	0	0	**1**	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	3	0	3	1	0	0	1	0	3	0	3	0	0	1	1	8
% App. Total	0	100	0		100	0	0		0	100	0		0	0	100		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250	1.00

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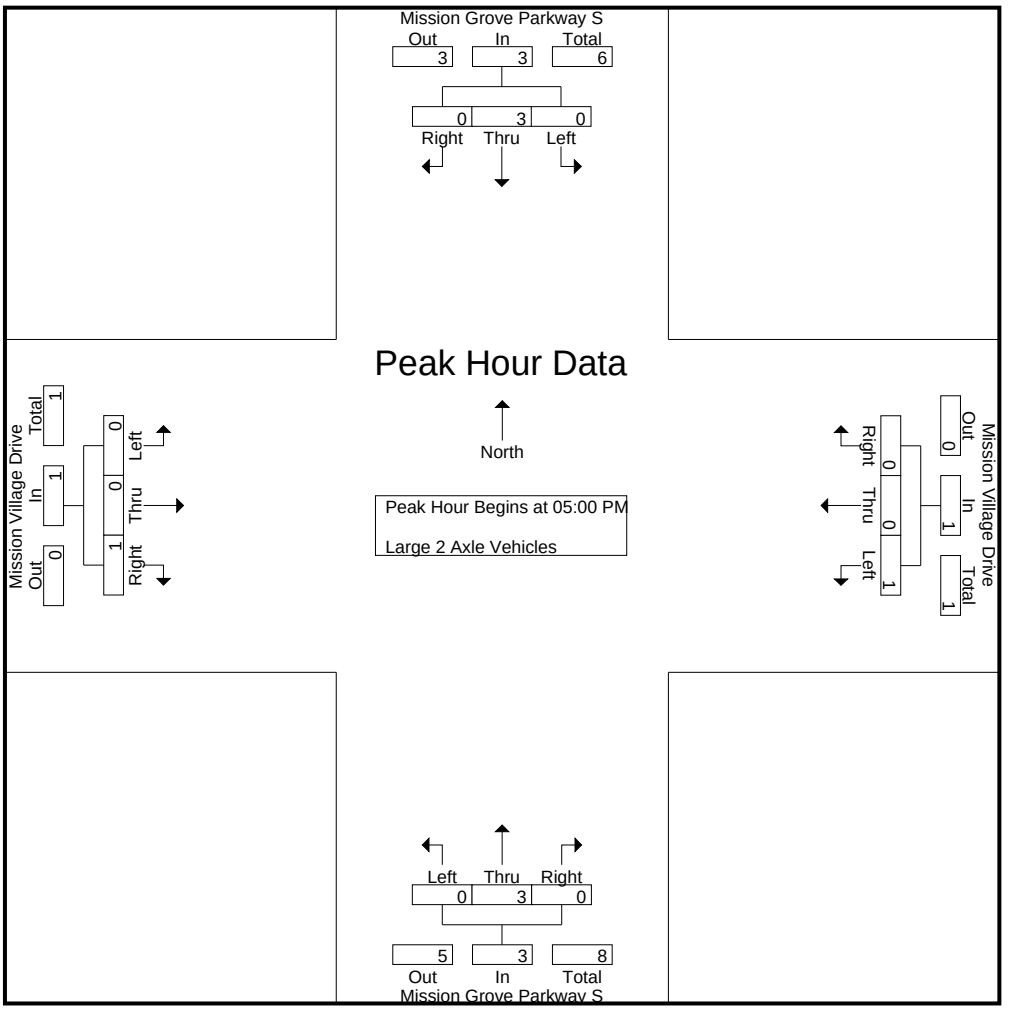
City of Riverside
N/S: Mission Grove Parkway
E/W: Mission Village Drive
Weather: Clear

File Name : 09_RIV_Miss_MV PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	**1**	0	0	**1**	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	1	0	0	1	0	3	0	3	0	0	1	1
% App. Total	0	100	0		100	0	0		0	100	0		0	0	100	
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.250	.250

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City of Riverside
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E/W: Mission Village Drive
Weather: Clear

File Name : 09_RIV_Miss_MV PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	1	0	2	0	0	0	0	1	0	0	1	3
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	1	1	0	2	0	0	1	1	1	0	0	1	5
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	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	1	1	0	2	0	0	0	0	2
Grand Total	0	0	1	1	1	1	0	2	1	1	1	3	1	0	0	1	7
Apprch %	0	0	100		50	50	0		33.3	33.3	33.3		100	0	0		
Total %	0	0	14.3	14.3	14.3	14.3	0	28.6	14.3	14.3	14.3	42.9	14.3	0	0	14.3	

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000	.250

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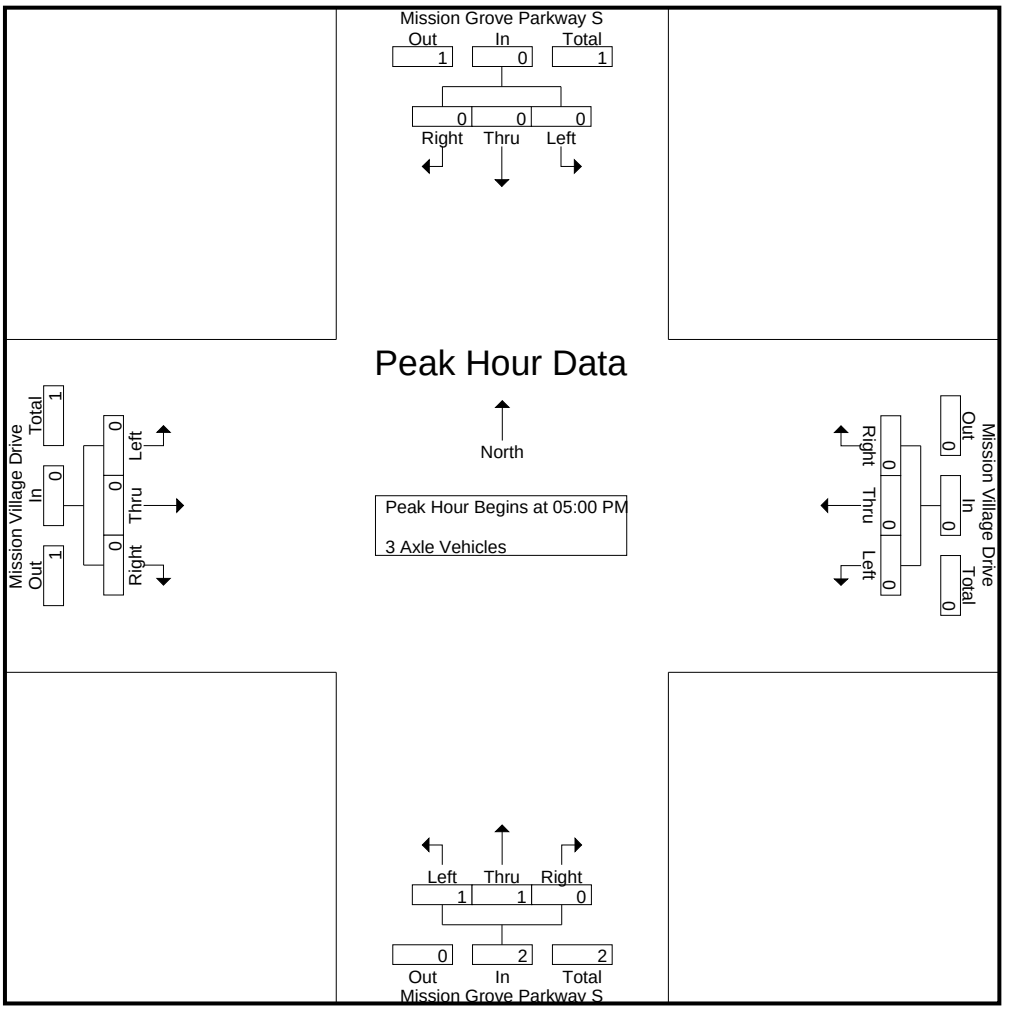
City of Riverside
N/S: Mission Grove Parkway
E/W: Mission Village Drive
Weather: Clear

File Name : 09_RIV_Miss_MV PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	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	1	1	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		50	50	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.000	.000	.000

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City of Riverside
N/S: Mission Grove Parkway
E/W: Mission Village Drive
Weather: Clear

File Name : 09_RIV_Miss_MV PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
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 %																	

	Mission Grove Parkway S Southbound				Mission Village Drive Westbound				Mission Grove Parkway S Northbound				Mission Village Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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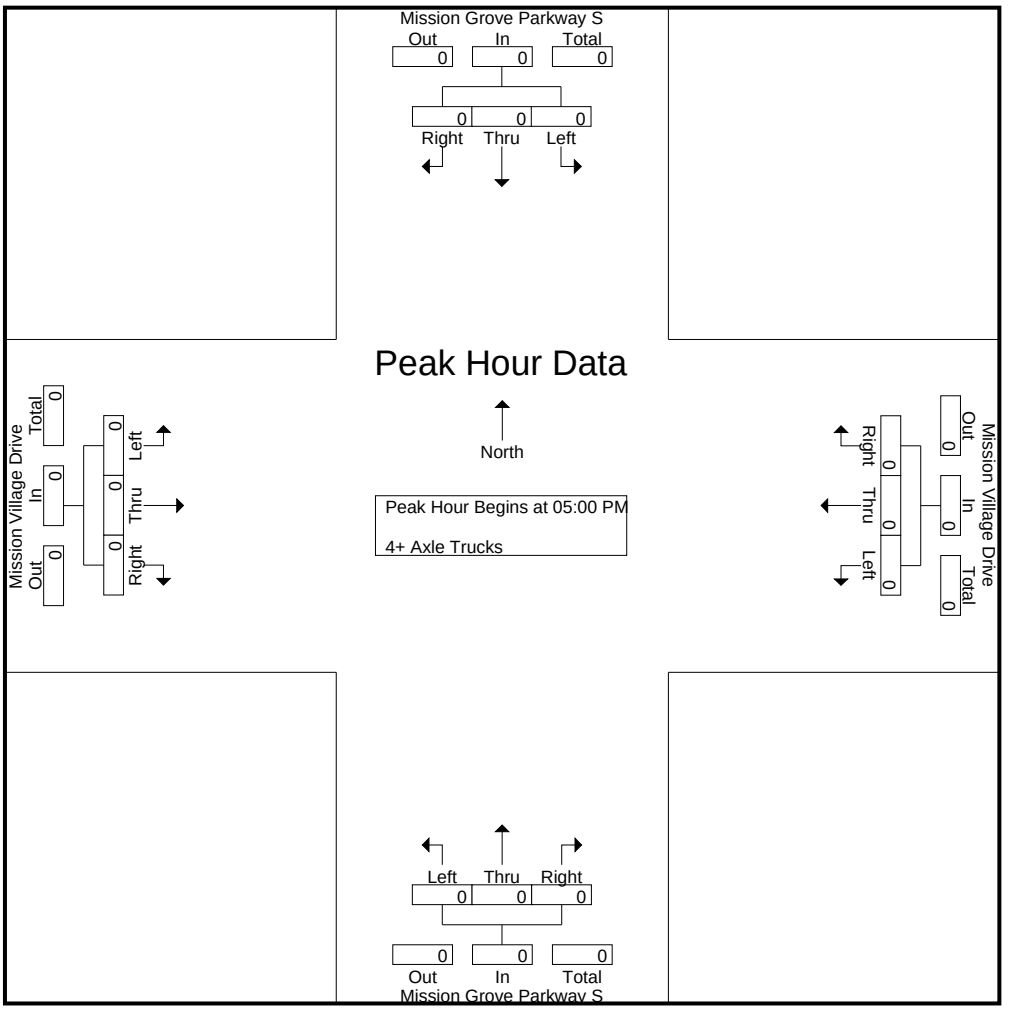
City of Riverside
N/S: Mission Grove Parkway
E/W: Mission Village Drive
Weather: Clear

File Name : 09_RIV_Miss_MV PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

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

Location: Riverside
N/S: Mission Grove Pkwy S
E/W: Mission Village Drive

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Mission Grove Pkwy S	East Leg Mission Village Drive	South Leg Mission Grove Pkwy S	West Leg Mission Village Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	1	2
7:30 AM	0	0	1	0	1
7:45 AM	1	2	1	0	4
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	1	1	0	0	2
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	3	5	2	1	11

	North Leg Mission Grove Pkwy S	East Leg Mission Village Drive	South Leg Mission Grove Pkwy S	West Leg Mission Village Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	1	2
4:15 PM	0	0	0	0	0
4:30 PM	1	1	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	2	0	0	2
5:15 PM	1	0	0	0	1
5:30 PM	0	1	0	1	2
5:45 PM	0	0	1	1	2
TOTAL VOLUMES:	2	5	1	3	11

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Location: Riverside
N/S: Mission Grove Pkwy S
E/W: Mission Village Drive

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Mission Grove Pkwy S			Westbound Mission Village Drive			Northbound Mission Grove Pkwy S			Eastbound Mission Village Drive			
	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	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Mission Grove Pkwy S			Westbound Mission Village Drive			Northbound Mission Grove Pkwy S			Eastbound Mission Village Drive			
	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	1	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	0	0	0	0	0	0	0	0	1

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City of Riverside
N/S: Internal Driveway
E/W: Plaza Driveway 3
Weather: Clear

File Name : 11_RIV_Int DW_P3 AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Total Volume

	Internal Driveway Southbound				Plaza Driveway 3 Westbound				Internal Driveway Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	0	3	11	0	9	29	38	1	1	1	3	1	8	0	9	61
07:15 AM	14	1	0	15	2	8	33	43	2	1	2	5	1	5	0	6	69
07:30 AM	13	0	2	15	4	18	41	63	0	3	1	4	1	9	0	10	92
07:45 AM	17	3	2	22	5	21	29	55	0	3	1	4	2	8	2	12	93
Total	52	4	7	63	11	56	132	199	3	8	5	16	5	30	2	37	315
08:00 AM	22	4	0	26	4	36	38	78	1	2	1	4	1	8	0	9	117
08:15 AM	15	1	0	16	6	30	28	64	0	4	2	6	1	9	1	11	97
08:30 AM	22	1	3	26	4	48	35	87	2	1	1	4	2	26	3	31	148
08:45 AM	18	0	2	20	7	49	35	91	0	0	0	0	2	10	5	17	128
Total	77	6	5	88	21	163	136	320	3	7	4	14	6	53	9	68	490
Grand Total	129	10	12	151	32	219	268	519	6	15	9	30	11	83	11	105	805
Apprch %	85.4	6.6	7.9		6.2	42.2	51.6		20	50	30		10.5	79	10.5		
Total %	16	1.2	1.5	18.8	4	27.2	33.3	64.5	0.7	1.9	1.1	3.7	1.4	10.3	1.4	13	

	Internal Driveway Southbound				Plaza Driveway 3 Westbound				Internal Driveway Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**22**	**4**	0	**26**	4	36	**38**	78	1	2	1	4	1	8	0	9	117
08:15 AM	15	1	0	16	6	30	28	64	0	**4**	**2**	**6**	1	9	1	11	97
08:30 AM	22	1	**3**	26	4	48	35	87	**2**	1	1	4	**2**	**26**	3	**31**	**148**
08:45 AM	18	0	2	20	**7**	**49**	35	**91**	0	0	0	0	2	10	**5**	17	128
Total Volume	77	6	5	88	21	163	136	320	3	7	4	14	6	53	9	68	490
% App. Total	87.5	6.8	5.7		6.6	50.9	42.5		21.4	50	28.6		8.8	77.9	13.2		
PHF	.875	.375	.417	.846	.750	.832	.895	.879	.375	.438	.500	.583	.750	.510	.450	.548	.828

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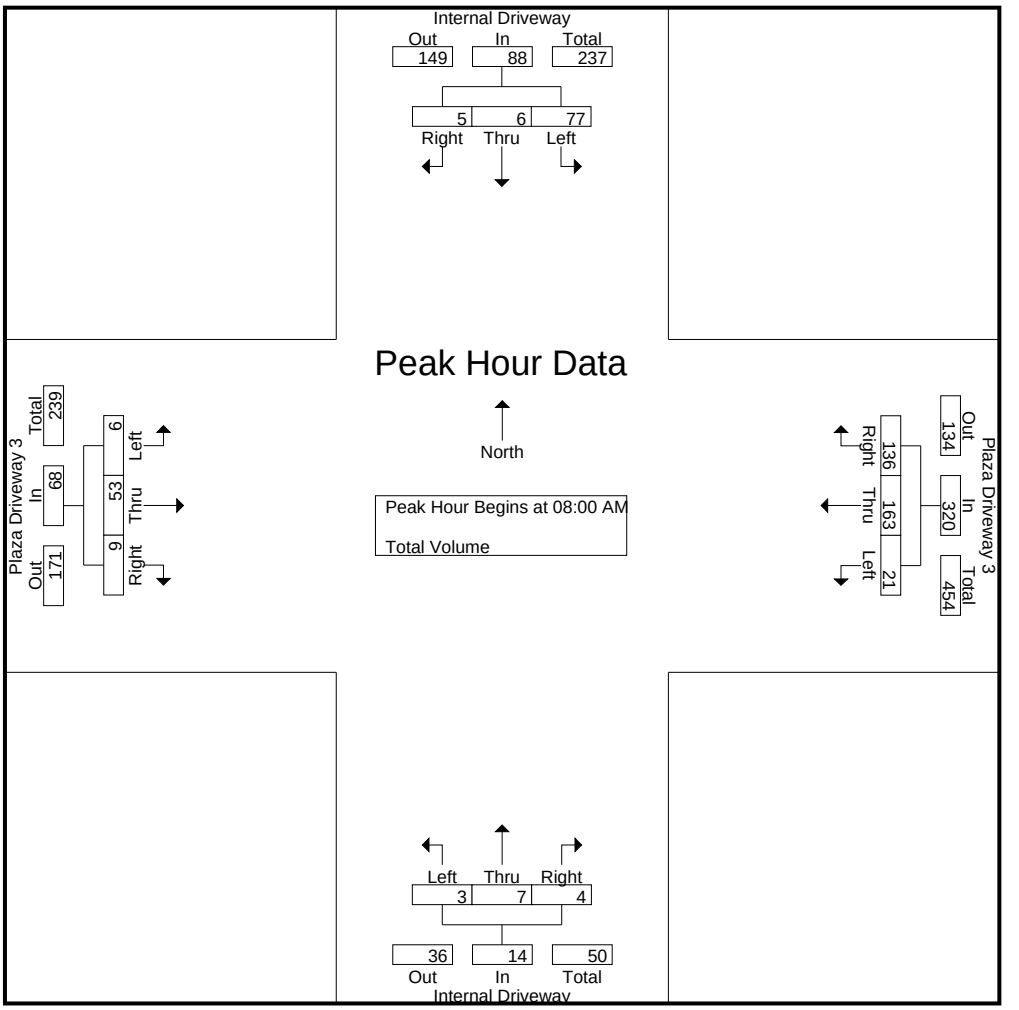
City of Riverside
N/S: Internal Driveway
E/W: Plaza Driveway 3
Weather: Clear

File Name : 11_RIV_Int DW_P3 AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	07:45 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	17	3	2	22	4	36	**38**	78	0	3	1	4	1	8	0	9
+15 mins.	**22**	**4**	0	**26**	6	30	28	64	0	3	1	4	1	9	1	11
+30 mins.	15	1	0	16	4	48	35	87	**1**	2	1	4	**2**	**26**	3	**31**
+45 mins.	22	1	**3**	26	**7**	**49**	35	**91**	0	**4**	**2**	**6**	2	10	**5**	17
Total Volume	76	9	5	90	21	163	136	320	1	12	5	18	6	53	9	68
% App. Total	84.4	10	5.6		6.6	50.9	42.5		5.6	66.7	27.8		8.8	77.9	13.2	
PHF	.864	.563	.417	.865	.750	.832	.895	.879	.250	.750	.625	.750	.750	.510	.450	.548

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City of Riverside
N/S: Internal Driveway
E/W: Plaza Driveway 3
Weather: Clear

File Name : 11_RIV_Int DW_P3 PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Total Volume

	Internal Driveway Southbound				Plaza Driveway 3 Westbound				Internal Driveway Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	2	7	27	1	32	15	48	2	2	14	18	6	59	0	65	158
04:15 PM	23	1	1	25	1	32	7	40	1	3	5	9	2	58	3	63	137
04:30 PM	14	1	0	15	2	34	11	47	3	2	4	9	1	27	0	28	99
04:45 PM	20	0	1	21	0	33	12	45	0	1	5	6	1	39	0	40	112
Total	75	4	9	88	4	131	45	180	6	8	28	42	10	183	3	196	506
05:00 PM	21	1	1	23	0	28	17	45	0	1	5	6	1	24	0	25	99
05:15 PM	18	1	0	19	0	33	15	48	1	2	1	4	2	34	0	36	107
05:30 PM	13	0	1	14	1	23	8	32	0	1	1	2	1	30	0	31	79
05:45 PM	16	0	1	17	1	33	4	38	0	0	0	0	3	39	0	42	97
Total	68	2	3	73	2	117	44	163	1	4	7	12	7	127	0	134	382
Grand Total	143	6	12	161	6	248	89	343	7	12	35	54	17	310	3	330	888
Apprch %	88.8	3.7	7.5		1.7	72.3	25.9		13	22.2	64.8		5.2	93.9	0.9		
Total %	16.1	0.7	1.4	18.1	0.7	27.9	10	38.6	0.8	1.4	3.9	6.1	1.9	34.9	0.3	37.2	

	Internal Driveway Southbound				Plaza Driveway 3 Westbound				Internal Driveway Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	18	**2**	**7**	**27**	1	32	**15**	**48**	2	2	**14**	**18**	**6**	**59**	0	**65**	**158**
04:15 PM	**23**	1	1	25	1	32	7	40	1	**3**	5	9	2	58	**3**	63	137
04:30 PM	14	1	0	15	**2**	**34**	11	47	**3**	2	4	9	1	27	0	28	99
04:45 PM	20	0	1	21	0	33	12	45	0	1	5	6	1	39	0	40	112
Total Volume	75	4	9	88	4	131	45	180	6	8	28	42	10	183	3	196	506
% App. Total	85.2	4.5	10.2		2.2	72.8	25		14.3	19	66.7		5.1	93.4	1.5		
PHF	.815	.500	.321	.815	.500	.963	.750	.938	.500	.667	.500	.583	.417	.775	.250	.754	.801

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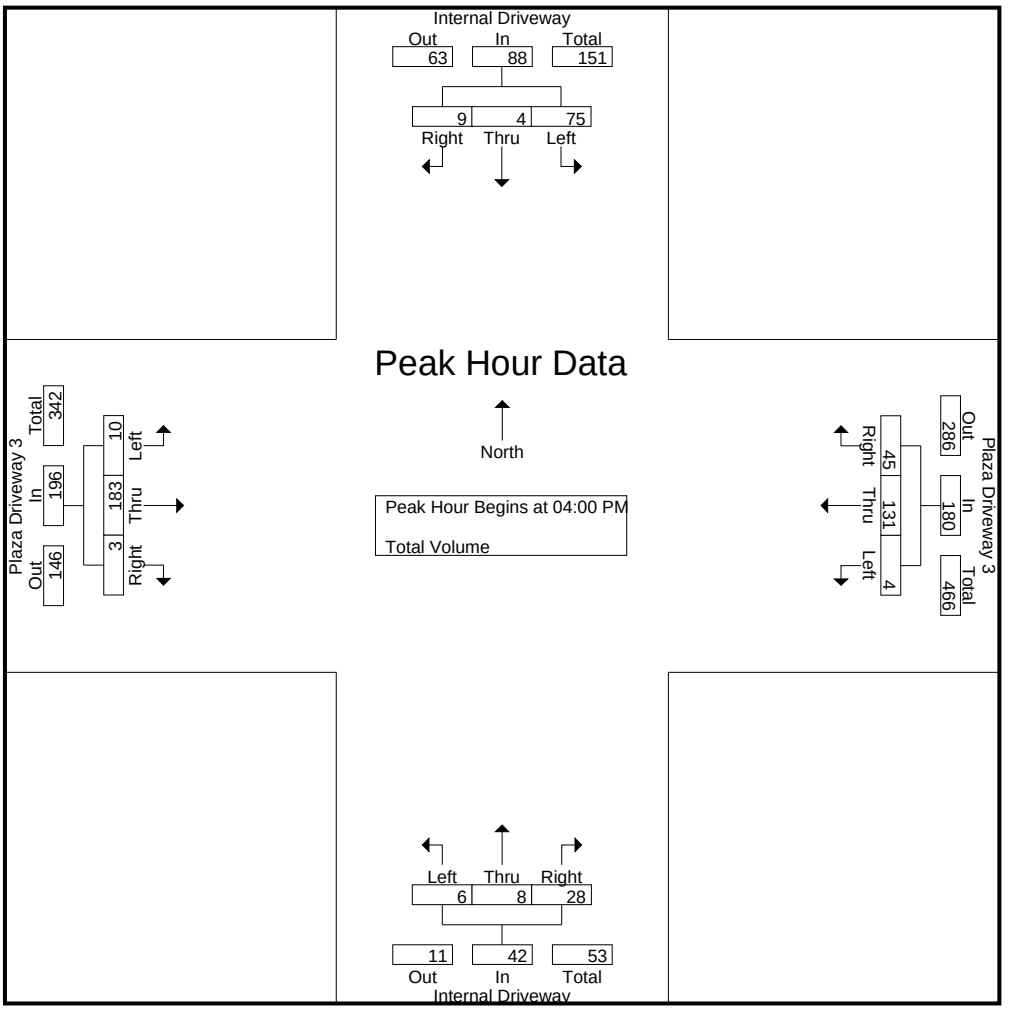
City of Riverside
N/S: Internal Driveway
E/W: Plaza Driveway 3
Weather: Clear

File Name : 11_RIV_Int DW_P3 PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	18	**2**	**7**	**27**	**2**	**34**	11	47	2	2	**14**	**18**	**6**	**59**	0	**65**
+15 mins.	**23**	1	1	25	0	33	12	45	1	**3**	5	9	2	58	**3**	63
+30 mins.	14	1	0	15	0	28	**17**	45	**3**	2	4	9	1	27	0	28
+45 mins.	20	0	1	21	0	33	15	**48**	0	1	5	6	1	39	0	40
Total Volume	75	4	9	88	2	128	55	185	6	8	28	42	10	183	3	196
% App. Total	85.2	4.5	10.2		1.1	69.2	29.7		14.3	19	66.7		5.1	93.4	1.5	
PHF	.815	.500	.321	.815	.250	.941	.809	.964	.500	.667	.500	.583	.417	.775	.250	.754

Location: Riverside
N/S: Internal Driveway
E/W: Plaza Driveway 3

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Internal Driveway	East Leg Plaza Driveway 3	South Leg Internal Driveway	West Leg Plaza Driveway 3	
	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	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1

	North Leg Internal Driveway	East Leg Plaza Driveway 3	South Leg Internal Driveway	West Leg Plaza Driveway 3	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	2	0	0	0	2
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	1	0	1
TOTAL VOLUMES:	3	1	1	0	5

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Location: Riverside
N/S: Internal Driveway
E/W: Plaza Driveway 3

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Internal Driveway			Westbound Plaza Driveway 3			Northbound Internal Driveway			Eastbound Plaza Driveway 3			
	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 Internal Driveway			Westbound Plaza Driveway 3			Northbound Internal Driveway			Eastbound Plaza Driveway 3			
	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 Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

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

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	65	21	86	0	3	0	3	16	65	0	81	5	1	11	17	187
07:15 AM	2	60	14	76	3	4	0	7	24	97	0	121	2	0	19	21	225
07:30 AM	6	55	31	92	2	5	0	7	24	119	0	143	4	2	14	20	262
07:45 AM	2	68	37	107	4	1	1	6	23	97	5	125	4	3	20	27	265
Total	10	248	103	361	9	13	1	23	87	378	5	470	15	6	64	85	939
08:00 AM	8	48	49	105	2	3	2	7	31	63	2	96	11	2	15	28	236
08:15 AM	9	45	53	107	5	5	1	11	19	61	0	80	9	3	16	28	226
08:30 AM	4	56	57	117	3	5	0	8	14	78	2	94	16	6	27	49	268
08:45 AM	7	55	64	126	0	7	0	7	35	81	5	121	5	4	21	30	284
Total	28	204	223	455	10	20	3	33	99	283	9	391	41	15	79	135	1014
Grand Total	38	452	326	816	19	33	4	56	186	661	14	861	56	21	143	220	1953
Apprch %	4.7	55.4	40		33.9	58.9	7.1		21.6	76.8	1.6		25.5	9.5	65		
Total %	1.9	23.1	16.7	41.8	1	1.7	0.2	2.9	9.5	33.8	0.7	44.1	2.9	1.1	7.3	11.3	
Passenger Vehicles	37	437	326	800	18	32	4	54	186	647	14	847	53	21	143	217	1918
% Passenger Vehicles	97.4	96.7	100	98	94.7	97	100	96.4	100	97.9	100	98.4	94.6	100	100	98.6	98.2
Large 2 Axle Vehicles	0	13	0	13	0	0	0	0	0	11	0	11	2	0	0	2	26
% Large 2 Axle Vehicles	0	2.9	0	1.6	0	0	0	0	0	1.7	0	1.3	3.6	0	0	0.9	1.3
3 Axle Vehicles	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
% 3 Axle Vehicles	0	0.2	0	0.1	0	3	0	1.8	0	0.2	0	0.1	1.8	0	0	0.5	0.2
4+ Axle Trucks	1	1	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
% 4+ Axle Trucks	2.6	0.2	0	0.2	5.3	0	0	1.8	0	0.3	0	0.2	0	0	0	0	0.3

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	48	49	105	2	3	**2**	7	31	63	2	96	11	2	15	28	236
08:15 AM	**9**	45	53	107	**5**	5	1	**11**	19	61	0	80	9	3	16	28	226
08:30 AM	4	**56**	57	117	3	5	0	8	14	78	2	94	**16**	**6**	**27**	**49**	268
08:45 AM	7	55	**64**	**126**	0	**7**	0	7	**35**	**81**	**5**	**121**	5	4	21	30	**284**
Total Volume	28	204	223	455	10	20	3	33	99	283	9	391	41	15	79	135	1014
% App. Total	6.2	44.8	49		30.3	60.6	9.1		25.3	72.4	2.3		30.4	11.1	58.5		
PHF	.778	.911	.871	.903	.500	.714	.375	.750	.707	.873	.450	.808	.641	.625	.731	.689	.893

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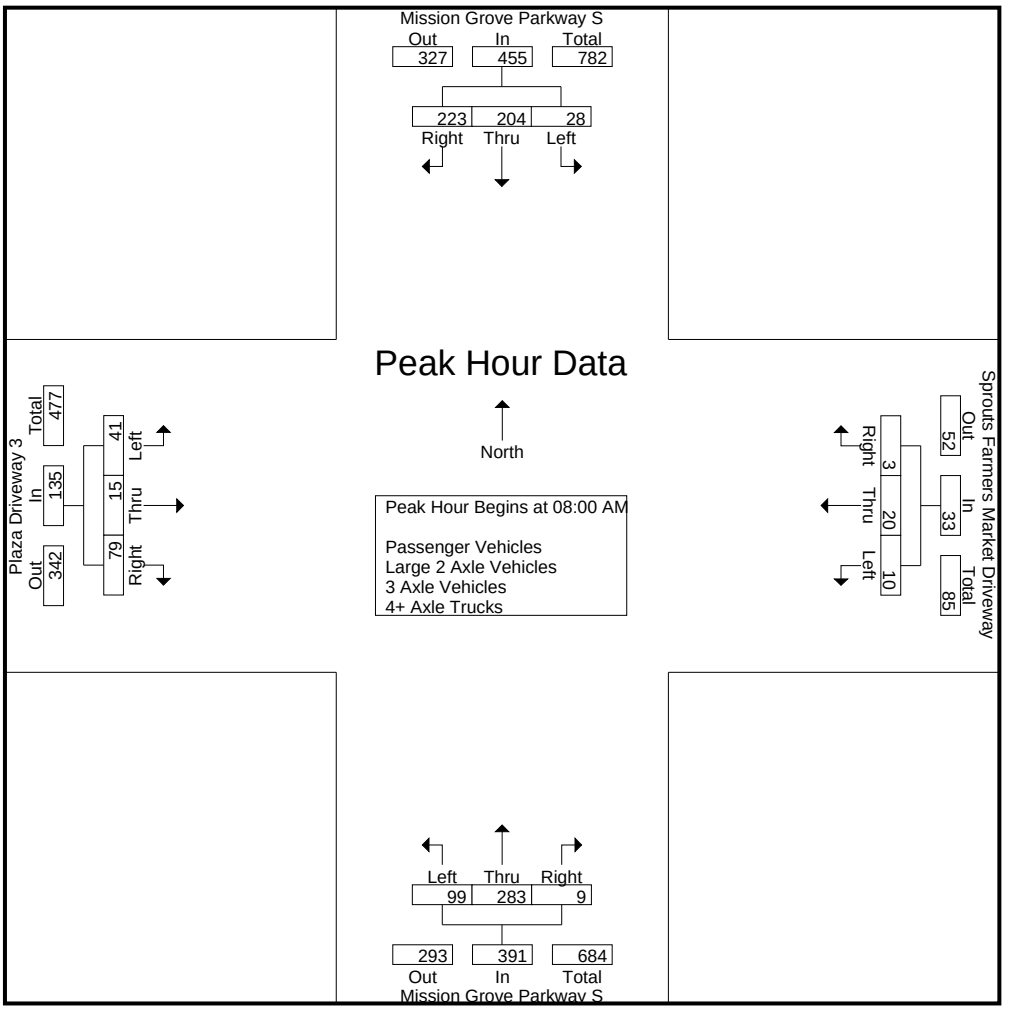
City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 AM
Site Code : 00322458
Start Date : 5/12/2022



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

	08:00 AM				08:00 AM				07:15 AM				08:00 AM			
+0 mins.	8	48	49	105	2	3	**2**	7	24	97	0	121	11	2	15	28
+15 mins.	**9**	45	53	107	**5**	5	1	**11**	24	**119**	0	**143**	9	3	16	28
+30 mins.	4	**56**	57	117	3	5	0	8	23	97	**5**	125	**16**	**6**	**27**	**49**
+45 mins.	7	55	**64**	**126**	0	**7**	0	7	**31**	63	2	96	5	4	21	30
Total Volume	28	204	223	455	10	20	3	33	102	376	7	485	41	15	79	135
% App. Total	6.2	44.8	49		30.3	60.6	9.1		21	77.5	1.4		30.4	11.1	58.5	
PHF	.778	.911	.871	.903	.500	.714	.375	.750	.823	.790	.350	.848	.641	.625	.731	.689

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	62	21	83	0	3	0	3	16	65	0	81	5	1	11	17	184
07:15 AM	2	59	14	75	3	4	0	7	24	95	0	119	1	0	19	20	221
07:30 AM	6	55	31	92	2	5	0	7	24	119	0	143	4	2	14	20	262
07:45 AM	2	65	37	104	3	1	1	5	23	96	5	124	3	3	20	26	259
Total	10	241	103	354	8	13	1	22	87	375	5	467	13	6	64	83	926
08:00 AM	8	45	49	102	2	3	2	7	31	60	2	93	11	2	15	28	230
08:15 AM	9	43	53	105	5	4	1	10	19	58	0	77	8	3	16	27	219
08:30 AM	3	53	57	113	3	5	0	8	14	76	2	92	16	6	27	49	262
08:45 AM	7	55	64	126	0	7	0	7	35	78	5	118	5	4	21	30	281
Total	27	196	223	446	10	19	3	32	99	272	9	380	40	15	79	134	992
Grand Total	37	437	326	800	18	32	4	54	186	647	14	847	53	21	143	217	1918
Apprch %	4.6	54.6	40.8		33.3	59.3	7.4		22	76.4	1.7		24.4	9.7	65.9		
Total %	1.9	22.8	17	41.7	0.9	1.7	0.2	2.8	9.7	33.7	0.7	44.2	2.8	1.1	7.5	11.3	

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	45	49	102	2	3	**2**	7	31	60	2	93	11	2	15	28	230
08:15 AM	**9**	43	53	105	**5**	4	1	**10**	19	58	0	77	8	3	16	27	219
08:30 AM	3	53	57	113	3	5	0	8	14	76	2	92	**16**	**6**	**27**	**49**	262
08:45 AM	7	**55**	**64**	**126**	0	**7**	0	7	**35**	**78**	**5**	**118**	5	4	21	30	**281**
Total Volume	27	196	223	446	10	19	3	32	99	272	9	380	40	15	79	134	992
% App. Total	6.1	43.9	50		31.2	59.4	9.4		26.1	71.6	2.4		29.9	11.2	59		
PHF	.750	.891	.871	.885	.500	.679	.375	.800	.707	.872	.450	.805	.625	.625	.731	.684	.883

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City of Riverside
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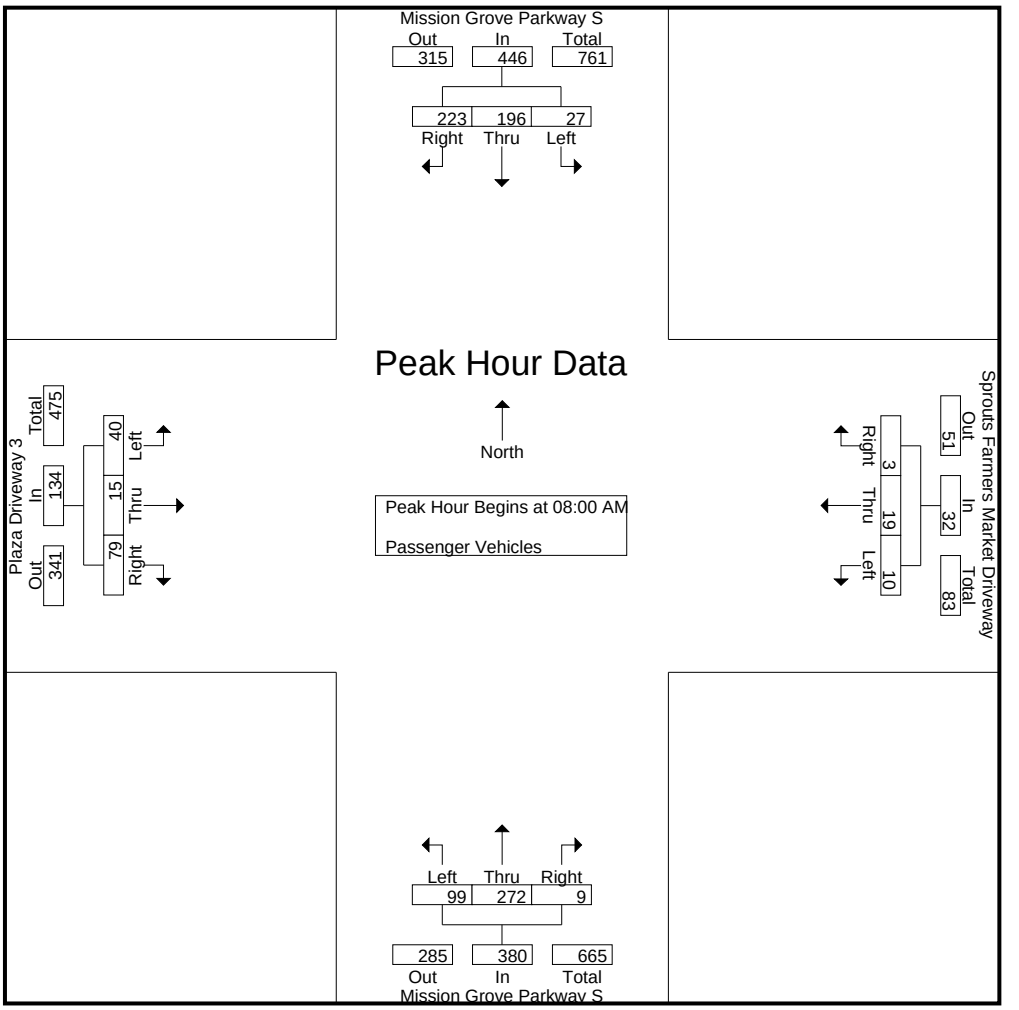
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 AM
Site Code : 00322458
Start Date : 5/12/2022
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.	8	45	49	102	2	3	**2**	7	31	60	2	93	11	2	15	28
+15 mins.	**9**	43	53	105	**5**	4	1	**10**	19	58	0	77	8	3	16	27
+30 mins.	3	53	57	113	3	5	0	8	14	76	2	92	**16**	**6**	**27**	**49**
+45 mins.	7	**55**	**64**	**126**	0	**7**	0	7	**35**	**78**	**5**	**118**	5	4	21	30
Total Volume	27	196	223	446	10	19	3	32	99	272	9	380	40	15	79	134
% App. Total	6.1	43.9	50		31.2	59.4	9.4		26.1	71.6	2.4		29.9	11.2	59	
PHF	.750	.891	.871	.885	.500	.679	.375	.800	.707	.872	.450	.805	.625	.625	.731	.684

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	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	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
Total	0	7	0	7	0	0	0	0	0	2	0	2	2	0	0	2	11
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
Grand Total	0	13	0	13	0	0	0	0	0	11	0	11	2	0	0	2	26
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	50	0	50	0	0	0	0	0	42.3	0	42.3	7.7	0	0	7.7	

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	**5**
08:15 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	4
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total Volume	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 AM
Site Code : 00322458
Start Date : 5/12/2022
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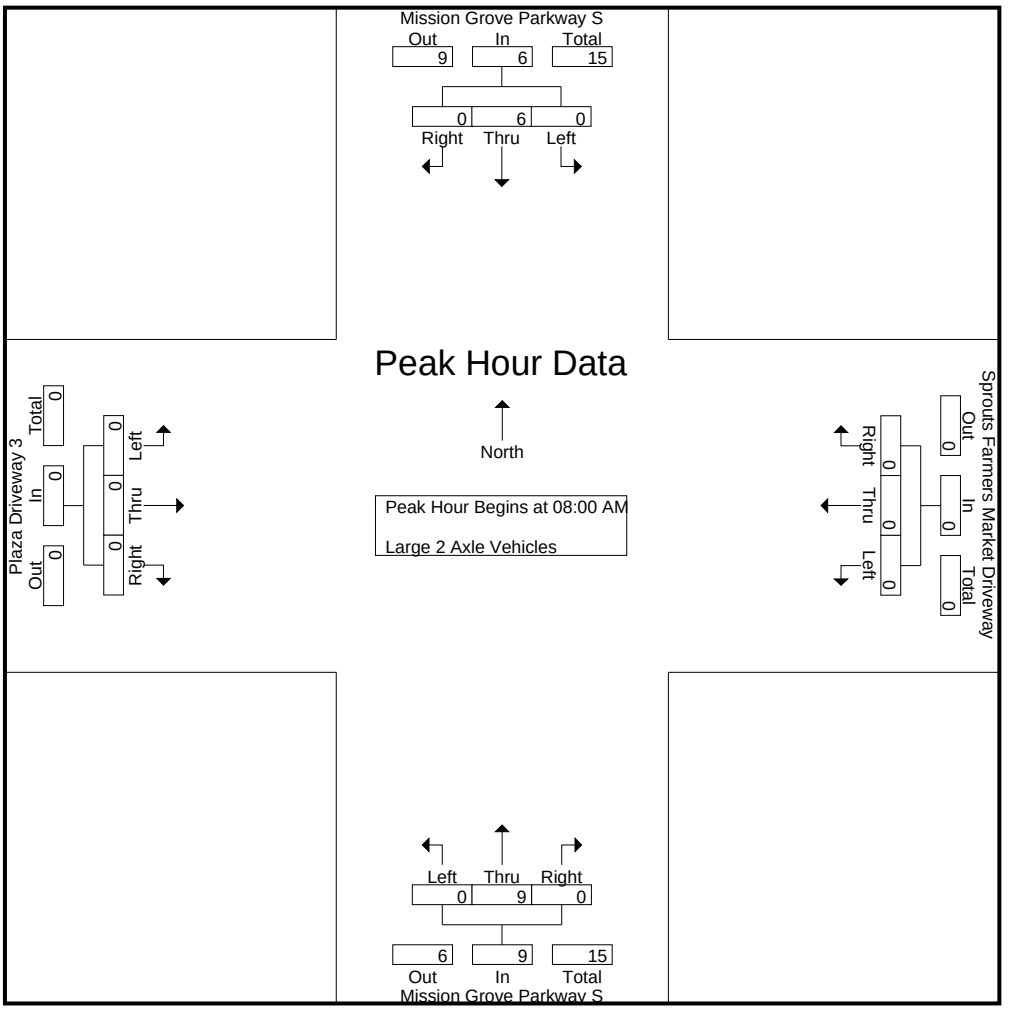

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

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File Name : 12_RIV_MGP_P3 AM
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Groups Printed- 3 Axle Vehicles

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	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	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
Grand Total	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
Apprch %	0	100	0		0	100	0		0	100	0		100	0	0		
Total %	0	25	0	25	0	25	0	25	0	25	0	25	25	0	0	25	

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	**3**
08:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
% App. Total	0	100	0		0	100	0		0	100	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.000	.250	.333

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File Name : 12_RIV_MGP_P3 AM
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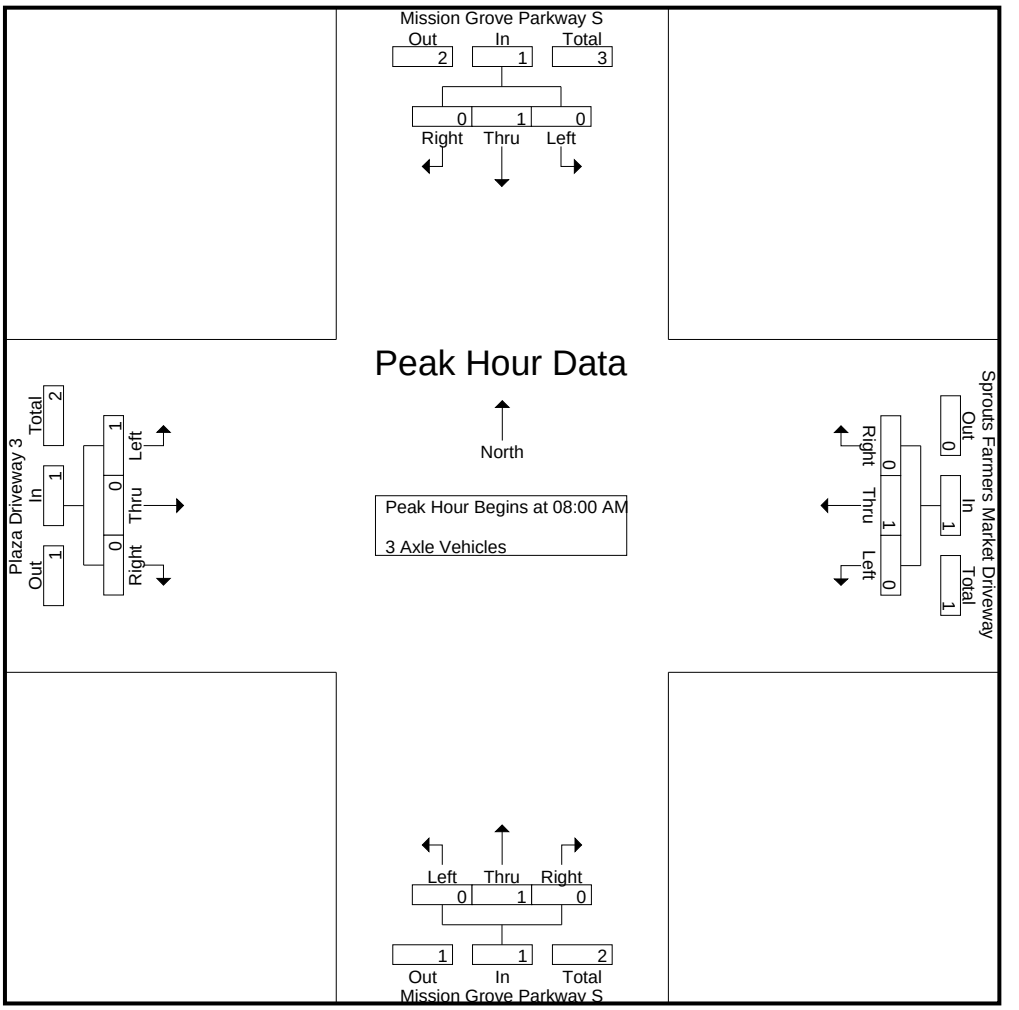

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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File Name : 12_RIV_MGP_P3 AM
Site Code : 00322458
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Page No : 1

Groups Printed- 4+ Axle Trucks

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	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	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	1	1	0	2	1	0	0	1	0	2	0	2	0	0	0	0	5
Apprch %	50	50	0		100	0	0		0	100	0		0	0	0		
Total %	20	20	0	40	20	0	0	20	0	40	0	40	0	0	0	0	

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	**1**	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	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	50	50	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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File Name : 12_RIV_MGP_P3 AM
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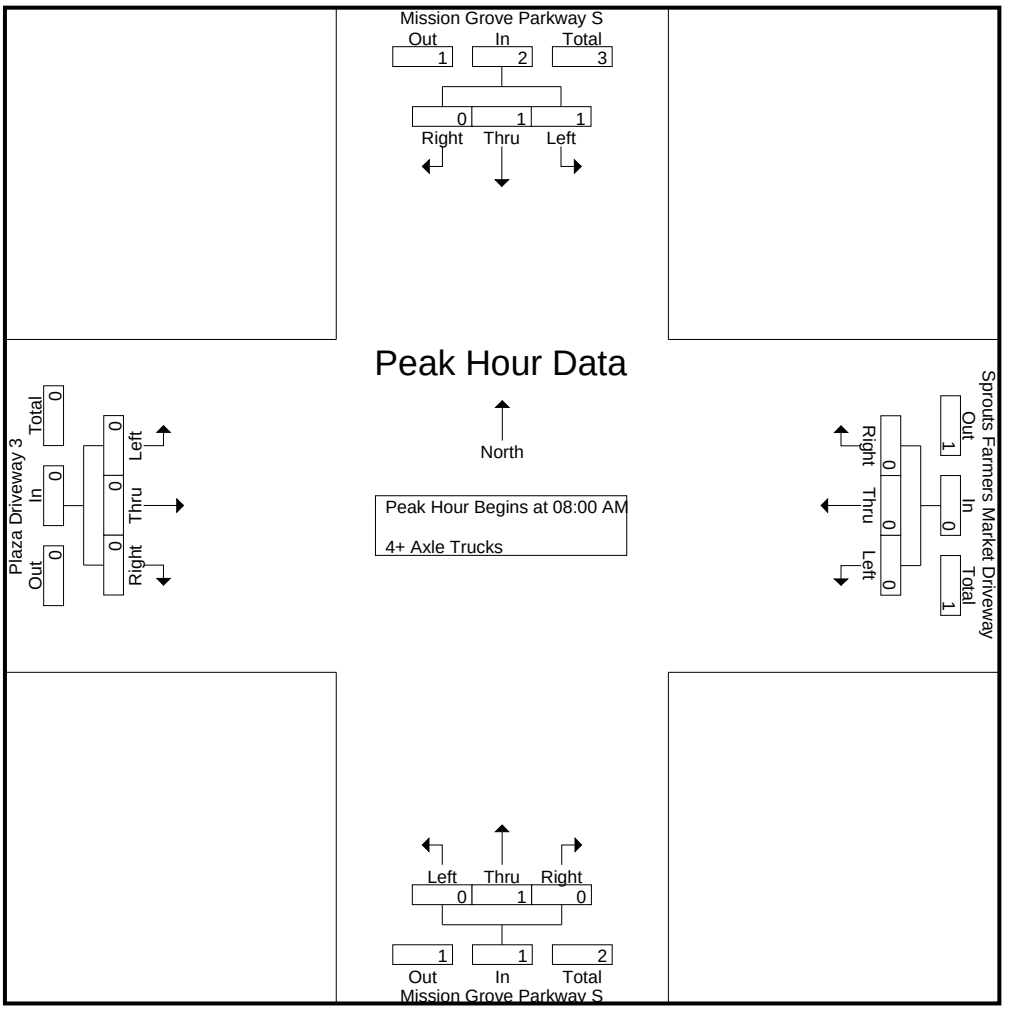

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	50	50	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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Weather: Clear

File Name : 12_RIV_MGP_P3 PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

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

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	70	19	103	7	6	2	15	25	82	7	114	62	8	32	102	334
04:15 PM	12	63	24	99	6	2	1	9	16	89	5	110	32	18	37	87	305
04:30 PM	18	69	30	117	6	6	3	15	12	94	3	109	27	13	19	59	300
04:45 PM	14	81	27	122	7	6	1	14	11	81	3	95	23	13	29	65	296
Total	58	283	100	441	26	20	7	53	64	346	18	428	144	52	117	313	1235
05:00 PM	18	74	15	107	7	6	1	14	34	93	3	130	20	10	22	52	303
05:15 PM	13	83	29	125	10	4	3	17	18	90	6	114	19	9	26	54	310
05:30 PM	17	83	15	115	8	5	3	16	12	89	3	104	14	13	22	49	284
05:45 PM	26	74	17	117	9	8	2	19	13	85	5	103	17	9	27	53	292
Total	74	314	76	464	34	23	9	66	77	357	17	451	70	41	97	208	1189
Grand Total	132	597	176	905	60	43	16	119	141	703	35	879	214	93	214	521	2424
Apprch %	14.6	66	19.4		50.4	36.1	13.4		16	80	4		41.1	17.9	41.1		
Total %	5.4	24.6	7.3	37.3	2.5	1.8	0.7	4.9	5.8	29	1.4	36.3	8.8	3.8	8.8	21.5	
Passenger Vehicles	132	587	176	895	60	43	16	119	141	692	35	868	213	93	213	519	2401
% Passenger Vehicles	100	98.3	100	98.9	100	100	100	100	100	98.4	100	98.7	99.5	100	99.5	99.6	99.1
Large 2 Axle Vehicles	0	9	0	9	0	0	0	0	0	9	0	9	1	0	1	2	20
% Large 2 Axle Vehicles	0	1.5	0	1	0	0	0	0	0	1.3	0	1	0.5	0	0.5	0.4	0.8
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0.1
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

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	14	70	19	103	**7**	**6**	2	**15**	**25**	82	**7**	**114**	**62**	8	32	**102**	**334**
04:15 PM	12	63	24	99	6	2	1	9	16	89	5	110	32	**18**	**37**	87	305
04:30 PM	**18**	69	**30**	117	6	6	**3**	15	12	**94**	3	109	27	13	19	59	300
04:45 PM	14	**81**	27	**122**	7	6	1	14	11	81	3	95	23	13	29	65	296
Total Volume	58	283	100	441	26	20	7	53	64	346	18	428	144	52	117	313	1235
% App. Total	13.2	64.2	22.7		49.1	37.7	13.2		15	80.8	4.2		46	16.6	37.4		
PHF	.806	.873	.833	.904	.929	.833	.583	.883	.640	.920	.643	.939	.581	.722	.791	.767	.924

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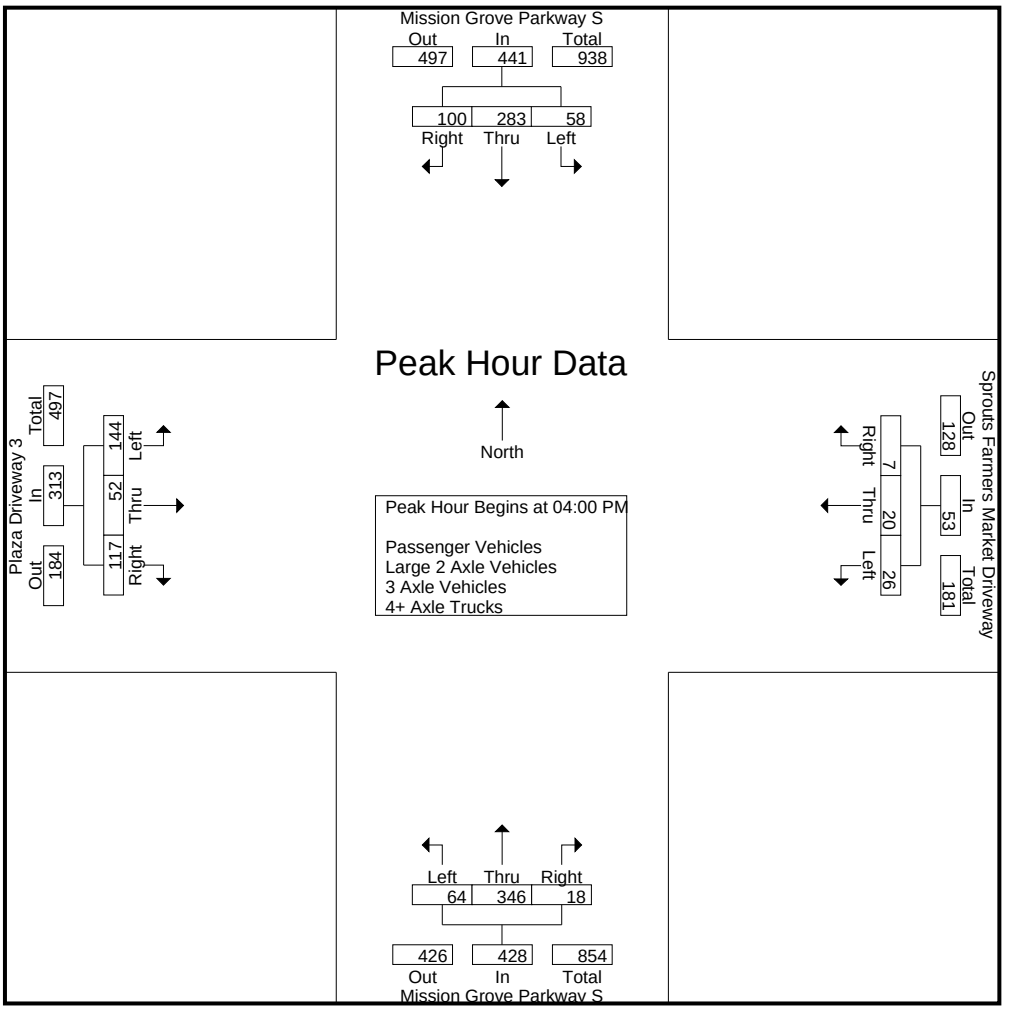
Weather: Clear

File Name : 12_RIV_MGP_P3 PM
Site Code : 00322458
Start Date : 5/12/2022



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

	04:30 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	**18**	69	**30**	117	7	6	1	14	**34**	**93**	3	**130**	**62**	8	32	**102**
+15 mins.	14	81	27	122	**10**	4	**3**	17	18	90	**6**	114	32	**18**	**37**	87
+30 mins.	18	74	15	107	8	5	3	16	12	89	3	104	27	13	19	59
+45 mins.	13	**83**	29	**125**	9	**8**	2	**19**	13	85	5	103	23	13	29	65
Total Volume	63	307	101	471	34	23	9	66	77	357	17	451	144	52	117	313
% App. Total	13.4	65.2	21.4		51.5	34.8	13.6		17.1	79.2	3.8		46	16.6	37.4	
PHF	.875	.925	.842	.942	.850	.719	.750	.868	.566	.960	.708	.867	.581	.722	.791	.767

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File Name : 12_RIV_MGP_P3 PM
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Groups Printed- Passenger Vehicles

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	67	19	100	7	6	2	15	25	80	7	112	62	8	32	102	329
04:15 PM	12	61	24	97	6	2	1	9	16	88	5	109	32	18	36	86	301
04:30 PM	18	69	30	117	6	6	3	15	12	93	3	108	26	13	19	58	298
04:45 PM	14	79	27	120	7	6	1	14	11	79	3	93	23	13	29	65	292
Total	58	276	100	434	26	20	7	53	64	340	18	422	143	52	116	311	1220
05:00 PM	18	73	15	106	7	6	1	14	34	91	3	128	20	10	22	52	300
05:15 PM	13	82	29	124	10	4	3	17	18	90	6	114	19	9	26	54	309
05:30 PM	17	83	15	115	8	5	3	16	12	88	3	103	14	13	22	49	283
05:45 PM	26	73	17	116	9	8	2	19	13	83	5	101	17	9	27	53	289
Total	74	311	76	461	34	23	9	66	77	352	17	446	70	41	97	208	1181
Grand Total	132	587	176	895	60	43	16	119	141	692	35	868	213	93	213	519	2401
Apprch %	14.7	65.6	19.7		50.4	36.1	13.4		16.2	79.7	4		41	17.9	41		
Total %	5.5	24.4	7.3	37.3	2.5	1.8	0.7	5	5.9	28.8	1.5	36.2	8.9	3.9	8.9	21.6	

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	14	67	19	100	**7**	**6**	2	**15**	**25**	80	**7**	**112**	**62**	8	32	**102**	**329**
04:15 PM	12	61	24	97	6	2	1	9	16	88	5	109	32	**18**	**36**	86	301
04:30 PM	**18**	69	**30**	117	6	6	**3**	15	12	**93**	3	108	26	13	19	58	298
04:45 PM	14	**79**	27	**120**	7	6	1	14	11	79	3	93	23	13	29	65	292
Total Volume	58	276	100	434	26	20	7	53	64	340	18	422	143	52	116	311	1220
% App. Total	13.4	63.6	23		49.1	37.7	13.2		15.2	80.6	4.3		46	16.7	37.3		
PHF	.806	.873	.833	.904	.929	.833	.583	.883	.640	.914	.643	.942	.577	.722	.806	.762	.927

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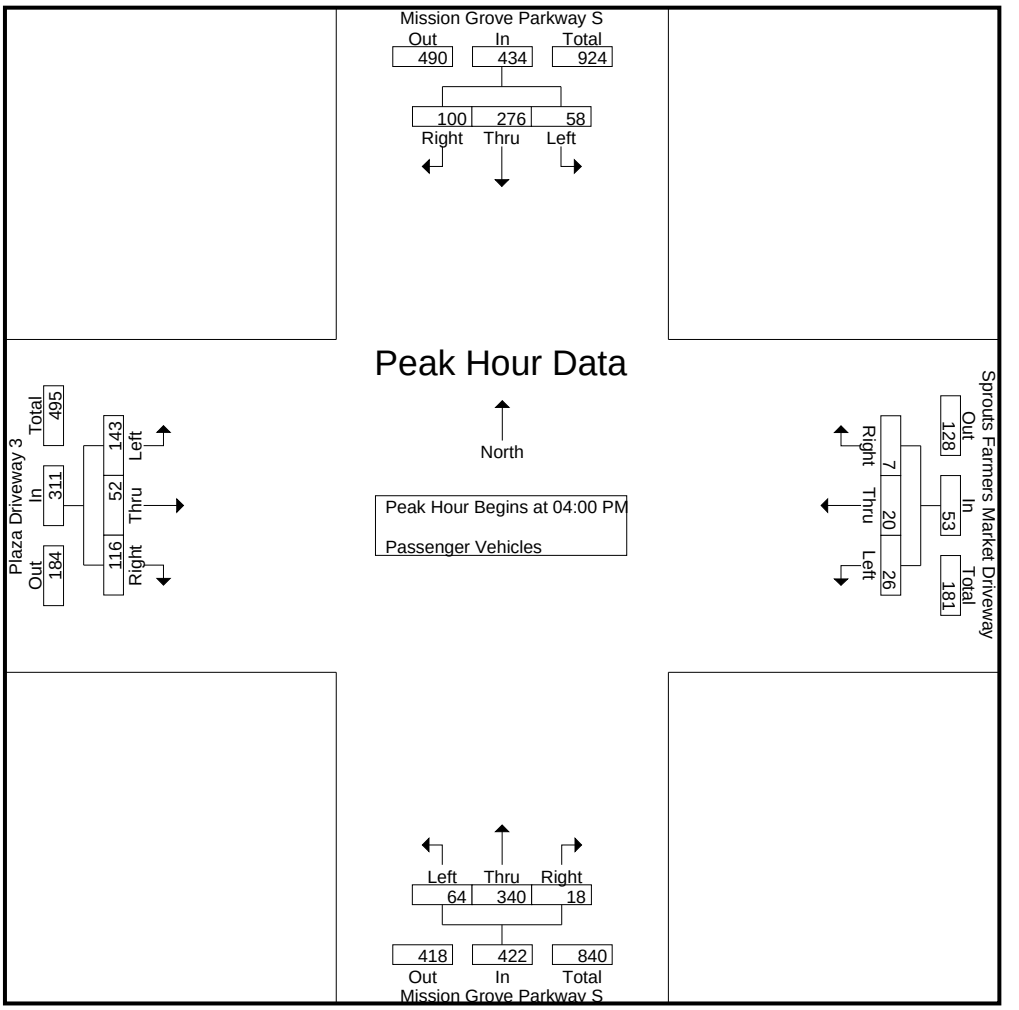

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	14	67	19	100	**7**	**6**	2	**15**	**25**	80	**7**	**112**	**62**	8	32	**102**
+15 mins.	12	61	24	97	6	2	1	9	16	88	5	109	32	**18**	**36**	86
+30 mins.	**18**	69	**30**	117	6	6	**3**	15	12	**93**	3	108	26	13	19	58
+45 mins.	14	**79**	27	**120**	7	6	1	14	11	79	3	93	23	13	29	65
Total Volume	58	276	100	434	26	20	7	53	64	340	18	422	143	52	116	311
% App. Total	13.4	63.6	23		49.1	37.7	13.2		15.2	80.6	4.3		46	16.7	37.3	
PHF	.806	.873	.833	.904	.929	.833	.583	.883	.640	.914	.643	.942	.577	.722	.806	.762

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 PM
Site Code : 00322458
Start Date : 5/12/2022
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Groups Printed- Large 2 Axle Vehicles

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	6	0	6	0	0	0	0	0	5	0	5	1	0	1	2	13
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	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	1	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Grand Total	0	9	0	9	0	0	0	0	0	9	0	9	1	0	1	2	20
Apprch %	0	100	0		0	0	0		0	100	0		50	0	50		
Total %	0	45	0	45	0	0	0	0	0	45	0	45	5	0	5	10	

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**4**
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	**1**	**1**	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total Volume	0	6	0	6	0	0	0	0	0	5	0	5	1	0	1	2	13
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.250	.500	.813

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 PM
Site Code : 00322458
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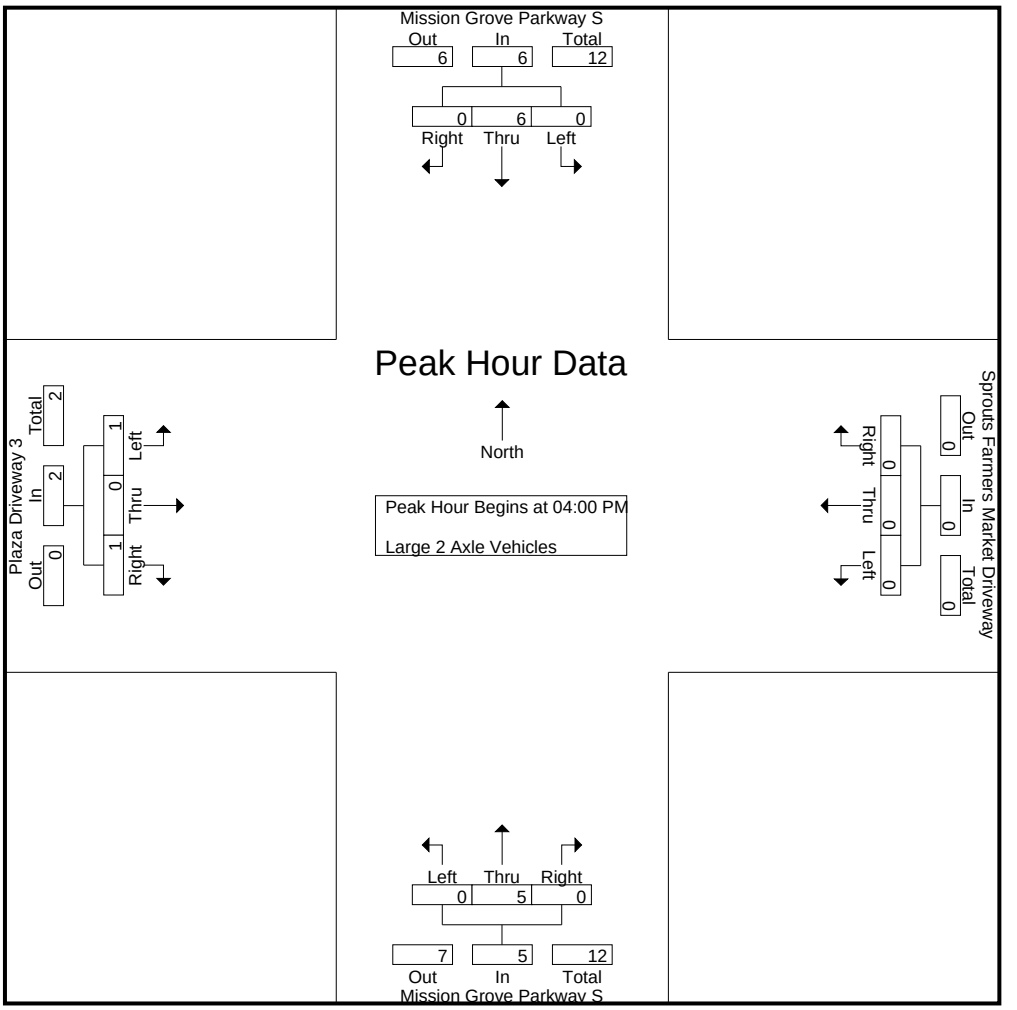

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	0	5	0	5	1	0	1	2
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.625	.000	.625	.250	.000	.250	.500

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
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	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Riverside
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E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 PM
Site Code : 00322458
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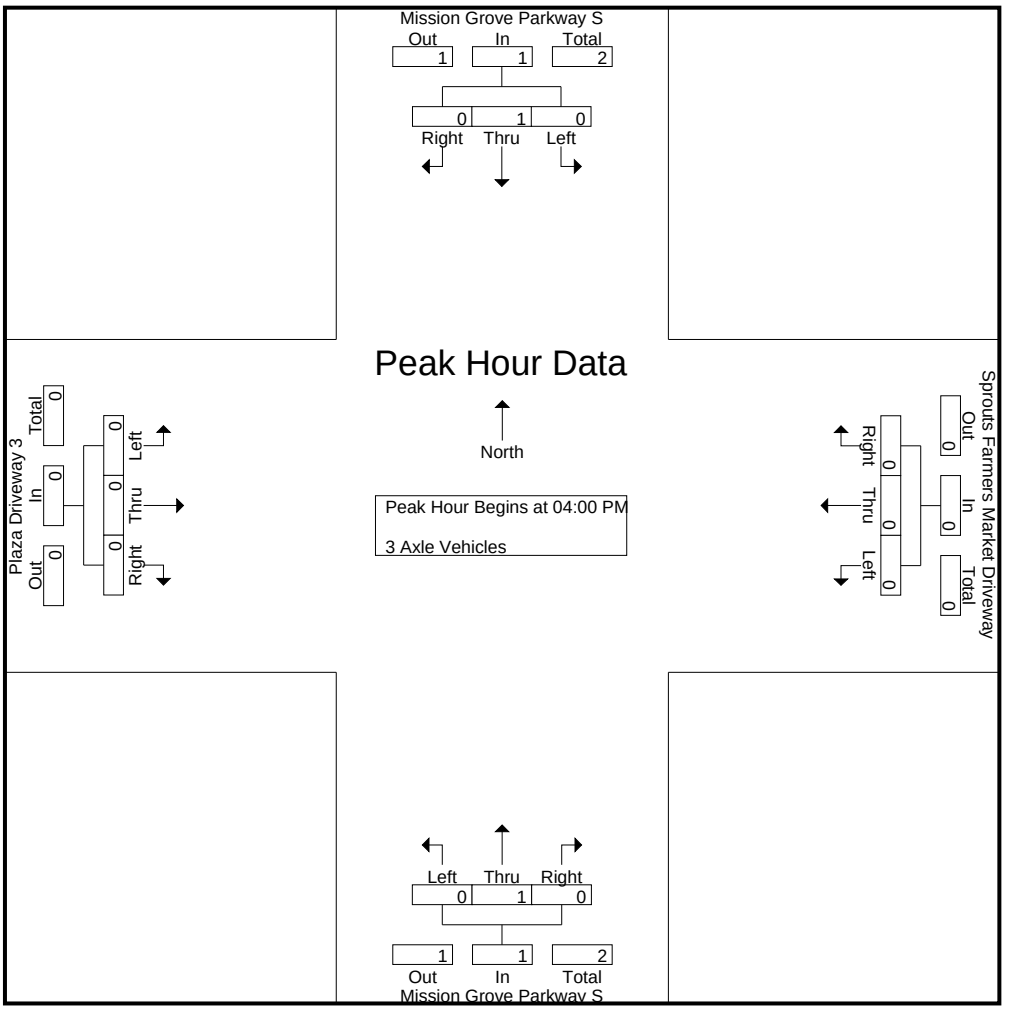

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 PM
Site Code : 00322458
Start Date : 5/12/2022
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Groups Printed- 4+ Axle Trucks

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	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 %																	

	Mission Grove Parkway S Southbound				Sprouts Farmers Market Driveway Westbound				Mission Grove Parkway S Northbound				Plaza Driveway 3 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 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 Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 3
Weather: Clear

File Name : 12_RIV_MGP_P3 PM
Site Code : 00322458
Start Date : 5/12/2022
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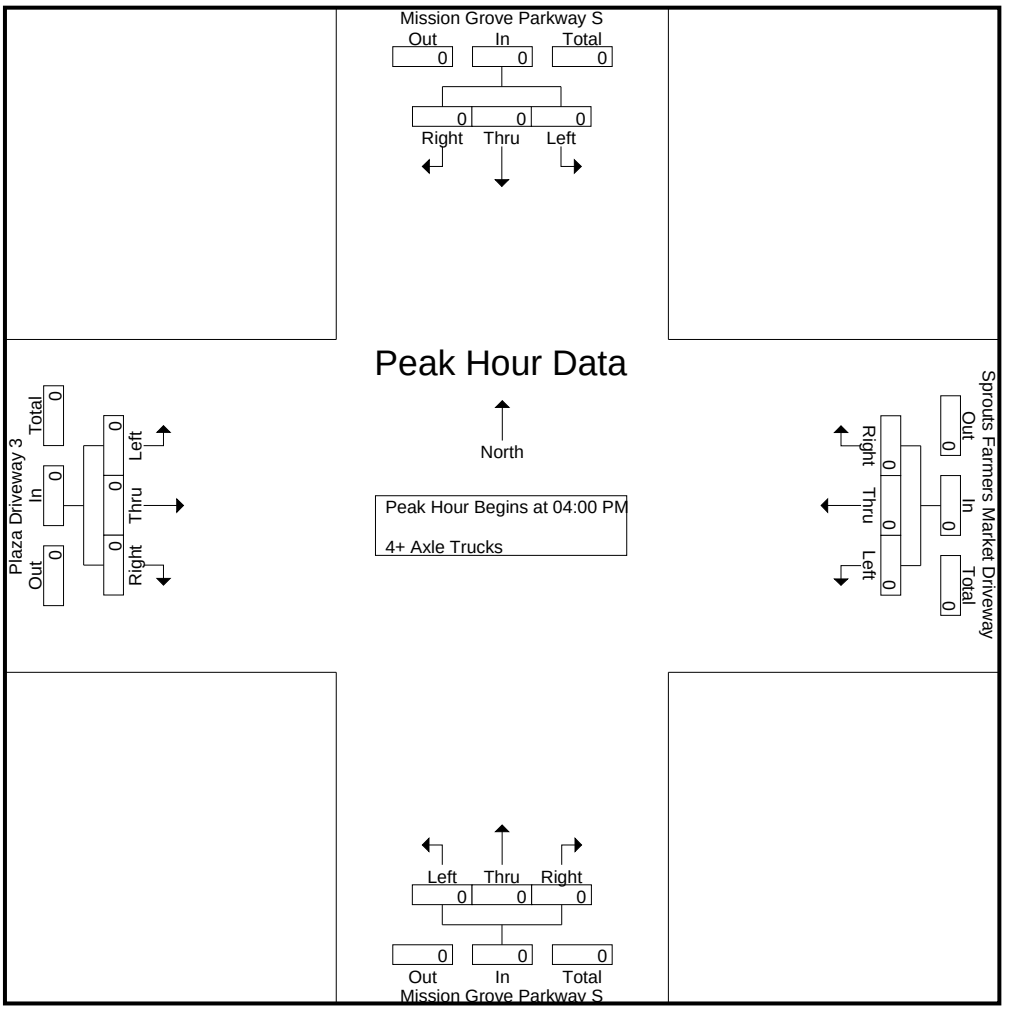

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	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: Riverside
N/S: Mission Grove Pkwy S
E/W: Plaza Driveway 3

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Mission Grove Pkwy S	East Leg Sprouts Market DW	South Leg Mission Grove Pkwy S	West Leg Plaza Driveway 3	
	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	1	0	2	3
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	3	0	2	5

	North Leg Mission Grove Pkwy S	East Leg Sprouts Market DW	South Leg Mission Grove Pkwy S	West Leg Plaza Driveway 3	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	2	0	3
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	1	2
5:00 PM	1	1	1	1	4
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	3	1	6	2	12

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Location: Riverside
N/S: Mission Grove Pkwy S
E/W: Plaza Driveway 3

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Mission Grove Pkwy S			Westbound Sprouts Market DW			Northbound Mission Grove Pkwy S			Eastbound Plaza Driveway 3			
	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 Mission Grove Pkwy S			Westbound Sprouts Market DW			Northbound Mission Grove Pkwy S			Eastbound Plaza Driveway 3			
	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 Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 4
Weather: Clear

File Name : 13_RIV_MGP_P4 AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Total Volume

	Mission Grove Parkway S Southbound			Mission Grove Parkway S Northbound			Plaza Driveway 4 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	75	0	75	0	83	83	0	3	3	161
07:15 AM	81	0	81	0	124	124	0	7	7	212
07:30 AM	72	0	72	0	141	141	0	1	1	214
07:45 AM	91	0	91	0	130	130	0	6	6	227
Total	319	0	319	0	478	478	0	17	17	814
08:00 AM	63	2	65	0	95	95	0	4	4	164
08:15 AM	63	1	64	0	82	82	0	6	6	152
08:30 AM	80	1	81	0	86	86	0	5	5	172
08:45 AM	67	0	67	0	116	116	0	8	8	191
Total	273	4	277	0	379	379	0	23	23	679
Grand Total	592	4	596	0	857	857	0	40	40	1493
Apprch %	99.3	0.7		0	100		0	100		
Total %	39.7	0.3	39.9	0	57.4	57.4	0	2.7	2.7	

	Mission Grove Parkway S Southbound			Mission Grove Parkway S Northbound			Plaza Driveway 4 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	81	0	81	0	124	124	0	**7**	**7**	212
07:30 AM	72	0	72	0	**141**	**141**	0	1	1	214
07:45 AM	**91**	0	**91**	0	130	130	0	6	6	**227**
08:00 AM	63	**2**	65	0	95	95	0	4	4	164
Total Volume	307	2	309	0	490	490	0	18	18	817
% App. Total	99.4	0.6		0	100		0	100		
PHF	.843	.250	.849	.000	.869	.869	.000	.643	.643	.900

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 4
Weather: Clear

File Name : 13_RIV_MGP_P4 AM
Site Code : 00322458
Start Date : 5/12/2022
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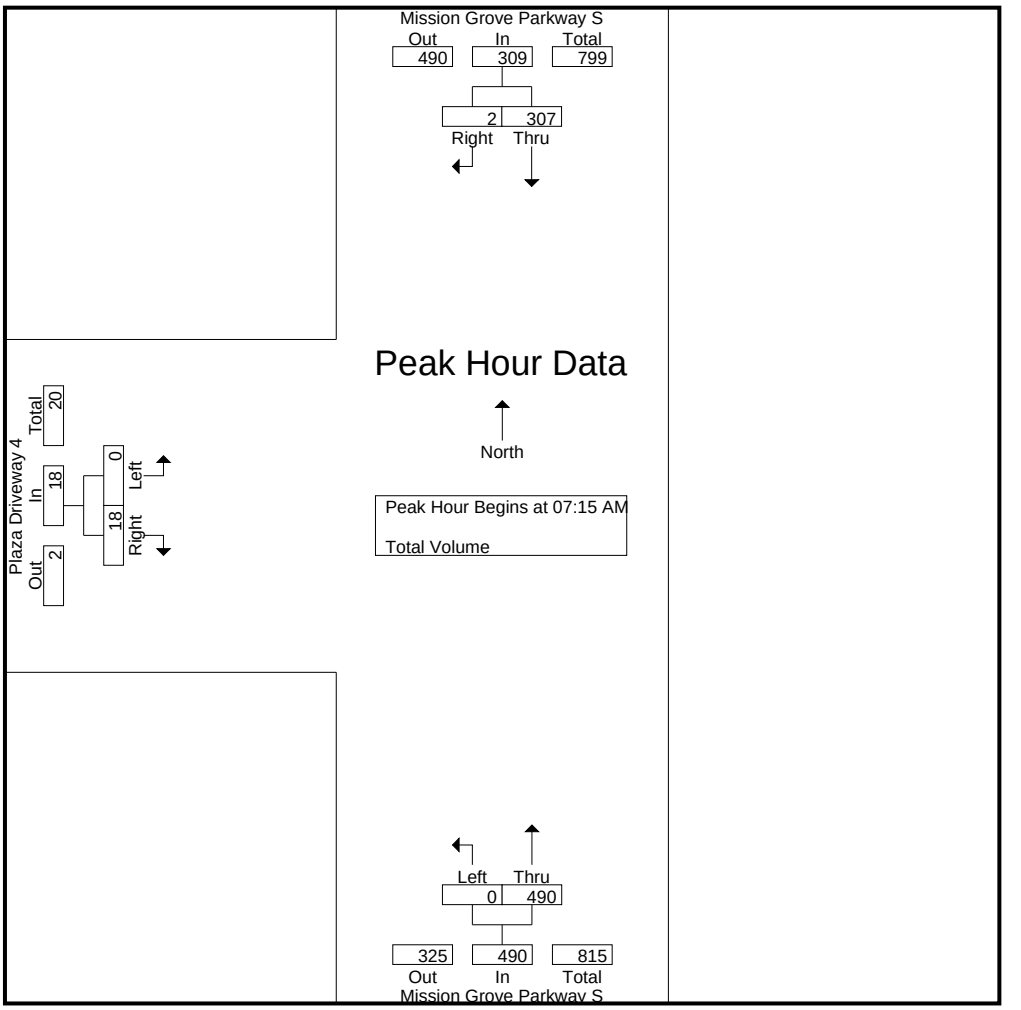

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			08:00 AM		
+0 mins.	75	0	75	0	124	124	0	4	4
+15 mins.	81	0	81	0	**141**	**141**	0	6	6
+30 mins.	72	0	72	0	130	130	0	5	5
+45 mins.	**91**	0	**91**	0	95	95	0	**8**	**8**
Total Volume	319	0	319	0	490	490	0	23	23
% App. Total	100	0		0	100		0	100	
PHF	.876	.000	.876	.000	.869	.869	.000	.719	.719

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City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 4
Weather: Clear

File Name : 13_RIV_MGP_P4 PM
Site Code : 00322458
Start Date : 5/12/2022

Groups Printed- Total Volume

	Mission Grove Parkway S Southbound			Mission Grove Parkway S Northbound			Plaza Driveway 4 Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	99	0	99	0	117	117	0	30	30	246
04:15 PM	103	1	104	0	99	99	0	14	14	217
04:30 PM	92	1	93	0	113	113	0	16	16	222
04:45 PM	105	0	105	0	92	92	0	15	15	212
Total	399	2	401	0	421	421	0	75	75	897
05:00 PM	105	0	105	0	121	121	0	16	16	242
05:15 PM	117	0	117	0	106	106	0	21	21	244
05:30 PM	106	0	106	0	106	106	0	18	18	230
05:45 PM	111	0	111	0	97	97	0	13	13	221
Total	439	0	439	0	430	430	0	68	68	937
Grand Total	838	2	840	0	851	851	0	143	143	1834
Apprch %	99.8	0.2		0	100		0	100		
Total %	45.7	0.1	45.8	0	46.4	46.4	0	7.8	7.8	

	Mission Grove Parkway S Southbound			Mission Grove Parkway S Northbound			Plaza Driveway 4 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 05:00 PM										
05:00 PM	105	0	105	0	**121**	**121**	0	16	16	242
05:15 PM	**117**	0	**117**	0	106	106	0	**21**	**21**	**244**
05:30 PM	106	0	106	0	106	106	0	18	18	230
05:45 PM	111	0	111	0	97	97	0	13	13	221
Total Volume	439	0	439	0	430	430	0	68	68	937
% App. Total	100	0		0	100		0	100		
PHF	.938	.000	.938	.000	.888	.888	.000	.810	.810	.960

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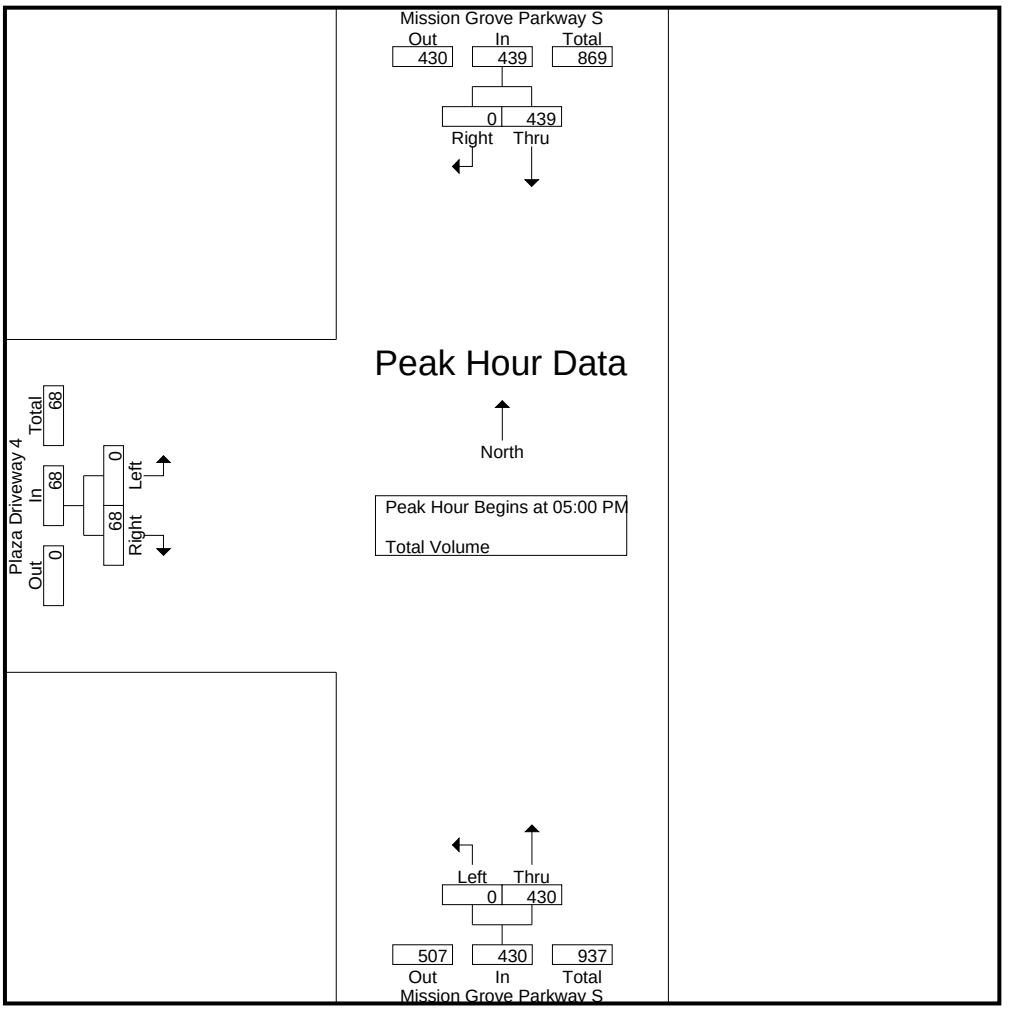
City of Riverside
N/S: Mission Grove Parkway S
E/W: Plaza Driveway 4
Weather: Clear

File Name : 13_RIV_MGP_P4 PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	05:00 PM			04:30 PM			04:00 PM		
+0 mins.	105	0	105	0	113	113	0	**30**	**30**
+15 mins.	**117**	0	**117**	0	92	92	0	14	14
+30 mins.	106	0	106	0	**121**	**121**	0	16	16
+45 mins.	111	0	111	0	106	106	0	15	15
Total Volume	439	0	439	0	432	432	0	75	75
% App. Total	100	0		0	100		0	100	
PHF	.938	.000	.938	.000	.893	.893	.000	.625	.625

Location: Riverside
N/S: Mission Grove Pkwy S
E/W: Plaza Driveway 4

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Mission Grove Pkwy S	East Leg Dead End	South Leg Mission Grove Pkwy S	West Leg Plaza Driveway 4	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	2	2
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	3	3

	North Leg Mission Grove Pkwy S	East Leg Dead End	South Leg Mission Grove Pkwy S	West Leg Plaza Driveway 4	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	2	0	0	1	3
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	5	0	0	2	7

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951-268-6268

Location: Riverside
N/S: Mission Grove Pkwy S
E/W: Plaza Driveway 4

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Mission Grove Pkwy S			Westbound Dead End			Northbound Mission Grove Pkwy S			Eastbound Plaza Driveway 4			
	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 Mission Grove Pkwy S			Westbound Dead End			Northbound Mission Grove Pkwy S			Eastbound Plaza Driveway 4			
	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 Riverside
N/S: Bayou Lane
E/W: Mission Village Drive
Weather: Clear

File Name : 16_RIV_Bayou_MV AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Total Volume

	Mission Village Drive Westbound			Bayou Lane Northbound			Mission Village Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	4	6	4	8	12	14	0	14	32
07:15 AM	1	8	9	2	10	12	9	0	9	30
07:30 AM	4	1	5	1	3	4	17	0	17	26
07:45 AM	4	5	9	0	13	13	12	0	12	34
Total	11	18	29	7	34	41	52	0	52	122
08:00 AM	2	5	7	0	7	7	17	1	18	32
08:15 AM	5	3	8	3	5	8	17	0	17	33
08:30 AM	3	12	15	1	2	3	12	1	13	31
08:45 AM	6	14	20	3	2	5	13	0	13	38
Total	16	34	50	7	16	23	59	2	61	134
Grand Total	27	52	79	14	50	64	111	2	113	256
Apprch %	34.2	65.8		21.9	78.1		98.2	1.8		
Total %	10.5	20.3	30.9	5.5	19.5	25	43.4	0.8	44.1	

	Mission Village Drive Westbound			Bayou Lane Northbound			Mission Village Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	2	5	7	0	**7**	7	**17**	**1**	**18**	32
08:15 AM	5	3	8	**3**	5	**8**	17	0	17	33
08:30 AM	3	12	15	1	2	3	12	1	13	31
08:45 AM	**6**	**14**	**20**	3	2	5	13	0	13	**38**
Total Volume	16	34	50	7	16	23	59	2	61	134
% App. Total	32	68		30.4	69.6		96.7	3.3		
PHF	.667	.607	.625	.583	.571	.719	.868	.500	.847	.882

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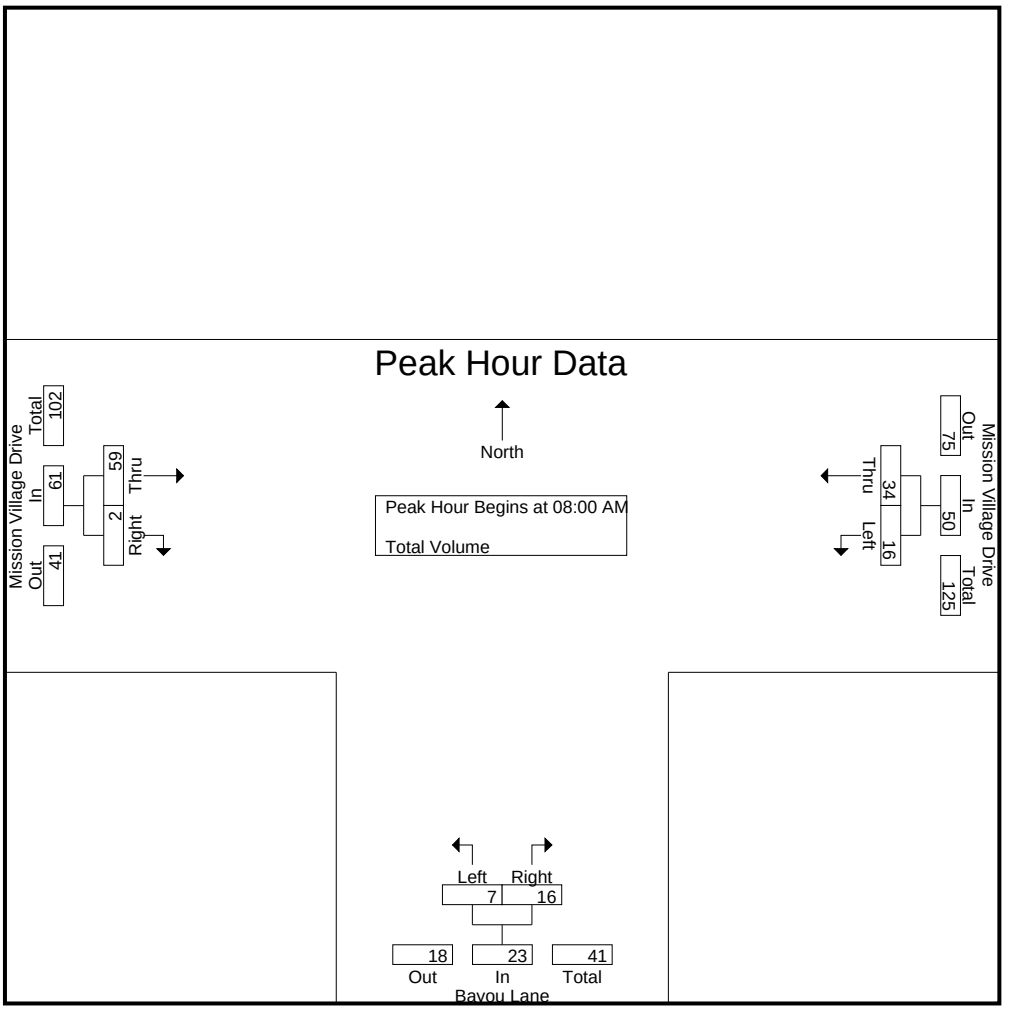
City of Riverside
N/S: Bayou Lane
E/W: Mission Village Drive
Weather: Clear

File Name : 16_RIV_Bayou_MV AM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 2



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

	08:00 AM			07:00 AM			07:30 AM		
+0 mins.	2	5	7	**4**	8	12	**17**	0	17
+15 mins.	5	3	8	2	10	12	12	0	12
+30 mins.	3	12	15	1	3	4	17	**1**	**18**
+45 mins.	**6**	**14**	**20**	0	**13**	**13**	17	0	17
Total Volume	16	34	50	7	34	41	63	1	64
% App. Total	32	68		17.1	82.9		98.4	1.6	
PHF	.667	.607	.625	.438	.654	.788	.926	.250	.889

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City of Riverside
N/S: Bayou Lane
E/W: Mission Village Drive
Weather: Clear

File Name : 16_RIV_Bayou_MV PM
Site Code : 00322458
Start Date : 5/12/2022
Page No : 1

Groups Printed- Total Volume

	Mission Village Drive Westbound			Bayou Lane Northbound			Mission Village Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	13	17	4	6	10	23	2	25	52
04:15 PM	5	7	12	0	3	3	36	1	37	52
04:30 PM	6	10	16	3	1	4	27	0	27	47
04:45 PM	6	15	21	1	5	6	20	1	21	48
Total	21	45	66	8	15	23	106	4	110	199
05:00 PM	5	8	13	1	3	4	19	1	20	37
05:15 PM	9	15	24	0	0	0	33	3	36	60
05:30 PM	5	9	14	3	2	5	29	2	31	50
05:45 PM	2	10	12	1	5	6	31	0	31	49
Total	21	42	63	5	10	15	112	6	118	196
Grand Total	42	87	129	13	25	38	218	10	228	395
Apprch %	32.6	67.4		34.2	65.8		95.6	4.4		
Total %	10.6	22	32.7	3.3	6.3	9.6	55.2	2.5	57.7	

	Mission Village Drive Westbound			Bayou Lane Northbound			Mission Village Drive Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	4	13	17	**4**	**6**	**10**	23	**2**	25	**52**
04:15 PM	5	7	12	0	3	3	**36**	1	**37**	52
04:30 PM	**6**	10	16	3	1	4	27	0	27	47
04:45 PM	6	**15**	**21**	1	5	6	20	1	21	48
Total Volume	21	45	66	8	15	23	106	4	110	199
% App. Total	31.8	68.2		34.8	65.2		96.4	3.6		
PHF	.875	.750	.786	.500	.625	.575	.736	.500	.743	.957

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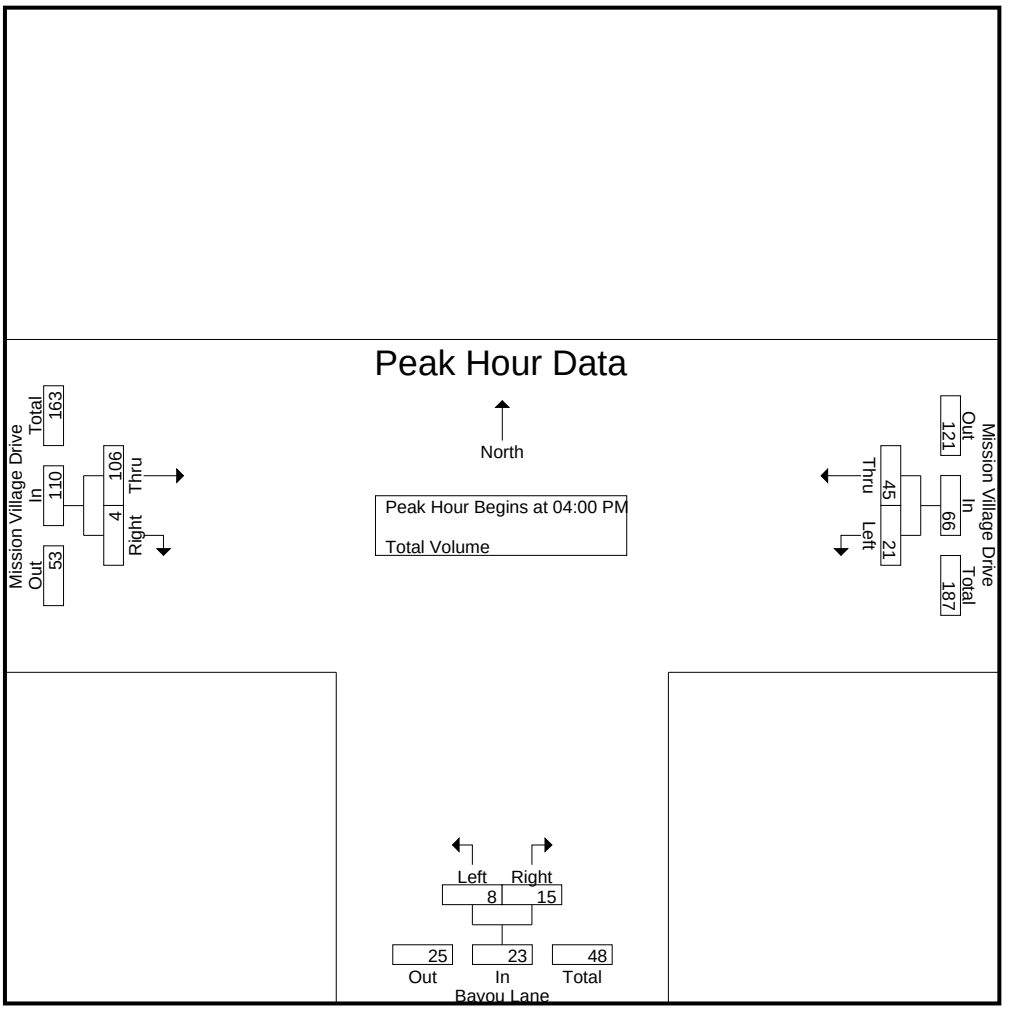
City of Riverside
N/S: Bayou Lane
E/W: Mission Village Drive
Weather: Clear

File Name : 16_RIV_Bayou_MV PM
Site Code : 00322458
Start Date : 5/12/2022



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

	04:30 PM			04:00 PM			05:00 PM		
+0 mins.	6	10	16	**4**	**6**	**10**	19	1	20
+15 mins.	6	**15**	21	0	3	3	**33**	**3**	**36**
+30 mins.	5	8	13	3	1	4	29	2	31
+45 mins.	**9**	15	**24**	1	5	6	31	0	31
Total Volume	26	48	74	8	15	23	112	6	118
% App. Total	35.1	64.9		34.8	65.2		94.9	5.1	
PHF	.722	.800	.771	.500	.625	.575	.848	.500	.819

Location: Riverside
N/S: Bayou Lane
E/W: Mission Village Drive

Date: 5/12/2022
Day: Thursday

PEDESTRIANS

	North Leg Dead End	East Leg Mission Village Drive	South Leg Bayou Lane	West Leg Mission Village Drive	
	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	3	0	3
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	1	0	1
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	6	0	6

	North Leg Dead End	East Leg Mission Village Drive	South Leg Bayou Lane	West Leg Mission Village Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	0	1	0	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	1	1	2
5:00 PM	0	0	1	0	1
5:15 PM	0	1	0	0	1
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	6	1	8

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951-268-6268

Location: Riverside
N/S: Bayou Lane
E/W: Mission Village Drive

Date: 5/12/2022
Day: Thursday

BICYCLES

	Southbound Dead End			Westbound Mission Village Drive			Northbound Bayou Lane			Eastbound Mission Village Drive			
	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	1	0	0	1	2
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	1	0	0	1	2

	Southbound Dead End			Westbound Mission Village Drive			Northbound Bayou Lane			Eastbound Mission Village Drive			
	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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Counts Unlimited, Inc.

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email: counts@countsunlimited.com

City of Riverside
Alessandro Boulevard
B/ Overlook Parkway - Cannon Road
24 Hour Directional Volume Count

RIV001
Site Code: 003-22458

Start Time	12-May-22 Thu	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		66	411			43	450				
12:15		62	412			46	454				
12:30		49	399			30	469				
12:45		41	426	218	1648	29	491	148	1864	366	3512
01:00		44	466			21	454				
01:15		43	457			22	476				
01:30		21	444			27	518				
01:45		37	485	145	1852	22	528	92	1976	237	3828
02:00		24	444			23	564				
02:15		19	520			12	634				
02:30		24	460			28	634				
02:45		30	556	97	1980	37	661	100	2493	197	4473
03:00		33	549			44	666				
03:15		34	666			54	**690**				
03:30		39	688			64	**686**				
03:45		51	719	157	2622	79	**713**	241	2755	398	5377
04:00		39	**754**			87	**691**				
04:15		46	**859**			108	659				
04:30		61	**852**			181	704				
04:45		81	**926**	227	3391	198	543	574	2597	801	5988
05:00		85	743			264	647				
05:15		124	749			335	655				
05:30		175	820			438	657				
05:45		179	818	563	3130	433	547	1470	2506	2033	5636
06:00		147	712			565	455				
06:15		172	713			661	414				
06:30		238	613			792	397				
06:45		204	533	761	2571	**1016**	333	3034	1599	3795	4170
07:00		365	474			**867**	284				
07:15		**391**	438			**974**	249				
07:30		**363**	415			**928**	266				
07:45		**395**	393	1514	1720	754	246	3523	1045	5037	2765
08:00		**374**	365			734	241				
08:15		319	330			769	217				
08:30		363	331			745	171				
08:45		354	267	1410	1293	687	148	2935	777	4345	2070
09:00		242	252			605	185				
09:15		284	258			556	161				
09:30		299	201			491	170				
09:45		290	164	1115	875	496	174	2148	690	3263	1565
10:00		303	162			474	119				
10:15		308	195			427	111				
10:30		306	138			476	96				
10:45		310	130	1227	625	503	95	1880	421	3107	1046
11:00		304	116			454	84				
11:15		315	99			443	73				
11:30		294	83			486	43				
11:45		348	73	1261	371	463	34	1846	234	3107	605
Total		8695	22078	8695	22078	17991	18957	17991	18957	26686	41035
Combined Total		30773		30773		36948		36948		67721	
AM Peak	-	07:15	-	-	-	06:45	-	-	-	-	-
Vol.	-	1523	-	-	-	3785	-	-	-	-	-
P.H.F.		0.964				0.931					
PM Peak	-	-	04:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	3391	-	-	-	2780	-	-	-	-
P.H.F.			0.915				0.975				
Percentage		28.3%	71.7%			48.7%	51.3%				
ADT/AADT		ADT 67,721		AADT 67,721							

Counts Unlimited, Inc.

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City of Riverside
Alessandro Boulevard
B/ Cannon Road - Communications Center Drive
24 Hour Directional Volume Count

RIV002
Site Code: 003-22458

Start Time	12-May-22 Thu	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		66	415			45	448				
12:15		64	404			47	454				
12:30		48	392			31	469				
12:45		42	415	220	1626	29	496	152	1867	372	3493
01:00		42	469			20	454				
01:15		42	452			22	478				
01:30		21	459			25	521				
01:45		36	499	141	1879	22	527	89	1980	230	3859
02:00		22	451			23	572				
02:15		18	518			13	639				
02:30		21	466			27	634				
02:45		30	545	91	1980	38	672	101	2517	192	4497
03:00		35	556			44	677				
03:15		32	670			51	**694**				
03:30		39	679			64	**692**				
03:45		50	712	156	2617	76	**722**	235	2785	391	5402
04:00		40	740			85	**695**				
04:15		46	**850**			104	661				
04:30		61	**843**			180	705				
04:45		83	**901**	230	3334	191	549	560	2610	790	5944
05:00		87	**743**			260	643				
05:15		126	748			330	657				
05:30		182	808			428	653				
05:45		179	816	574	3115	428	543	1446	2496	2020	5611
06:00		149	699			555	467				
06:15		174	703			649	411				
06:30		242	597			782	407				
06:45		212	531	777	2530	**1002**	330	2988	1615	3765	4145
07:00		382	462			**851**	286				
07:15		**411**	431			**963**	254				
07:30		**384**	410			**916**	266				
07:45		**407**	384	1584	1687	766	245	3496	1051	5080	2738
08:00		**384**	367			739	247				
08:15		328	317			766	227				
08:30		365	334			744	176				
08:45		359	265	1436	1283	677	157	2926	807	4362	2090
09:00		238	250			603	186				
09:15		279	256			554	169				
09:30		297	199			484	161				
09:45		296	163	1110	868	494	180	2135	696	3245	1564
10:00		299	156			476	126				
10:15		307	193			432	113				
10:30		314	132			473	100				
10:45		319	128	1239	609	493	95	1874	434	3113	1043
11:00		296	109			455	83				
11:15		313	97			447	72				
11:30		299	84			482	43				
11:45		337	74	1245	364	463	35	1847	233	3092	597
Total		8803	21892	8803	21892	17849	19091	17849	19091	26652	40983
Combined Total		30695		30695		36940		36940		67635	
AM Peak	-	07:15	-	-	-	06:45	-	-	-	-	-
Vol.	-	1586	-	-	-	3732	-	-	-	-	-
P.H.F.		0.965				0.931					
PM Peak	-	-	04:15	-	-	-	03:15	-	-	-	-
Vol.	-	-	3337	-	-	-	2803	-	-	-	-
P.H.F.			0.926				0.971				
Percentage		28.7%	71.3%			48.3%	51.7%				
ADT/AADT		ADT 67,635		AADT 67,635							

Counts Unlimited, Inc.

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City of Riverside
Alessandro Boulevard
B/ Communications Center Drive - Trautwein Avenue
24 Hour Directional Volume Count

RIV003
Site Code: 003-22458

Start Time	12-May-22 Thu	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		46	214			46	438				
12:15		32	242			38	452				
12:30		25	253			31	475				
12:45		19	257	122	966	31	480	146	1845	268	2811
01:00		24	289			23	472				
01:15		23	254			22	471				
01:30		15	268			23	545				
01:45		18	281	80	1092	21	518	89	2006	169	3098
02:00		13	258			34	578				
02:15		11	312			17	632				
02:30		14	288			30	631				
02:45		19	345	57	1203	31	673	112	2514	169	3717
03:00		20	303			42	694				
03:15		16	414			48	**682**				
03:30		27	402			67	**684**				
03:45		32	414	95	1533	77	**696**	234	2756	329	4289
04:00		25	441			80	**741**				
04:15		39	441			109	635				
04:30		48	394			186	640				
04:45		57	452	169	1728	176	521	551	2537	720	4265
05:00		61	372			258	610				
05:15		101	415			334	582				
05:30		147	**464**			423	542				
05:45		143	**419**	452	1670	458	537	1473	2271	1925	3941
06:00		100	**401**			559	446				
06:15		122	**451**			639	393				
06:30		147	344			824	405				
06:45		156	295	525	1491	**886**	359	2908	1603	3433	3094
07:00		182	273			**926**	279				
07:15		208	258			**1002**	263				
07:30		191	238			**903**	265				
07:45		**217**	195	798	964	793	262	3624	1069	4422	2033
08:00		**196**	177			774	253				
08:15		**200**	155			788	215				
08:30		**203**	165			763	180				
08:45		199	117	798	614	651	167	2976	815	3774	1429
09:00		158	121			574	162				
09:15		150	128			529	156				
09:30		183	103			484	152				
09:45		162	92	653	444	499	183	2086	653	2739	1097
10:00		173	83			470	110				
10:15		192	96			424	112				
10:30		178	76			461	92				
10:45		152	50	695	305	513	86	1868	400	2563	705
11:00		213	57			438	83				
11:15		204	56			446	55				
11:30		166	46			475	39				
11:45		204	38	787	197	458	41	1817	218	2604	415
Total		5231	12207	5231	12207	17884	18687	17884	18687	23115	30894
Combined Total		17438		17438		36571		36571		54009	
AM Peak	-	07:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	816	-	-	-	3717	-	-	-	-	-
P.H.F.		0.940				0.927					
PM Peak	-	-	05:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	1735	-	-	-	2803	-	-	-	-
P.H.F.			0.935				0.946				
Percentage		30.0%	70.0%			48.9%	51.1%				
ADT/AADT		ADT 54,009		AADT 54,009							

Counts Unlimited, Inc.

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City of Riverside
Alessandro Boulevard
B/ Trautwein Avenue - Plaza Driveway 1
24 Hour Directional Volume Count

RIV004
Site Code: 003-22458

Start Time	12-May-22 Thu	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		46	219			35	309				
12:15		31	245			27	323				
12:30		25	251			23	366				
12:45		19	259	121	974	23	368	108	1366	229	2340
01:00		24	289			18	357				
01:15		23	255			15	371				
01:30		14	273			17	385				
01:45		18	276	79	1093	15	397	65	1510	144	2603
02:00		12	259			22	429				
02:15		12	315			15	438				
02:30		14	288			15	509				
02:45		19	343	57	1205	20	467	72	1843	129	3048
03:00		20	304			25	470				
03:15		17	417			39	**529**				
03:30		27	402			50	**510**				
03:45		32	415	96	1538	65	**512**	179	2021	275	3559
04:00		25	440			58	**581**				
04:15		39	439			73	469				
04:30		48	395			116	463				
04:45		57	453	169	1727	118	391	365	1904	534	3631
05:00		62	373			148	504				
05:15		101	417			238	411				
05:30		148	**465**			287	428				
05:45		143	**416**	454	1671	324	382	997	1725	1451	3396
06:00		101	**400**			360	288				
06:15		121	**451**			406	285				
06:30		147	346			523	282				
06:45		157	297	526	1494	**521**	228	1810	1083	2336	2577
07:00		182	276			**519**	186				
07:15		208	259			**614**	203				
07:30		192	240			**526**	148				
07:45		**220**	196	802	971	474	177	2133	714	2935	1685
08:00		**197**	179			515	185				
08:15		**200**	155			483	138				
08:30		**204**	167			516	118				
08:45		199	119	800	620	470	116	1984	557	2784	1177
09:00		158	122			379	118				
09:15		152	129			372	109				
09:30		185	104			324	98				
09:45		161	93	656	448	332	130	1407	455	2063	903
10:00		176	83			330	81				
10:15		193	97			306	69				
10:30		181	77			303	66				
10:45		152	52	702	309	343	65	1282	281	1984	590
11:00		214	58			330	52				
11:15		207	57			313	40				
11:30		168	47			336	36				
11:45		207	40	796	202	354	29	1333	157	2129	359
Total		5258	12252	5258	12252	11735	13616	11735	13616	16993	25868
Combined Total		17510		17510		25351		25351		42861	
AM Peak	-	07:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	821	-	-	-	2180	-	-	-	-	-
P.H.F.		0.933				0.888					
PM Peak	-	-	05:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	1732	-	-	-	2132	-	-	-	-
P.H.F.			0.931				0.917				
Percentage		30.0%	70.0%			46.3%	53.7%				
ADT/AADT		ADT 42,861		AADT 42,861							

Counts Unlimited, Inc.

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City of Riverside
Alessandro Boulevard
B/ Plaza Driveway 1 - Mission Grove Parkway
24 Hour Directional Volume Count

RIV005
Site Code: 003-22458

Start Time	12-May-22 Thu	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		52	239			31	300				
12:15		38	254			25	287				
12:30		36	245			20	339				
12:45		30	297	156	1035	14	318	90	1244	246	2279
01:00		34	282			14	326				
01:15		31	277			15	316				
01:30		19	328			15	364				
01:45		22	304	106	1191	16	366	60	1372	166	2563
02:00		14	279			12	409				
02:15		13	365			13	443				
02:30		14	304			13	431				
02:45		24	352	65	1300	18	427	56	1710	121	3010
03:00		17	313			21	440				
03:15		21	444			41	**481**				
03:30		26	409			49	**459**				
03:45		34	409	98	1575	65	**491**	176	1871	274	3446
04:00		26	**459**			57	**494**				
04:15		41	**504**			76	407				
04:30		52	**432**			116	431				
04:45		65	**434**	184	1829	103	357	352	1689	536	3518
05:00		71	426			156	449				
05:15		112	419			216	374				
05:30		136	502			281	392				
05:45		174	458	493	1805	303	348	956	1563	1449	3368
06:00		116	431			349	262				
06:15		140	436			385	263				
06:30		165	377			**511**	247				
06:45		183	327	604	1571	**468**	187	1713	959	2317	2530
07:00		202	300			**506**	161				
07:15		**233**	259			**570**	171				
07:30		**215**	271			483	134				
07:45		**240**	242	890	1072	456	140	2015	606	2905	1678
08:00		**206**	208			477	165				
08:15		202	207			439	135				
08:30		194	193			477	103				
08:45		190	152	792	760	469	90	1862	493	2654	1253
09:00		176	147			343	89				
09:15		150	170			338	90				
09:30		198	138			297	84				
09:45		184	114	708	569	283	95	1261	358	1969	927
10:00		196	110			312	66				
10:15		190	100			286	57				
10:30		208	96			284	59				
10:45		192	97	786	403	316	59	1198	241	1984	644
11:00		221	90			315	44				
11:15		222	71			289	34				
11:30		209	57			312	27				
11:45		225	60	877	278	307	27	1223	132	2100	410
Total		5759	13388	5759	13388	10962	12238	10962	12238	16721	25626
Combined Total		19147		19147		23200		23200		42347	
AM Peak	-	07:15	-	-	-	06:30	-	-	-	-	-
Vol.	-	894	-	-	-	2055	-	-	-	-	-
P.H.F.		0.931				0.901					
PM Peak	-	-	04:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	1829	-	-	-	1925	-	-	-	-
P.H.F.			0.907				0.974				
Percentage		30.1%	69.9%			47.3%	52.8%				
ADT/AADT		ADT 42,347		AADT 42,347							

Counts Unlimited, Inc.

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City of Riverside
Alessandro Boulevard
B/ Mission Grove Parkway - Northrop Drive
24 Hour Directional Volume Count

RIV006
Site Code: 003-22458

Start Time	12-May-22 Thu	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		55	276			33	326				
12:15		36	294			31	318				
12:30		33	271			23	378				
12:45		27	322	151	1163	15	349	102	1371	253	2534
01:00		34	304			20	354				
01:15		29	300			17	337				
01:30		18	342			14	409				
01:45		21	335	102	1281	19	396	70	1496	172	2777
02:00		14	304			13	426				
02:15		17	375			12	473				
02:30		13	331			16	450				
02:45		18	365	62	1375	18	448	59	1797	121	3172
03:00		17	352			22	463				
03:15		22	471			39	**521**				
03:30		29	441			49	**483**				
03:45		39	453	107	1717	62	**530**	172	1997	279	3714
04:00		28	**535**			55	**543**				
04:15		49	**543**			70	420				
04:30		55	**481**			103	462				
04:45		73	**454**	205	2013	107	398	335	1823	540	3836
05:00		79	457			151	470				
05:15		108	442			209	417				
05:30		145	517			267	416				
05:45		192	466	524	1882	286	377	913	1680	1437	3562
06:00		134	445			344	290				
06:15		158	453			375	283				
06:30		186	389			510	247				
06:45		203	331	681	1618	486	199	1715	1019	2396	2637
07:00		**242**	310			503	187				
07:15		**255**	276			**579**	197				
07:30		**258**	276			**528**	148				
07:45		**277**	248	1032	1110	**514**	167	2124	699	3156	1809
08:00		242	222			**539**	191				
08:15		241	206			509	157				
08:30		230	195			527	121				
08:45		222	165	935	788	529	105	2104	574	3039	1362
09:00		203	152			359	110				
09:15		201	172			357	101				
09:30		205	135			336	100				
09:45		212	109	821	568	308	104	1360	415	2181	983
10:00		235	102			334	70				
10:15		208	100			304	65				
10:30		239	94			297	64				
10:45		216	91	898	387	335	72	1270	271	2168	658
11:00		239	84			331	48				
11:15		231	69			314	41				
11:30		230	61			334	34				
11:45		264	60	964	274	327	30	1306	153	2270	427
Total		6482	14176	6482	14176	11530	13295	11530	13295	18012	27471
Combined Total		20658		20658		24825		24825		45483	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	1032	-	-	-	2160	-	-	-	-	-
P.H.F.		0.931				0.933					
PM Peak	-	-	04:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	2013	-	-	-	2077	-	-	-	-
P.H.F.			0.927				0.956				
Percentage		31.4%	68.6%			46.4%	53.6%				
ADT/AADT		ADT 45,483		AADT 45,483							

Counts Unlimited, Inc.

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City of Riverside
Alessandro Boulevard
B/ Northrop Drive - Barton Street
24 Hour Directional Volume Count

RIV007
Site Code: 003-22458

Start Time	17-May-22 Tue	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		37	284			31	391				
12:15		38	304			33	333				
12:30		33	290			20	380				
12:45		29	303	137	1181	31	377	115	1481	252	2662
01:00		32	320			15	363				
01:15		15	312			12	349				
01:30		14	334			24	381				
01:45		17	310	78	1276	14	413	65	1506	143	2782
02:00		13	316			9	408				
02:15		17	309			17	453				
02:30		7	333			18	472				
02:45		21	356	58	1314	18	486	62	1819	120	3133
03:00		21	372			26	476				
03:15		22	358			34	**487**				
03:30		33	440			46	**481**				
03:45		50	416	126	1586	65	**588**	171	2032	297	3618
04:00		44	**478**			59	**525**				
04:15		31	**478**			82	476				
04:30		65	**496**			109	468				
04:45		68	**455**	208	1907	115	522	365	1991	573	3898
05:00		75	429			145	463				
05:15		91	483			211	479				
05:30		179	489			309	442				
05:45		194	408	539	1809	362	364	1027	1748	1566	3557
06:00		122	414			392	331				
06:15		159	414			426	308				
06:30		185	395			447	290				
06:45		235	325	701	1548	**477**	260	1742	1189	2443	2737
07:00		240	334			**511**	231				
07:15		249	280			**588**	212				
07:30		292	249			**566**	189				
07:45		254	229	1035	1092	475	189	2140	821	3175	1913
08:00		248	226			488	149				
08:15		244	211			577	176				
08:30		246	177			552	135				
08:45		219	170	957	784	475	166	2092	626	3049	1410
09:00		209	188			437	126				
09:15		211	225			438	137				
09:30		224	182			388	133				
09:45		230	125	874	720	315	101	1578	497	2452	1217
10:00		264	132			343	76				
10:15		261	99			358	73				
10:30		**287**	91			350	64				
10:45		**277**	84	1089	406	352	79	1403	292	2492	698
11:00		**273**	78			318	59				
11:15		**271**	62			333	42				
11:30		257	49			356	40				
11:45		280	50	1081	239	355	38	1362	179	2443	418
Total		6883	13862	6883	13862	12122	14181	12122	14181	19005	28043
Combined Total		20745		20745		26303		26303		47048	
AM Peak	-	10:30	-	-	-	06:45	-	-	-	-	-
Vol.	-	1108	-	-	-	2142	-	-	-	-	-
P.H.F.		0.965				0.911					
PM Peak	-	-	04:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	1907	-	-	-	2081	-	-	-	-
P.H.F.			0.961				0.885				
Percentage		33.2%	66.8%			46.1%	53.9%				
ADT/AADT		ADT 47,048		AADT 47,048							

Counts Unlimited, Inc.

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City of Riverside
Trautwein Avenue
B/ Alessandro Boulevard - Mission Grove Parkway
24 Hour Directional Volume Count

RIV008
Site Code: 003-22458

Start Time	5/12/22 Thu	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		20	234			32	182				
12:15		18	223			42	192				
12:30		15	203			29	228				
12:45		14	217	67	877	21	238	124	840	191	1717
01:00		10	226			24	213				
01:15		7	232			17	248				
01:30		12	246			14	275				
01:45		11	234	40	938	21	314	76	1050	116	1988
02:00		11	243			13	258				
02:15		8	301			13	280				
02:30		19	297			8	293				
02:45		16	**324**	54	1165	13	282	47	1113	101	2278
03:00		15	**330**			15	328				
03:15		18	**320**			18	369				
03:30		18	**299**			16	352				
03:45		17	308	68	1257	20	396	69	1445	137	2702
04:00		27	307			18	404				
04:15		47	289			13	436				
04:30		65	282			9	453				
04:45		75	247	214	1125	27	412	67	1705	281	2830
05:00		111	257			28	406				
05:15		126	278			27	**445**				
05:30		163	267			35	**464**				
05:45		160	255	560	1057	58	**419**	148	1734	708	2791
06:00		234	241			47	**415**				
06:15		249	221			73	349				
06:30		332	205			97	306				
06:45		387	207	1202	874	157	254	374	1324	1576	2198
07:00		**470**	170			**227**	235				
07:15		**438**	154			**268**	254				
07:30		**414**	163			**219**	206				
07:45		**391**	175	1713	662	**248**	246	962	941	2675	1603
08:00		366	149			227	216				
08:15		390	131			167	179				
08:30		330	128			184	209				
08:45		269	91	1355	499	221	151	799	755	2154	1254
09:00		263	105			156	137				
09:15		252	102			135	146				
09:30		264	87			180	129				
09:45		239	81	1018	375	145	96	616	508	1634	883
10:00		194	74			165	93				
10:15		192	61			164	104				
10:30		228	52			153	71				
10:45		241	37	855	224	202	66	684	334	1539	558
11:00		187	55			168	56				
11:15		210	33			153	57				
11:30		248	25			144	56				
11:45		208	29	853	142	209	35	674	204	1527	346
Total		7999	9195	7999	9195	4640	11953	4640	11953	12639	21148
Combined Total		17194		17194		16593		16593		33787	
AM Peak	-	07:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	1713	-	-	-	962	-	-	-	-	-
P.H.F.		0.911				0.897					
PM Peak	-	-	02:45	-	-	-	05:15	-	-	-	-
Vol.	-	-	1273	-	-	-	1743	-	-	-	-
P.H.F.			0.964				0.939				
Percentage		46.5%	53.5%			28.0%	72.0%				
ADT/AADT		ADT 33,787		AADT 33,787							

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City of Riverside
Mission Village Drive
B/ Trautwein Road - Plaza Driveway 2
24 Hour Directional Volume Count

RIV009
Site Code: 003-22458

Start Time	5/17/22 Tue	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		3	22			0	**13**				
12:15		5	15			1	**11**				
12:30		1	22			1	**13**				
12:45		2	27	11	86	0	**10**	2	47	13	133
01:00		1	26			5	6				
01:15		1	16			0	8				
01:30		1	25			0	7				
01:45		0	31	3	98	0	7	5	28	8	126
02:00		0	25			0	8				
02:15		1	14			0	8				
02:30		0	24			0	11				
02:45		0	23	1	86	3	11	3	38	4	124
03:00		0	25			0	9				
03:15		0	24			0	4				
03:30		0	29			0	10				
03:45		0	23	0	101	0	15	0	38	0	139
04:00		0	28			1	8				
04:15		1	21			1	14				
04:30		5	26			1	9				
04:45		3	27	9	102	3	8	6	39	15	141
05:00		1	30			2	9				
05:15		1	**26**			1	9				
05:30		1	**24**			0	14				
05:45		3	**31**	6	111	3	11	6	43	12	154
06:00		4	**32**			3	9				
06:15		2	24			5	10				
06:30		2	21			4	9				
06:45		3	26	11	103	8	6	20	34	31	137
07:00		12	15			10	5				
07:15		5	16			7	10				
07:30		5	15			6	6				
07:45		4	20	26	66	4	8	27	29	53	95
08:00		5	15			6	3				
08:15		15	17			4	2				
08:30		14	14			2	4				
08:45		15	17	49	63	8	6	20	15	69	78
09:00		17	17			8	4				
09:15		13	14			6	2				
09:30		7	6			9	3				
09:45		20	10	57	47	1	1	24	10	81	57
10:00		13	7			6	0				
10:15		**21**	6			8	2				
10:30		**19**	5			6	1				
10:45		**27**	4	80	22	**18**	1	38	4	118	26
11:00		**21**	2			**11**	0				
11:15		19	2			**10**	0				
11:30		16	3			**14**	0				
11:45		19	1	75	8	3	0	38	0	113	8
Total		328	893	328	893	189	325	189	325	517	1218
Combined Total		1221		1221		514		514		1735	
AM Peak	-	10:15	-	-	-	10:45	-	-	-	-	-
Vol.	-	88	-	-	-	53	-	-	-	-	-
P.H.F.		0.815				0.736					
PM Peak	-	-	05:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	113	-	-	-	47	-	-	-	-
P.H.F.			0.883				0.904				
Percentage		26.9%	73.1%			36.8%	63.2%				
ADT/AADT		ADT 1,735		AADT 1,735							

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City of Riverside
Mission Village Drive
B/ Plaza Driveway 2 - Plaza Driveway 5 / Bobcat Lane
24 Hour Directional Volume Count

RIV010
Site Code: 003-22458

Start Time	12-May-22 Thu	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		3	18			0	14				
12:15		6	24			1	7				
12:30		7	29			0	6				
12:45		3	26	19	97	0	13	1	40	20	137
01:00		1	26			0	9				
01:15		1	26			0	11				
01:30		0	27			0	9				
01:45		3	34	5	113	0	6	0	35	5	148
02:00		0	30			0	6				
02:15		0	24			0	9				
02:30		0	30			0	9				
02:45		2	24	2	108	0	11	0	35	2	143
03:00		0	27			0	12				
03:15		0	34			0	9				
03:30		0	33			0	5				
03:45		0	26	0	120	0	9	0	35	0	155
04:00		0	25			0	14				
04:15		2	36			1	3				
04:30		0	27			3	11				
04:45		0	22	2	110	3	13	7	41	9	151
05:00		0	19			2	10				
05:15		0	**35**			5	**14**				
05:30		3	**31**			0	**10**				
05:45		0	**28**	3	113	3	**10**	10	44	13	157
06:00		1	**36**			6	**15**				
06:15		0	30			5	10				
06:30		3	25			6	12				
06:45		3	22	7	113	10	7	27	44	34	157
07:00		6	20			7	9				
07:15		4	20			8	9				
07:30		11	30			4	3				
07:45		11	23	32	93	5	4	24	25	56	118
08:00		10	21			3	10				
08:15		16	19			8	8				
08:30		13	20			9	3				
08:45		9	17	48	77	12	1	32	22	80	99
09:00		27	20			7	4				
09:15		14	14			5	3				
09:30		19	6			5	1				
09:45		9	12	69	52	7	1	24	9	93	61
10:00		11	3			7	2				
10:15		13	5			6	1				
10:30		13	1			5	3				
10:45		9	8	46	17	8	1	26	7	72	24
11:00		**13**	4			**9**	1				
11:15		**30**	7			**5**	3				
11:30		**17**	4			**13**	3				
11:45		**10**	6	70	21	**10**	2	37	9	107	30
Total		303	1034	303	1034	188	346	188	346	491	1380
Combined Total		1337		1337		534		534		1871	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	70	-	-	-	37	-	-	-	-	-
P.H.F.		0.583				0.712					
PM Peak	-	-	05:15	-	-	-	05:15	-	-	-	-
Vol.	-	-	130	-	-	-	49	-	-	-	-
P.H.F.			0.903				0.817				
Percentage		22.7%	77.3%			35.2%	64.8%				
ADT/AADT		ADT 1,871		AADT 1,871							

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City of Riverside
Mission Village Drive
B/ Plaza Driveway 5 / Bobcat Lane - Bayou Lane
24 Hour Directional Volume Count

RIV011
Site Code: 003-22458

Start Time	12-May-22 Thu	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		3	19			1	13				
12:15		5	24			1	6				
12:30		5	28			1	9				
12:45		3	25	16	96	0	11	3	39	19	135
01:00		1	27			1	14				
01:15		1	28			0	9				
01:30		0	28			1	12				
01:45		3	35	5	118	1	3	3	38	8	156
02:00		0	31			0	8				
02:15		0	27			0	12				
02:30		0	32			0	11				
02:45		2	23	2	113	0	13	0	44	2	157
03:00		0	28			0	11				
03:15		0	33			0	9				
03:30		0	31			0	7				
03:45		0	26	0	118	0	11	0	38	0	156
04:00		0	22			1	15				
04:15		2	32			1	3				
04:30		0	26			1	**13**				
04:45		0	21	2	101	1	**16**	4	47	6	148
05:00		0	21			2	**11**				
05:15		1	**36**			4	**15**				
05:30		3	**32**			0	12				
05:45		0	**30**	4	119	2	11	8	49	12	168
06:00		2	**33**			2	15				
06:15		1	32			3	14				
06:30		3	22			5	15				
06:45		3	24	9	111	9	9	19	53	28	164
07:00		13	18			5	9				
07:15		8	20			10	10				
07:30		16	30			2	6				
07:45		13	23	50	91	5	5	22	30	72	121
08:00		17	18			5	9				
08:15		17	21			**7**	11				
08:30		13	17			**13**	8				
08:45		12	20	59	76	**15**	3	40	31	99	107
09:00		26	18			**6**	5				
09:15		15	14			6	6				
09:30		21	9			6	2				
09:45		8	11	70	52	5	1	23	14	93	66
10:00		14	5			6	3				
10:15		15	5			7	4				
10:30		11	1			6	3				
10:45		7	8	47	19	8	2	27	12	74	31
11:00		**18**	3			8	2				
11:15		**29**	8			6	3				
11:30		**18**	2			13	0				
11:45		**10**	6	75	19	12	2	39	7	114	26
Total		339	1033	339	1033	188	402	188	402	527	1435
Combined Total		1372		1372		590		590		1962	
AM Peak	-	11:00	-	-	-	08:15	-	-	-	-	-
Vol.	-	75	-	-	-	41	-	-	-	-	-
P.H.F.		0.647				0.683					
PM Peak	-	-	05:15	-	-	-	04:30	-	-	-	-
Vol.	-	-	131	-	-	-	55	-	-	-	-
P.H.F.			0.910				0.859				
Percentage		24.7%	75.3%			31.9%	68.1%				
ADT/AADT		ADT 1,962		AADT 1,962							

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City of Riverside
Mission Village Drive
B/ Bayou Lane - Mission Grove Parkway
24 Hour Directional Volume Count

RIV012
Site Code: 003-22458

Start Time	12-May-22 Thu	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	22			4	20				
12:15		6	27			0	9				
12:30		5	28			1	9				
12:45		5	24	20	101	2	9	7	47	27	148
01:00		2	30			0	17				
01:15		1	31			0	10				
01:30		0	34			1	12				
01:45		3	**41**	6	136	2	7	3	46	9	182
02:00		0	**27**			3	11				
02:15		0	**34**			2	19				
02:30		0	**38**			0	11				
02:45		2	29	2	128	1	**24**	6	65	8	193
03:00		0	29			0	**18**				
03:15		0	37			1	**14**				
03:30		0	33			0	**20**				
03:45		0	34	0	133	1	17	2	69	2	202
04:00		0	28			0	17				
04:15		2	38			1	10				
04:30		1	27			0	14				
04:45		1	27	4	120	1	24	2	65	6	185
05:00		1	25			2	14				
05:15		0	32			2	23				
05:30		5	29			0	14				
05:45		3	37	9	123	4	13	8	64	17	187
06:00		4	34			2	24				
06:15		2	34			2	19				
06:30		6	24			3	20				
06:45		8	26	20	118	12	11	19	74	39	192
07:00		23	21			3	16				
07:15		17	22			14	12				
07:30		16	34			6	7				
07:45		22	23	78	100	11	9	34	44	112	144
08:00		21	22			5	10				
08:15		19	25			**8**	10				
08:30		13	12			**16**	9				
08:45		12	19	65	78	**22**	4	51	33	116	111
09:00		27	20			**11**	8				
09:15		18	15			6	8				
09:30		19	9			7	2				
09:45		12	15	76	59	12	3	36	21	112	80
10:00		14	3			11	8				
10:15		16	7			12	8				
10:30		14	3			7	9				
10:45		10	7	54	20	13	4	43	29	97	49
11:00		**16**	1			10	2				
11:15		**27**	4			5	3				
11:30		**26**	2			7	1				
11:45		**12**	6	81	13	16	3	38	9	119	22
Total		415	1129	415	1129	249	566	249	566	664	1695
Combined Total		1544		1544		815		815		2359	
AM Peak	-	11:00	-	-	-	08:15	-	-	-	-	-
Vol.	-	81	-	-	-	57	-	-	-	-	-
P.H.F.		0.750				0.648					
PM Peak	-	-	01:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	140	-	-	-	76	-	-	-	-
P.H.F.			0.854				0.792				
Percentage		26.9%	73.1%			30.6%	69.4%				
ADT/AADT		ADT 2,359		AADT 2,359							

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City of Riverside
Mission Grove Parkway
B/ Alessandro Boulevard - Plaza Driveway 3
24 Hour Directional Volume Count

RIV013
Site Code: 003-22458

Start Time	12-May-22 Thu	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		11	89			7	82				
12:15		5	77			6	76				
12:30		4	81			7	91				
12:45		2	71	22	318	5	87	25	336	47	654
01:00		3	72			11	71				
01:15		1	70			4	68				
01:30		3	76			2	96				
01:45		0	84	7	302	8	86	25	321	32	623
02:00		4	117			3	85				
02:15		4	90			0	87				
02:30		0	93			4	75				
02:45		6	98	14	398	8	94	15	341	29	739
03:00		1	113			2	90				
03:15		4	109			2	106				
03:30		9	99			7	73				
03:45		6	**130**	20	451	4	112	15	381	35	832
04:00		8	**149**			4	108				
04:15		11	**120**			3	91				
04:30		13	**132**			4	**119**				
04:45		9	107	41	508	11	**120**	22	438	63	946
05:00		19	118			14	**100**				
05:15		11	112			14	**129**				
05:30		23	110			8	116				
05:45		39	100	92	440	18	112	54	457	146	897
06:00		35	99			26	104				
06:15		44	84			22	72				
06:30		60	94			46	75				
06:45		57	82	196	359	63	77	157	328	353	687
07:00		75	63			84	65				
07:15		**105**	63			85	59				
07:30		**122**	55			87	61				
07:45		**104**	57	406	238	108	72	364	257	770	495
08:00		**81**	63			**101**	60				
08:15		72	49			**110**	55				
08:30		101	41			**124**	46				
08:45		80	48	334	201	**117**	38	452	199	786	400
09:00		69	32			56	36				
09:15		78	39			47	39				
09:30		53	23			75	27				
09:45		60	34	260	128	60	33	238	135	498	263
10:00		81	22			68	21				
10:15		56	25			56	20				
10:30		67	22			62	23				
10:45		66	13	270	82	70	25	256	89	526	171
11:00		59	12			64	12				
11:15		64	13			69	11				
11:30		90	7			74	10				
11:45		100	5	313	37	74	10	281	43	594	80
Total		1975	3462	1975	3462	1904	3325	1904	3325	3879	6787
Combined Total		5437		5437		5229		5229		10666	
AM Peak	-	07:15	-	-	-	08:00	-	-	-	-	-
Vol.	-	412	-	-	-	452	-	-	-	-	-
P.H.F.		0.844				0.911					
PM Peak	-	-	03:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	531	-	-	-	468	-	-	-	-
P.H.F.			0.891				0.907				
Percentage		36.3%	63.7%			36.4%	63.6%				
ADT/AADT		ADT 10,666		AADT 10,666							

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City of Riverside
Mission Grove Parkway
B/ Plaza Driveway 3 - Mission Village Drive
24 Hour Directional Volume Count

RIV015
Site Code: 003-22458

Start Time	12-May-22 Thu	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		7	92			11	82				
12:15		4	78			5	83				
12:30		2	72			10	93				
12:45		1	70	14	312	8	87	34	345	48	657
01:00		1	76			3	96				
01:15		1	66			4	81				
01:30		2	64			3	91				
01:45		2	87	6	293	5	87	15	355	21	648
02:00		4	115			3	98				
02:15		0	78			3	107				
02:30		3	75			2	84				
02:45		2	96	9	364	4	104	12	393	21	757
03:00		1	91			2	98				
03:15		3	101			1	120				
03:30		6	85			5	98				
03:45		7	89	17	366	5	116	13	432	30	798
04:00		5	96			2	130				
04:15		9	70			2	116				
04:30		12	104			2	110				
04:45		10	80	36	350	8	126	14	482	50	832
05:00		21	**98**			11	**121**				
05:15		14	**91**			8	**138**				
05:30		21	**99**			4	**126**				
05:45		27	**87**	83	375	14	**127**	37	512	120	887
06:00		37	79			11	100				
06:15		51	79			16	94				
06:30		62	79			34	82				
06:45		64	42	214	279	42	82	103	358	317	637
07:00		82	50			**75**	98				
07:15		**125**	58			**90**	87				
07:30		**129**	63			**70**	79				
07:45		**128**	69	464	240	**92**	68	327	332	791	572
08:00		**90**	57			67	72				
08:15		70	50			69	82				
08:30		74	30			85	68				
08:45		104	38	338	175	76	53	297	275	635	450
09:00		65	33			55	50				
09:15		71	17			44	46				
09:30		59	22			69	39				
09:45		63	26	258	98	54	37	222	172	480	270
10:00		84	11			67	31				
10:15		61	22			55	32				
10:30		66	25			59	28				
10:45		53	8	264	66	61	30	242	121	506	187
11:00		52	5			61	14				
11:15		66	11			53	15				
11:30		84	6			76	11				
11:45		91	2	293	24	80	12	270	52	563	76
Total		1996	2942	1996	2942	1586	3829	1586	3829	3582	6771
Combined Total		4938		4938		5415		5415		10353	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	472	-	-	-	327	-	-	-	-	-
P.H.F.		0.915				0.889					
PM Peak	-	-	05:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	375	-	-	-	512	-	-	-	-
P.H.F.			0.901				0.928				
Percentage		40.4%	59.6%			29.3%	70.7%				
ADT/AADT		ADT 10,353		AADT 10,353							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Riverside
Mission Grove Parkway
B/ Mission Village Drive - Trautwein Road
24 Hour Directional Volume Count

RIV014
Site Code: 003-22458

Start Time	12-May-22 Thu	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		10	114			10	95				
12:15		4	90			11	116				
12:30		1	83			12	143				
12:45		3	92	18	379	11	126	44	480	62	859
01:00		1	83			5	126				
01:15		1	93			4	119				
01:30		2	81			1	138				
01:45		1	111	5	368	5	140	15	523	20	891
02:00		5	130			1	123				
02:15		1	97			1	147				
02:30		3	100			2	127				
02:45		1	133	10	460	6	118	10	515	20	975
03:00		1	114			2	121				
03:15		4	122			1	145				
03:30		7	110			6	124				
03:45		6	115	18	461	4	150	13	540	31	1001
04:00		3	125			2	150				
04:15		8	89			1	161				
04:30		8	**153**			5	130				
04:45		17	**114**	36	481	8	**155**	16	596	52	1077
05:00		21	**131**			8	**150**				
05:15		21	**127**			6	**169**				
05:30		18	124			6	**160**				
05:45		33	113	93	495	18	155	38	634	131	1129
06:00		30	88			13	142				
06:15		49	87			20	115				
06:30		56	96			42	110				
06:45		69	59	204	330	58	109	133	476	337	806
07:00		73	70			**114**	123				
07:15		**121**	74			**113**	115				
07:30		**141**	74			**92**	113				
07:45		**156**	80	491	298	**122**	94	441	445	932	743
08:00		**114**	69			85	99				
08:15		93	61			87	113				
08:30		90	48			88	77				
08:45		129	50	426	228	90	75	350	364	776	592
09:00		77	39			87	72				
09:15		92	24			68	76				
09:30		78	21			87	62				
09:45		78	26	325	110	72	58	314	268	639	378
10:00		92	13			80	50				
10:15		82	19			68	34				
10:30		74	31			73	26				
10:45		76	10	324	73	72	34	293	144	617	217
11:00		72	7			81	16				
11:15		78	10			91	18				
11:30		87	6			98	12				
11:45		113	2	350	25	101	14	371	60	721	85
Total		2300	3708	2300	3708	2038	5045	2038	5045	4338	8753
Combined Total		6008		6008		7083		7083		13091	
AM Peak	-	07:15	-	-	-	07:00	-	-	-	-	-
Vol.	-	532	-	-	-	441	-	-	-	-	-
P.H.F.		0.853				0.904					
PM Peak	-	-	04:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	525	-	-	-	634	-	-	-	-
P.H.F.			0.858				0.938				
Percentage		38.3%	61.7%			28.8%	71.2%				
ADT/AADT		ADT 13,091		AADT 13,091							

INTERSECTION: Alessandro Boulevard & Canyon Crest Drive / Overlook Parkway

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: Alessandro Boulevard
E/W Street Name: Canyon Crest Dr/Overlook Pkwy

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase							
	1	2	3	4	5	6	7	8
	NB	SB	--	--	SB	NB	WB	EB
Basic Phase Timing: Min Green	5	5	0	0	5	5	5	5
Basic Phase Timing: Extension	2.0	3.0	0.0	0.0	2.0	3.0	2.0	3.0
Basic Phase Timing: Max	20	50	0	0	40	50	40	35
Basic Phase Timing: Max 2	30	60	0	0	30	60	30	60
Basic Phase Timing: Cond Serve Check	0	0	0	0	0	0	0	0
Clear: Yellow Change	4.0	5.2	0.0	0.0	3.5	5.2	4.8	3.6
Clear: Red Clear	1.0	1.0	0.0	0.0	1.0	1.0	1.0	1.0
Pedestrian Timing: Walk	0	7	0	0	0	7	7	7
Pedestrian Timing: Ped Clear - FDW	0	25	0	0	0	25	32	0
Pedestrian Timing: Adv / Delay Walk	0	0	0	0	0	0	0	0
Pedestrian Timing: PE Min Ped FDW	0	25	0	0	0	25	32	0
Volume Density: Type 3 Disconnect	0	0	0	0	0	0	0	0
Volume Density: Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Density: Max Added Initial	0	0	0	0	0	0	0	0
Volume Density: Min Gap	2.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0
Volume Density: Max Gap	2.0	3.0	0.0	0.0	2.0	3.0	2.0	3.0
Volume Density: Reduce Every	0.0	5.0	0.0	0.0	0.0	5.0	4.0	0.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	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

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2 6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: Alessandro Boulevard & Canyon Crest Drive / Overlook Parkway

Transition Type	0.3
Coord Extra Functions	
Phase 1 - Minimum	10
Phase 2 - Minimum	10
Phase 3 - Minimum	10
Phase 4 - Minimum	10
Phase 5 - Minimum	10
Phase 6 - Minimum	10
Phase 7 - Minimum	10
Phase 8 - Minimum	10

Coordination - General

Note: The *Ring-Barrier Sum* of these Minimums will be the Minimum Cycle Length During Transition

Coord Extra
1 = Programmed Walk Time for Sync Phases
2 = Always Terminate Sync Phase Peds
3 = Use "Floating Force Off"
4 =
5 = Use "Start of Green" for Sync Point

Transition Type
0.X = Shortway
1.X = Lengthen Only
2.X = Shorten Only
X.1 thru X.4 = Number of Cycles to get "In Step"

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Cycle	130	110	135	130	130	110	135	100	90
Offset - 1	47	0	118	47	33	61	122	0	85
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	5	12	6	10	0	0	0	0	0
Force Off - 1	105	75	90	15	15	12	67	60	14
Force Off - 2	0	0	0	0	0	0	0	0	0
Force Off - 3	0	0	0	0	53	69	52	20	59
Force Off - 4	0	0	0	0	38	51	37	40	43
Force Off - 5	105	75	93	90	68	84	70	60	71
Force Off - 6	0	0	0	15	15	12	0	0	14
Force Off - 7	79	43	43	47	38	51	37	20	43
Force Off - 8	36	62	76	75	53	69	52	40	59

Coordination - Cycle, Offsets, & Force Offs

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	5	5	5	27	24	12	12	5	23
Perm 1 - Veh Phases	12__5678	12__5678	12__5678	12__5678	12__5678	12__5678	12__5678	12345678	12__5678
Perm 1 - Ped Phases	_2___67_	_2___67_	_2___67_	_2___67_	_2___67_	_2___67_	_2___67_	12345678	_2___67_
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	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__		_2___6__
Sync Phases	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
Lag Phases	_2_4_67_	_2_4_6_8	_2_4_6_8	1__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									

Coordination - Permissives & Phase Sequence

INTERSECTION: Alessandro Boulevard & Canyon Crest Drive / Overlook Parkway

Overlaps

	Overlap Number							
	1	2	3	4	5	6	7	8
Load Switch Number	9	0	0	0	0	0	0	0
Vehicle Set 1	67							
Vehicle Set 2								
Vehicle Set 3								
Negative Vehicle	5 8							
Negative Ped	6 8							
Green Omit	6							
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
Input - A	0	0	0	0
Input - B	0	0	0	0
Output	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

2 Input - OR Gates

	OR 1	OR 2	OR 3	OR 4	OR 5	OR 6
Input - A	0	0	0	0	0	0
Input - B	0	0	0	0	0	0
Output	0	0	0	0	0	0

4 Input - OR Gates

	OR 7	OR 8
Input - A	0	0
Input - B	0	0
Input - C	0	0
Input - D	0	0
Output	0	0

NOT Gates (Inverters)

	NOT 1	NOT 2	NOT 3	NOT 4
Input	0	0	0	0
Output	0	0	0	0

DELAY Gates

	DELAY 1	DELAY 2	DELAY 3	DELAY 4	DELAY 5	DELAY 6
Input	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0
Output	0	0	0	0	0	0

Logic Latches

Latch:	1	2	3	4	5	6	7	8
Set	0	0	0	0	0	0	0	0
Reset	0	0	0	0	0	0	0	0
Out	0	0	0	0	0	0	0	0
/Out	0	0	0	0	0	0	0	0

INTERSECTION: Alessandro Boulevard & Canyon Crest Drive / Overlook Parkway

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0	_____	_____	0	0	0	0
1	_23456_	12345678	6	0	4	A
2	_23456_	12345678	8	30	E	A
3	_23456_	12345678	11	15	2	A
4	_23456_	12345678	14	30	3	A
5	1234567	12345678	18	45	E	A
6	1____7	12345678	11	0	E	A
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

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / 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	_____

Time of Day Function Events

TOD Functions

0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Vehicle Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Vehicle Max Recall
10 = Soft Recall
11= Max Extension 2
12 = Conditional Service
13 = Lag Free Phases
14, Bit 1 = Local Override
14, Bit 4 = Disable Det Off Monitoring
15 = TOD Outputs

INTERSECTION: Alessandro Boulevard & Canyon Crest Drive / Overlook Parkway

Red Start Time	6.0
Yellow Start Phases	___4___8
First Green Phases	_2___6__
Startup Vehicle Calls	_____
Startup Ped Calls	_____

Startup

Max ON Time	5
Max OFF Time	15
Chatter	45

Detector Check

	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Advance Warning Signs

Flash Entry Phases	_____
Flash Phases Yellow	_____
Flash Overlaps Yellow	_____
Flash Type	

Flash Setup

Exclusive Phases	_____
Protect / Permissive	_____
Disable Yellow Range	_____
Extra One	1_3_5___
Lag Phases - Free	_2_4_6_8

Configuration

Permitted Phases	12__5678
Restricted Phases	_____
Disable Overlap Range	_____
Extra Two	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____

Configuration

Keyboard Beep	
Backlight Timeout	
Spec Evnt 1 - Ltd Serv Interval	0
Spec Evnt 2 - Ltd Serv Interval	0
Red Start	6.0
Flash Start	0
Red Revert	5.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	
Manual Offset	

Manual

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Flash Type
0 = All On-Off (12345678-0)
1 = Main-Side (1256-3478)
2 = Ping Pong (1234-5678
3 = Ring Pairs (1638-5247)

INTERSECTION: Alessandro Boulevard & Cannon Road

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: Alessandro Boulevard
E/W Street Name: Cannon Road

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase							
	1	2	3	4	5	6	7	8
	SB	NB	--	EB	NB	SB	--	WB
Basic Phase Timing								
Min Green	5	5	0	5	5	5	0	5
Extension	2.0	3.0	0.0	3.0	2.0	3.0	0.0	3.0
Max	20	40	0	25	20	40	0	25
Max 2	30	70	0	70	30	70	0	70
Cond Serve Check	0	0	0	0	0	0	0	0
Clear								
Yellow Change	3.5	5.2	0.0	3.6	3.5	5.2	0.0	3.6
Red Clear	1.0	2.0	0.0	1.0	1.0	2.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	7	0	7	0	7
Ped Clear - FDW	0	13	0	30	0	18	0	30
Adv / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	13	0	30	0	18	0	30
Volume Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Added 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	3.0	0.0	3.0	2.0	3.0	0.0	3.0
Reduce Every	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	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

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2 6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: Alessandro Boulevard & Cannon Road

Transition Type	0.3
Coord Extra Functions	
Phase 1 - Minimum	10
Phase 2 - Minimum	10
Phase 3 - Minimum	10
Phase 4 - Minimum	10
Phase 5 - Minimum	10
Phase 6 - Minimum	10
Phase 7 - Minimum	10
Phase 8 - Minimum	10

Coordination - General

Note: The *Ring-Barrier Sum* of these Minimums will be the Minimum Cycle Length During Transition

Coord Extra
1 = Programmed Walk Time for Sync Phases
2 = Always Terminate Sync Phase Peds
3 = Use "Floating Force Off"
4 =
5 = Use "Start of Green" for Sync Point

Transition Type
0.X = Shortway
1.X = Lengthen Only
2.X = Shorten Only
X.1 thru X.4 = Number of Cycles to get "In Step"

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Cycle	130	110	135	100	100	100	100	100	90
Offset - 1	47	106	118	0	0	0	0	0	5
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	7	0	0	0	0	0	0
Force Off - 1	55	21	22	60	60	60	60	60	46
Force Off - 2	0	0	0	0	0	0	0	0	0
Force Off - 3	0	0	0	20	20	20	20	20	0
Force Off - 4	39	57	54	40	40	40	40	40	30
Force Off - 5	55	76	73	60	60	60	60	60	46
Force Off - 6	0	18	22	0	0	0	0	0	0
Force Off - 7	0	0	0	20	20	20	20	20	0
Force Off - 8	39	57	54	40	40	40	40	40	30

Coordination - Cycle, Offsets, & Force Offs

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	12	30	32	5	5	5	5	5	12
Perm 1 - Veh Phases	12_456_8	12_456_8	12_456_8	12345678	12345678	12345678	12345678	12345678	12_456_8
Perm 1 - Ped Phases	_2_4_6_8	_2_4_6_8	_2_4_6_8	12345678	12345678	12345678	12345678	12345678	_2_4_6_8
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	_2__6__	_2__6__	_2__6__						_2__6__
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	1__4_6_8	1__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									

Coordination - Permissives & Phase Sequence

INTERSECTION: Alessandro Boulevard & Cannon Road

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0	_____	_____	0	0	0	0
1	_23456_	12345678	6	0	1	A
2	_23456_	12345678	8	30	E	A
3	_23456_	12345678	11	15	2	A
4	_23456_	12345678	14	30	3	A
5	1234567	12345678	18	45	E	A
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

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / 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	_____

Time of Day Function Events

TOD Functions

0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Vehicle Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Vehicle Max Recall
10 = Soft Recall
11= Max Extension 2
12 = Conditional Service
13 = Lag Free Phases
14, Bit 1 = Local Override
14, Bit 4 = Disable Det Off Monitoring
15 = TOD Outputs

INTERSECTION: Alessandro Boulevard & Cannon Road

Red Start Time	6.0
Yellow Start Phases	___4___8
First Green Phases	_2___6__
Startup Vehicle Calls	_____
Startup Ped Calls	_____

Startup

Max ON Time	5
Max OFF Time	15
Chatter	45

Detector Check

	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Advance Warning Signs

Flash Entry Phases	_____
Flash Phases Yellow	_____
Flash Overlaps Yellow	_____
Flash Type	

Flash Setup

Exclusive Phases	_____
Protect / Permissive	_____
Disable Yellow Range	_____
Extra One	1_3_5___
Lag Phases - Free	_2_4_6_8

Configuration

Permitted Phases	12_456_8
Restricted Phases	_____
Disable Overlap Range	_____
Extra Two	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____

Configuration

Keyboard Beep	
Backlight Timeout	
Spec Evnt 1 - Ltd Serv Interval	0
Spec Evnt 2 - Ltd Serv Interval	0
Red Start	6.0
Flash Start	0
Red Revert	5.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	
Manual Offset	

Manual

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Flash Type
0 = All On-Off (12345678-0)
1 = Main-Side (1256-3478)
2 = Ping Pong (1234-5678
3 = Ring Pairs (1638-5247)

INTERSECTION: Aessandro Boulevard & Communications Center Drive

Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street Name: Alessandro Boulevard
E/W Street Name: Communications Center Drive

Last Database Change:

Change Record					
Change	By	Date	Change	By	Date

Notes:

Drop Number		<C+0+0>
Zone Number		<C+0+1>
Area Number		<C+0+2>
Area Address		<C+0+3>
QuicNet Channel		(QuicNet)

Communication Addresses

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Manual Selection

Max Initial	20	<F+0+E>
Red Revert	5.0	<F+0+F>
All Red Start	6.0	<F+C+0>

Start / Revert Times

	Phase							
Column Numbers ---->	1	2	3	4	5	6	7	8
Row *Phase Names ---->*	NB	SB	--	--	--	NB	--	EB
0 Ped Walk	0	7	0	0	0	0	0	7
1 Ped FDW	0	17	0	0	0	0	0	27
2 Min Green	5	5	0	0	0	5	0	5
3 Type 3 Limit	0	0	0	0	0	0	0	0
4 Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 Veh Extension	2.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0
6 Max Gap	2.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0
7 Min Gap	2.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0
8 Max Limit	20	50	0	0	0	50	0	20
9 Max Limit 2	30	70	0	0	0	70	0	70
A - - - - - -	0	0	0	0	0	0	0	0
B Call To Phase	0	0	0	0	0	0	0	0
C Reduce By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
D Reduce Every	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0
E Yellow Change	3.5	5.2	0.0	0.0	0.0	5.2	0.0	3.0
F Red Clear	1.0	2.0	0.0	0.0	0.0	2.0	0.0	1.0

Phase Timing - Bank 1 <F Page>

E	
RR-1 Delay	0
RR-1 Clear	10
EV-A Delay	0
EV-A Clear	5
EV-B Delay	0
EV-B Clear	5
EV-C Delay	0
EV-C Clear	5
EV-D Delay	0
EV-D Clear	5
RR-2 Delay	0
RR-2 Clear	10
View EV Delay	- - -
View EV Clear	- - -
View RR Delay	- - -
View RR Clear	- - -

Preempt Timing

Row	F
0	Permit 12___6_8
1	Red Lock _____
2	Yellow Lock _____
3	Min Recall _2___6__
4	Ped Recall _____
5	*View Set Peds* - - - - - - - -
6	Rest In Walk _____
7	Red Rest _____
8	Dual Entry _____
9	Max Recall _____
A	Soft Recall _____
B	Max 2 _____
C	Cond. Service _____
D	Man Cntrl Calls _____
E	Yellow Start ___4___8
F	First Phases _2___6__

Phase Functions <F Page>

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

INTERSECTION: Aessandro Boulevard & Communications Center Drive

Coordination

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	130	110	135	100	100	100	100	100	90	0
1	Phase 1 - ForceOff	65	18	52	65	65	65	65	65	40	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	0	0	0	25	25	25	25	25	0	3
4	Phase 4 - ForceOff	0	0	0	40	40	40	40	40	0	4
5	Phase 5 - ForceOff	0	0	0	65	65	65	65	65	0	5
6	Phase 6 - ForceOff	0	16	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	25	25	25	25	25	0	7
8	Phase 8 - ForceOff	36	51	36	40	40	40	40	40	24	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	47	48	39	0	0	0	0	0	10	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	12	27	12	12	12	12	12	12	12	D
E	Hold Release	255	255	255	255	255	255	255	255	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination <C Page>

(* = Coordination Recall)

Sync Phases

Row		E	Row
0			0
1	Plan 1 - Sync	_2___6__	1
2	Plan 2 - Sync	_2___6__	2
3	Plan 3 - Sync	_2___6__	3
4	Plan 4 - Sync	_2___6__	4
5	Plan 5 - Sync	_2___6__	5
6	Plan 6 - Sync	_2___6__	6
7	Plan 7 - Sync	_2___6__	7
8	Plan 8 - Sync	_2___6__	8
9	Plan 9 - Sync	_2___6__	9
A	Coord Ped *		A
B	NEMA Hold		B
C			C
D			D
E			E
F			F

Sync Phases <C Page>

Configuration

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	_2_____
B	EV-B Phases	
C	EV-C Phases	1___6__
D	EV-D Phases	_____8
E	Extra 1 Config. Bits	1_3_5
F	IC Select (Interconnect)	_2_____

Configuration <E Page>

Configuration

	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	_2_____
Ped 6P	
Ped 4P	
Ped 8P	_____8
Yellow Flash Phases	
Overlap A - Phases	
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	

Configuration <E Page>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 =
6 = Special Event
7 = Pretimed Operation
8 = Split Ring Operation

Assign 5 Outputs
(Ped Loadswitch Yellows)
1 = Right Turn Overlap
2 = TOD Outputs
3 = EV Beacon - Steady
4 = EV Beacon - Flashing
5 = Special Event Outputs
6 = Phase 3 & 7 Ped
7 = Advanced Warning Sign
8 =

Force-Off Adjust	0

Coord Force-Off Adjust for Ped Service <C+D+F>

Transition Type	0

TBC Transition <C+D+D>

Transition Type
0 = Shortway
Non-zero = Lengthen

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Lag Phases

Row		F	Row
0	Free Lag	_2_4_6_8	0
1	Plan 1 - Lag	_2_4_6_8	1
2	Plan 2 - Lag	1__4_6_8	2
3	Plan 3 - Lag	_2_4_6_8	3
4	Plan 4 - Lag	_2_4_6_8	4
5	Plan 5 - Lag	_2_4_6_8	5
6	Plan 6 - Lag	_2_4_6_8	6
7	Plan 7 - Lag	_2_4_6_8	7
8	Plan 8 - Lag	_2_4_6_8	8
9	Plan 9 - Lag	_2_4_6_8	9
A	Coord Max *		A
B	Coord Lag *		B
C			C
D			D
E			E
F			F

Lag Phases <C Page>

INTERSECTION: Aessandro Boulevard & Communications Center Drive

Row	Time	Plan	Offset	Day of Week
0				
1	06 : 00	1	A	_23456_
2	08 : 30	E	A	_23456_
3	11 : 15	2	A	_23456_
4	14 : 30	3	A	_23456_
5	18 : 45	E	A	1234567
6	11 : 00	9	A	1_____7
7				
8				
9				
A				
B				
C				
D				
E				
F				

TOD Coordination
<9 Key with C+D+9=0>

Time	Funct.	Day of Week

TOD Function
<7 Key>

Column F Phases/Bits

<D Page>

Time	Plan	Offset	Day of Week

Holiday # 1
TOD Coordination
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week

Holiday # 2
TOD Coordination
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week

Holiday # 3
TOD Coordination
<9 Key with C+D+9=3>

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

T.O.D. Functions
0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 2 - Phase Bank 2
Bit 3 - Phase Bank 3
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 4

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row
A
B
C

	Day	Year	Month
Holiday # 1 Date			
Holiday # 2 Date			
Holiday # 3 Date			

Holiday Dates
<8 Key>

Day of Week

INTERSECTION: Alessandro Boulevard & Trautwein Road

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: Trautwein Road
E/W Street Name: Alessandro Boulevard

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase							
	1	2	3	4	5	6	7	8
	WB	EB	--	--	--	WB	--	NB
Basic Phase Timing: Min Green	5	5	0	0	0	5	0	5
Basic Phase Timing: Extension	2.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0
Basic Phase Timing: Max	25	50	0	0	0	50	0	35
Basic Phase Timing: Max 2	40	70	0	0	0	70	0	70
Basic Phase Timing: Cond Serve Check	0	0	0	0	0	0	0	0
Clear: Yellow Change	4.0	5.2	0.0	0.0	0.0	5.2	0.0	5.2
Clear: Red Clear	1.0	2.0	0.0	0.0	0.0	2.0	0.0	1.0
Pedestrian Timing: Walk	0	7	0	0	0	0	0	0
Pedestrian Timing: Ped Clear - FDW	0	23	0	0	0	0	0	0
Pedestrian Timing: Adv / Delay Walk	0	0	0	0	0	0	0	0
Pedestrian Timing: PE Min Ped FDW	0	23	0	0	0	0	0	0
Volume Density: Type 3 Disconnect	0	0	0	0	0	0	0	0
Volume Density: Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Density: Max Added Initial	0	0	0	0	0	0	0	0
Volume Density: Min Gap	2.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0
Volume Density: Max Gap	2.0	3.0	0.0	0.0	0.0	3.0	0.0	3.0
Volume Density: Reduce Every	0.0	5.0	0.0	0.0	0.0	5.0	0.0	3.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	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

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2 6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: Alessandro Boulevard & Trautwein Road

Transition Type	0.3
Coord Extra Functions	
Phase 1 - Minimum	10
Phase 2 - Minimum	10
Phase 3 - Minimum	10
Phase 4 - Minimum	10
Phase 5 - Minimum	10
Phase 6 - Minimum	10
Phase 7 - Minimum	10
Phase 8 - Minimum	10

Coordination - General

Note: The *Ring-Barrier Sum* of these Minimums will be the Minimum Cycle Length During Transition

Coord Extra
1 = Programmed Walk Time for Sync Phases
2 = Always Terminate Sync Phase Peds
3 = Use "Floating Force Off"
4 =
5 = Use "Start of Green" for Sync Point

Transition Type
0.X = Shortway
1.X = Lengthen Only
2.X = Shorten Only
X.1 thru X.4 = Number of Cycles to get "In Step"

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Cycle	130	110	135	100	130	130	135	100	90
Offset - 1	26	59	40	0	96	53	47	0	75
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
Force Off - 1	67	20	63	60	72	56	20	60	48
Force Off - 2	0	0	0	0	0	0	0	0	0
Force Off - 3	0	0	0	20	0	0	0	20	0
Force Off - 4	0	0	0	40	0	0	0	40	0
Force Off - 5	0	0	0	60	0	0	0	60	0
Force Off - 6	0	20	0	0	0	0	20	0	0
Force Off - 7	0	0	0	20	0	0	0	20	0
Force Off - 8	51	50	41	40	56	38	50	40	29

Coordination - Cycle, Offsets, & Force Offs

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	12	26	12	5	12	12	12	5	12
Perm 1 - Veh Phases	12___6_8	12___6_8	12___6_8	12345678	12___6_8	12___6_8	12___6_8	12345678	12___6_8
Perm 1 - Ped Phases	_2_____	_2_____	_2_____	12345678	_2_____	_2_____	_2_____	12345678	_2_____
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	_2___6__	_2___6__	_2___6__		_2___6__	_2___6__	_2___6__		_2___6__
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	1__4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	_2_4_6_8	1__4_6_8	_2_4_6_8	_2_4_6_8
Pre-Timed Phases									

Coordination - Permissives & Phase Sequence

INTERSECTION: Alessandro Boulevard & Trautwein Road

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0	_____	_____	0	0	0	0
1	_23456_	12345678	6	0	1	A
2	_23456_	12345678	8	30	E	A
3	_23456_	12345678	11	15	2	A
4	_23456_	12345678	14	0	3	A
5	1234567	12345678	18	45	E	A
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

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / 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	_____

Time of Day Function Events

TOD Functions

0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Vehicle Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Vehicle Max Recall
10 = Soft Recall
11= Max Extension 2
12 = Conditional Service
13 = Lag Free Phases
14, Bit 1 = Local Override
14, Bit 4 = Disable Det Off Monitoring
15 = TOD Outputs

INTERSECTION: Alessandro Boulevard & Trautwein Road

Red Start Time	6.0
Yellow Start Phases	___4___8
First Green Phases	_2___6__
Startup Vehicle Calls	_____
Startup Ped Calls	_____

Startup

Max ON Time	5
Max OFF Time	15
Chatter	45

Detector Check

	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Advance Warning Signs

Flash Entry Phases	_____
Flash Phases Yellow	_____
Flash Overlaps Yellow	_____
Flash Type	

Flash Setup

Exclusive Phases	_____
Protect / Permissive	_____
Disable Yellow Range	_____
Extra One	1_3_5___
Lag Phases - Free	_2_4_6_8

Configuration

Permitted Phases	12___6_8
Restricted Phases	_____
Disable Overlap Range	_____
Extra Two	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____

Configuration

Keyboard Beep	
Backlight Timeout	
Spec Evnt 1 - Ltd Serv Interval	0
Spec Evnt 2 - Ltd Serv Interval	0
Red Start	6.0
Flash Start	0
Red Revert	5.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	
Manual Offset	

Manual

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Flash Type
0 = All On-Off (12345678-0)
1 = Main-Side (1256-3478)
2 = Ping Pong (1234-5678
3 = Ring Pairs (1638-5247)

INTERSECTION: Trautwein Road & Mission Grove Parkway South

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: Trautwein Rd
E/W Street Name: Mission Grove Pkwy S

Last *QuicNet* Database Change:

Notes:

Field Change Record

Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

Basic Phase Timing

	Phase 1	2	3	4	5	6	7	8
Min Green	5	5	5	5	5	5	5	5
Extension	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max	25	40	20	30	25	40	20	25
Max 2	30	70	30	70	30	70	30	70
Cond Serve Check	0	0	0	0	0	0	0	0

Clear

Yellow Change	3.5	5.2	3.0	4.8	3.5	5.2	4.5	3.6
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Pedestrian Timing

Walk	0	7	0	7	0	7	0	7
Ped Clear - FDW	0	12	0	25	0	23	0	28
Adv / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	12	0	25	0	23	0	28

Volume Density

Type 3 Disconnect	0	0	0	0	0	0	0	0
Added 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	2.0	2.0
Max Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Reduce Every	0.0	4.0	0.0	3.0	0.0	4.0	0.0	0.0

Phase Timing - Bank 1

	Phase 1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	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

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2 6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: Alessandro Boulevard & Mission Plaza

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: Mission Plaza
E/W Street Name: Alessandro Boulevard

Last *QuicNet* Database Change:

Notes:

Field Change Record

Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase							
	1	2	3	4	5	6	7	8
	WB	EB	--	NB	--	WB	--	--
Basic Phase Timing: Min Green	5	5	0	5	0	5	0	0
Basic Phase Timing: Extension	2.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0
Basic Phase Timing: Max	20	40	0	30	0	40	0	0
Basic Phase Timing: Max 2	30	70	0	70	0	70	0	0
Basic Phase Timing: Cond Serve Check	0	0	0	0	0	0	0	0
Clear: Yellow Change	3.5	5.2	0.0	3.6	0.0	5.2	0.0	0.0
Clear: Red Clear	1.0	2.0	0.0	1.0	0.0	2.0	0.0	0.0
Pedestrian Timing: Walk	0	7	0	7	0	0	0	0
Pedestrian Timing: Ped Clear - FDW	0	18	0	36	0	0	0	0
Pedestrian Timing: Adv / Delay Walk	0	0	0	0	0	0	0	0
Pedestrian Timing: PE Min Ped FDW	0	18	0	36	0	0	0	0
Volume Density: Type 3 Disconnect	0	0	0	0	0	0	0	0
Volume Density: Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Density: Max Added Initial	0	0	0	0	0	0	0	0
Volume Density: Min Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Volume Density: Max Gap	2.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0
Volume Density: Reduce Every	0.0	4.0	0.0	3.0	0.0	4.0	0.0	0.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	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

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2 6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: Alessandro Boulevard & Mission Plaza

Transition Type	0.3
Coord Extra Functions	_____
Phase 1 - Minimum	10
Phase 2 - Minimum	10
Phase 3 - Minimum	10
Phase 4 - Minimum	10
Phase 5 - Minimum	10
Phase 6 - Minimum	10
Phase 7 - Minimum	10
Phase 8 - Minimum	10

Coordination - General

Note: The *Ring-Barrier Sum* of these Minimums will be the Minimum Cycle Length During Transition

Coord Extra
1 = Programmed Walk Time for Sync Phases
2 = Always Terminate Sync Phase Peds
3 = Use "Floating Force Off"
4 =
5 = Use "Start of Green" for Sync Point

Transition Type
0.X = Shortway
1.X = Lengthen Only
2.X = Shorten Only
X.1 thru X.4 = Number of Cycles to get "In Step"

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Cycle	130	110	135	100	130	100	100	100	100
Offset - 1	35	75	72	0	108	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
Force Off - 1	63	73	67	60	47	60	60	60	60
Force Off - 2	0	0	0	0	0	0	0	0	0
Force Off - 3	0	0	0	20	0	20	20	20	20
Force Off - 4	43	43	43	40	27	40	40	40	40
Force Off - 5	0	0	0	60	0	60	60	60	60
Force Off - 6	0	0	0	0	0	0	0	0	0
Force Off - 7	0	0	0	20	0	20	20	20	20
Force Off - 8	0	0	0	40	0	40	40	40	40

Coordination - Cycle, Offsets, & Force Offs

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	12	12	12	5	12	5	5	5	5
Perm 1 - Veh Phases	12_4_6__	12_4_6__	12_4_6__	12345678	12_4_6__	12345678	12345678	12345678	12345678
Perm 1 - Ped Phases	_2_4____	_2_4____	_2_4____	12345678	_2_4____	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	_2___6__	_2___6__	_2___6__	_____	_2___6__	_____	_____	_____	_____
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	_____	_____	_____	_____	_____	_____	_____	_____	_____

Coordination - Permissives & Phase Sequence

INTERSECTION: Alessandro Boulevard & Mission Plaza

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0	_____	_____	0	0	0	0
1	_23456_	12345678	6	0	1	A
2	_23456_	12345678	8	30	E	A
3	_23456_	12345678	11	15	2	A
4	_23456_	12345678	14	30	3	B
5	1234567	12345678	18	45	E	A
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

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / 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	_____

Time of Day Function Events

TOD Functions

0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Vehicle Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Vehicle Max Recall
10 = Soft Recall
11= Max Extension 2
12 = Conditional Service
13 = Lag Free Phases
14, Bit 1 = Local Override
14, Bit 4 = Disable Det Off Monitoring
15 = TOD Outputs

INTERSECTION: Alessandro Boulevard & Mission Plaza

Red Start Time	6.0
Yellow Start Phases	___4___8
First Green Phases	_2___6__
Startup Vehicle Calls	_____
Startup Ped Calls	_____

Startup

Max ON Time	5
Max OFF Time	15
Chatter	45

Detector Check

	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Advance Warning Signs

Flash Entry Phases	_____
Flash Phases Yellow	_____
Flash Overlaps Yellow	_____
Flash Type	

Flash Setup

Exclusive Phases	_____
Protect / Permissive	_____
Disable Yellow Range	_____
Extra One	1_3_5___
Lag Phases - Free	_2_4_6_8

Configuration

Permitted Phases	12_4_6__
Restricted Phases	_____
Disable Overlap Range	_____
Extra Two	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____

Configuration

Keyboard Beep	
Backlight Timeout	
Spec Evnt 1 - Ltd Serv Interval	0
Spec Evnt 2 - Ltd Serv Interval	0
Red Start	6.0
Flash Start	0
Red Revert	5.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	
Manual Offset	

Manual

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Flash Type
0 = All On-Off (12345678-0)
1 = Main-Side (1256-3478)
2 = Ping Pong (1234-5678
3 = Ring Pairs (1638-5247)

INTERSECTION: Alessandro Boulevard & Mission Grove Parkway

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: Mission Grove Parkway
E/W Street Name: Alessandro Boulevard

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Walk Output	0
Don't Walk Output	0

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Exclusive Ped Phase

	Phase							
	1	2	3	4	5	6	7	8
	WB	EB	NB	SB	EB	WB	SB	NB
Basic Phase Timing: Min Green	5	5	5	5	5	5	5	5
Basic Phase Timing: Extension	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Basic Phase Timing: Max	20	60	20	30	20	60	20	30
Basic Phase Timing: Max 2	30	70	30	70	30	70	30	70
Basic Phase Timing: Cond Serve Check	0	0	0	0	0	0	0	0
Clear: Yellow Change	4.0	5.2	4.0	3.7	3.5	5.2	3.5	4.8
Clear: Red Clear	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0
Pedestrian Timing: Walk	0	7	0	7	0	7	0	7
Pedestrian Timing: Ped Clear - FDW	0	23	0	37	0	18	0	33
Pedestrian Timing: Adv / Delay Walk	0	0	0	0	0	0	0	0
Pedestrian Timing: PE Min Ped FDW	0	23	0	37	0	18	0	33
Volume Density: Type 3 Disconnect	0	0	0	0	0	0	0	0
Volume Density: Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume Density: Max Added Initial	0	0	0	0	0	0	0	0
Volume Density: Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Volume Density: Max Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Volume Density: Reduce Every	0.0	6.0	0.0	3.0	0.0	6.0	0.0	3.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	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

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2 6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: Alessandro Boulevard & Mission Grove Parkway

Transition Type	0.3
Coord Extra Functions	
Phase 1 - Minimum	10
Phase 2 - Minimum	10
Phase 3 - Minimum	10
Phase 4 - Minimum	10
Phase 5 - Minimum	10
Phase 6 - Minimum	10
Phase 7 - Minimum	10
Phase 8 - Minimum	10

Coordination - General

Note: The *Ring-Barrier Sum* of these Minimums will be the Minimum Cycle Length During Transition

Coord Extra
1 = Programmed Walk Time for Sync Phases
2 = Always Terminate Sync Phase Peds
3 = Use "Floating Force Off"
4 =
5 = Use "Start of Green" for Sync Point

Transition Type
0.X = Shortway
1.X = Lengthen Only
2.X = Shorten Only
X.1 thru X.4 = Number of Cycles to get "In Step"

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Cycle	130	110	135	135	130	110	135	100	90
Offset - 1	28	52	34	30	74	108	40	0	3
Offset - 2	2	5	2	2	0	0	0	0	7
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
Force Off - 1	100	94	111	21	64	97	84	60	18
Force Off - 2	17	19	20	0	0	18	18	0	0
Force Off - 3	37	37	42	43	17	35	38	20	38
Force Off - 4	76	74	86	87	40	77	59	40	64
Force Off - 5	17	19	20	111	56	18	18	60	79
Force Off - 6	0	0	0	21	0	0	0	0	18
Force Off - 7	37	35	42	43	17	35	35	20	38
Force Off - 8	76	74	86	87	40	77	77	40	64

Coordination - Cycle, Offsets, & Force Offs

	Coordination Plan								
	1	2	3	4	5	6	7	8	9
Perm 1 - Begin	0	0	0	0	0	0	0	0	0
Perm 1 - End	26	28	29	30	12	12	12	5	27
Perm 1 - Veh Phases	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
Perm 1 - Ped 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
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	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__	_2___6__
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	1__4_6_8	_2_4_6_8	_2__45__8	_2_45__8	_2_4_6_8	1__4_6_8
Pre-Timed Phases									

Coordination - Permissives & Phase Sequence

INTERSECTION: Alessandro Boulevard & Mission Grove Parkway

Event	Day of Week	Season	Hour	Minute	Plan	Offset
0	_____	_____	0	0	0	0
1	_23456_	12345678	6	0	1	A
2	_23456_	12345678	8	30	E	A
3	_23456_	12345678	11	15	2	A
4	_23456_	12345678	14	30	4	B
5	1234567	12345678	18	45	E	A
6	1____7	12345678	11	0	E	A
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

Time Base Coordination Events

Event	Day of Week	Season	Hour	Minute	Funct.	Phase / 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	_____

Time of Day Function Events

TOD Functions

0 = Permitted Phases
1 = Red Lock
2 = Yellow Lock
3 = Vehicle Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Vehicle Max Recall
10 = Soft Recall
11= Max Extension 2
12 = Conditional Service
13 = Lag Free Phases
14, Bit 1 = Local Override
14, Bit 4 = Disable Det Off Monitoring
15 = TOD Outputs

INTERSECTION: Alessandro Boulevard & Mission Grove Parkway

Red Start Time	6.0
Yellow Start Phases	___4___8
First Green Phases	_2___6__
Startup Vehicle Calls	_____
Startup Ped Calls	_____

Startup

Max ON Time	5
Max OFF Time	15
Chatter	45

Detector Check

	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Advance Warning Signs

Flash Entry Phases	_____
Flash Phases Yellow	_____
Flash Overlaps Yellow	_____
Flash Type	

Flash Setup

Exclusive Phases	_____
Protect / Permissive	_____
Disable Yellow Range	_____
Extra One	1_3_5___
Lag Phases - Free	_2_4_6_8

Configuration

Permitted Phases	12345678
Restricted Phases	_____
Disable Overlap Range	_____
Extra Two	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____

Configuration

Keyboard Beep	
Backlight Timeout	
Spec Evnt 1 - Ltd Serv Interval	0
Spec Evnt 2 - Ltd Serv Interval	0
Red Start	6.0
Flash Start	0
Red Revert	5.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	
Manual Offset	

Manual

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Flash Type
0 = All On-Off (12345678-0)
1 = Main-Side (1256-3478)
2 = Ping Pong (1234-5678
3 = Ring Pairs (1638-5247)

INTERSECTION: Mission Grove Parkway & Mission Village Drive

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: Missio Grove Parkway
E/W Street Name: Mission Village Drive

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase							
	1	2	3	4	5	6	7	8
	SB	NB	WB	EB	NB	SB	EB	WB
Basic Phase Timing								
Min Green	5	5	5	5	5	5	5	5
Extension	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Max	20	40	20	30	20	40	20	30
Max 2	30	60	30	60	30	60	30	60
Cond Serve Check	0	0	0	0	0	0	0	0
Clear								
Yellow Change	3.0	4.8	3.0	3.6	3.0	4.8	3.0	3.6
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Pedestrian Timing								
Walk	0	7	0	7	0	7	0	7
Ped Clear - FDW	0	13	0	25	0	13	0	25
Adv / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	13	0	25	0	13	0	25
Volume Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Added 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	2.0	2.0
Max Gap	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Reduce Every	0.0	4.0	0.0	3.0	0.0	4.0	0.0	3.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	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

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2 6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: Mission Grove Parkway & Mission Village Drive

Red Start Time	6.0
Yellow Start Phases	___4___8
First Green Phases	_2___6__
Startup Vehicle Calls	_____
Startup Ped Calls	_____

Startup

Max ON Time	5
Max OFF Time	15
Chatter	45

Detector Check

	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Advance Warning Signs

Flash Entry Phases	_____
Flash Phases Yellow	_____
Flash Overlaps Yellow	_____
Flash Type	

Flash Setup

Exclusive Phases	_____
Protect / Permissive	_____
Disable Yellow Range	_____
Extra One	1_3_5___
Lag Phases - Free	_2_4_6_8

Configuration

Permitted Phases	12345678
Restricted Phases	_____
Disable Overlap Range	_____
Extra Two	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____

Configuration

Keyboard Beep	
Backlight Timeout	
Spec Evnt 1 - Ltd Serv Interval	0
Spec Evnt 2 - Ltd Serv Interval	0
Red Start	6.0
Flash Start	0
Red Revert	5.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	
Manual Offset	

Manual

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Flash Type
0 = All On-Off (12345678-0)
1 = Main-Side (1256-3478)
2 = Ping Pong (1234-5678
3 = Ring Pairs (1638-5247)

INTERSECTION: Mission Grove Parkway & Mission Plaza

QuicNet System Parameters

Group Assignment:
Field Master Assignment:
System Reference Number:
Commications Channel:
Drop Address:
Area Number:
Area Address:

N/S Street Name: Mission Grove Parkway
E/W Street Name: Mission Plaza

Last *QuicNet* Database Change:

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase							
	1	2	3	4	5	6	7	8
	SB	NB	--	EB	NB	SB	--	WB
Basic Phase Timing								
Min Green	5	5	0	5	5	5	0	5
Extension	2.0	3.0	0.0	3.0	2.0	3.0	0.0	3.0
Max	20	40	0	30	20	40	0	30
Max 2	30	60	0	60	30	60	0	60
Cond Serve Check	0	0	0	0	0	0	0	0
Clear								
Yellow Change	3.0	4.8	0.0	3.6	3.0	4.8	0.0	3.6
Red Clear	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	7	0	7	0	7
Ped Clear - FDW	0	14	0	25	0	15	0	25
Adv / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	14	0	25	0	15	0	25
Volume Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Added 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	3.0	0.0	3.0	2.0	3.0	0.0	3.0
Reduce Every	0.0	4.0	0.0	3.0	0.0	4.0	0.0	3.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	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

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	2 6	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

INTERSECTION: Mission Grove Parkway & Mission Plaza

Red Start Time	6.0
Yellow Start Phases	___4___8
First Green Phases	_2___6__
Startup Vehicle Calls	_____
Startup Ped Calls	_____

Startup

Max ON Time	5
Max OFF Time	15
Chatter	45

Detector Check

	Sign 1	Sign 2
Phase Number	0	0
Time Before Yellow	0.0	0.0

Advance Warning Signs

Flash Entry Phases	_____
Flash Phases Yellow	_____
Flash Overlaps Yellow	_____
Flash Type	

Flash Setup

Exclusive Phases	_____
Protect / Permissive	_____
Disable Yellow Range	_____
Extra One	1_3_5___
Lag Phases - Free	_2_4_6_8

Configuration

Permitted Phases	12_456_8
Restricted Phases	_____
Disable Overlap Range	_____
Extra Two	_____
External Permit 1	_____
External Permit 2	_____
External Permit 3	_____

Configuration

Keyboard Beep	
Backlight Timeout	
Spec Evnt 1 - Ltd Serv Interval	0
Spec Evnt 2 - Ltd Serv Interval	0
Red Start	6.0
Flash Start	0
Red Revert	5.0

Miscellaneous

Spring Month (Begin)	3
Spring Week (Begin)	2
Fall Month (End)	11
Fall Week (End)	1

Daylight Savings Time

Manual Plan	
Manual Offset	

Manual

Address	
Area Number	
Area Address	
IP Port	
IP Address	
Subnet Mask	
Gateway	

Ethernet Port Address

	Port 1	Port 2	Port 3	Port 4
Address				
Area Number				
Area Address				
Comm Time Out				
CTS Delay				
RTS Hold				
Baud Rate				
Data Format				

Communications Parameters

Manual Plan
1 thru 9 = Coordination Plan 1 thru 9
14 = Free
15 = Flash

Extra One
1 =
2 =
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 =
8 =

Extra Two
1 =
2 =
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignor P/P on EV
6 =
7 =
8 =

Flash Type
0 = All On-Off (12345678-0)
1 = Main-Side (1256-3478)
2 = Ping Pong (1234-5678
3 = Ring Pairs (1638-5247)

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

City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

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

	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	36	236	3	1	275	152	9	10	3	171	0	448	84	36	532	10	6	4	3	20	43	998	1041
07:15 AM	53	224	4	2	281	155	13	16	9	184	1	386	128	56	515	14	4	3	3	21	70	1001	1071
07:30 AM	30	122	3	1	155	123	5	8	3	136	2	358	147	57	507	16	9	2	0	27	61	825	886
07:45 AM	50	176	4	3	230	127	2	7	3	136	0	370	115	52	485	14	10	0	0	24	58	875	933
Total	169	758	14	7	941	557	29	41	18	627	3	1562	474	201	2039	54	29	9	6	92	232	3699	3931
08:00 AM	55	137	3	2	195	72	3	6	4	81	1	382	115	44	498	13	16	3	1	32	51	806	857
08:15 AM	26	101	6	1	133	45	1	6	5	52	2	375	92	25	469	7	2	1	1	10	32	664	696
08:30 AM	33	129	3	1	165	77	2	12	7	91	0	260	85	39	345	10	1	0	0	11	47	612	659
08:45 AM	42	139	5	1	186	61	2	7	3	70	1	304	91	31	396	3	6	0	0	9	35	661	696
Total	156	506	17	5	679	255	8	31	19	294	4	1321	383	139	1708	33	25	4	2	62	165	2743	2908
Grand Total	325	1264	31	12	1620	812	37	72	37	921	7	2883	857	340	3747	87	54	13	8	154	397	6442	6839
Apprch %	20.1	78	1.9			88.2	4	7.8			0.2	76.9	22.9			56.5	35.1	8.4					
Total %	5	19.6	0.5		25.1	12.6	0.6	1.1		14.3	0.1	44.8	13.3		58.2	1.4	0.8	0.2		2.4	5.8	94.2	
Passenger Vehicles	317	1232	28		1589	795	36	68		935	7	2830	839		4009	86	54	13		161	0	0	6694
% Passenger Vehicles	97.5	97.5	90.3	100	97.4	97.9	97.3	94.4	97.3	97.6	100	98.2	97.9	97.9	98.1	98.9	100	100	100	99.4	0	0	97.9
Large 2 Axle Vehicles	8	28	3		39	15	1	4		21	0	50	14		68	1	0	0		1	0	0	129
% Large 2 Axle Vehicles	2.5	2.2	9.7	0	2.4	1.8	2.7	5.6	2.7	2.2	0	1.7	1.6	1.2	1.7	1.1	0	0	0	0.6	0	0	1.9
3 Axle Vehicles	0	3	0		3	1	0	0		1	0	0	3		5	0	0	0		0	0	0	9
% 3 Axle Vehicles	0	0.2	0	0	0.2	0.1	0	0	0	0.1	0	0	0.4	0.6	0.1	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	1	0		1	1	0	0		1	0	3	1		5	0	0	0		0	0	0	7
% 4+ Axle Trucks	0	0.1	0	0	0.1	0.1	0	0	0	0.1	0	0.1	0.1	0.3	0.1	0	0	0	0	0	0	0	0.1

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	36	**236**	3	275	152	9	10	171	0	**448**	84	**532**	10	6	**4**	20	998
07:15 AM	**53**	224	**4**	**281**	**155**	**13**	**16**	**184**	1	386	128	515	14	4	3	21	**1001**
07:30 AM	30	122	3	155	123	5	8	136	**2**	358	**147**	507	**16**	9	2	**27**	825
07:45 AM	50	176	4	230	127	2	7	136	0	370	115	485	14	**10**	0	24	875
Total Volume	169	758	14	941	557	29	41	627	3	1562	474	2039	54	29	9	92	3699
% App. Total	18	80.6	1.5		88.8	4.6	6.5		0.1	76.6	23.2		58.7	31.5	9.8		
PHF	.797	.803	.875	.837	.898	.558	.641	.852	.375	.872	.806	.958	.844	.725	.563	.852	.924

Counts Unlimited
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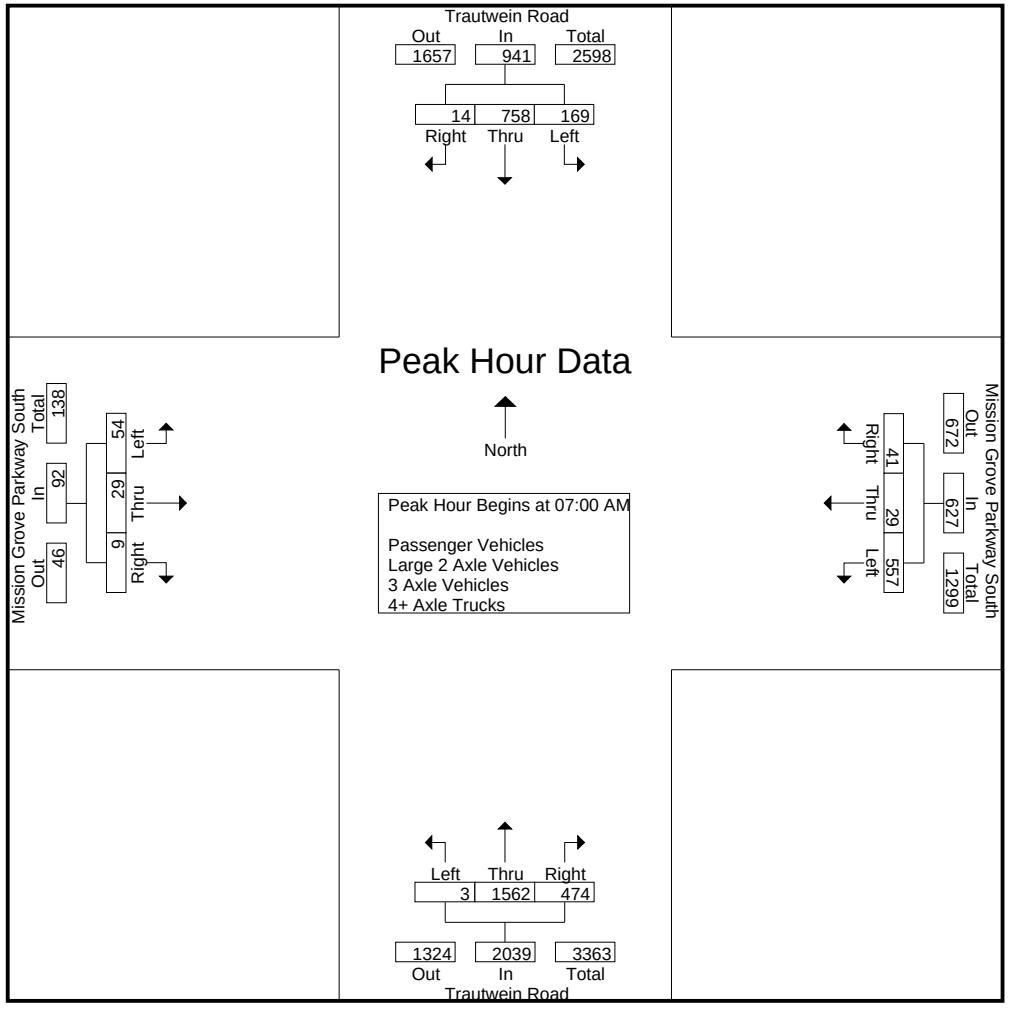
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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Corona, CA 92878
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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:15 AM				
+0 mins.	36	**236**	3	275	152	9	10	171	0	**448**	84	**532**	14	4	**3**	21	
+15 mins.	**53**	224	**4**	**281**	**155**	**13**	**16**	**184**	1	386	128	515	**16**	9	2	27	
+30 mins.	30	122	3	155	123	5	8	136	**2**	358	**147**	507	14	10	0	24	
+45 mins.	50	176	4	230	127	2	7	136	0	370	115	485	13	**16**	3	**32**	
Total Volume	169	758	14	941	557	29	41	627	3	1562	474	2039	57	39	8	104	
% App. Total	18	80.6	1.5		88.8	4.6	6.5		0.1	76.6	23.2		54.8	37.5	7.7		
PHF	.797	.803	.875	.837	.898	.558	.641	.852	.375	.872	.806	.958	.891	.609	.667	.813	

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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	32	231	3	1	266	151	9	10	3	170	0	438	82	36	520	10	6	4	3	20	43	976	1019
07:15 AM	52	220	3	2	275	149	12	14	8	175	1	378	124	53	503	14	4	3	3	21	66	974	1040
07:30 AM	30	121	3	1	154	122	5	8	3	135	2	354	145	55	501	16	9	2	0	27	59	817	876
07:45 AM	50	168	4	3	222	125	2	6	3	133	0	363	115	52	478	13	10	0	0	23	58	856	914
Total	164	740	13	7	917	547	28	38	17	613	3	1533	466	196	2002	53	29	9	6	91	226	3623	3849
08:00 AM	53	135	3	2	191	70	3	6	4	79	1	377	112	43	490	13	16	3	1	32	50	792	842
08:15 AM	26	100	5	1	131	45	1	6	5	52	2	364	88	25	454	7	2	1	1	10	32	647	679
08:30 AM	32	123	3	1	158	75	2	11	7	88	0	252	85	39	337	10	1	0	0	11	47	594	641
08:45 AM	42	134	4	1	180	58	2	7	3	67	1	304	88	30	393	3	6	0	0	9	34	649	683
Total	153	492	15	5	660	248	8	30	19	286	4	1297	373	137	1674	33	25	4	2	62	163	2682	2845
Grand Total	317	1232	28	12	1577	795	36	68	36	899	7	2830	839	333	3676	86	54	13	8	153	389	6305	6694
Apprch %	20.1	78.1	1.8			88.4	4	7.6			0.2	77	22.8			56.2	35.3	8.5					
Total %	5	19.5	0.4		25	12.6	0.6	1.1		14.3	0.1	44.9	13.3		58.3	1.4	0.9	0.2		2.4	5.8	94.2	

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	32	**231**	3	266	**151**	9	10	170	0	**438**	82	**520**	10	6	**4**	20	**976**
07:15 AM	**52**	220	3	**275**	149	**12**	**14**	**175**	1	378	124	503	14	4	3	21	974
07:30 AM	30	121	3	154	122	5	8	135	**2**	354	**145**	501	**16**	9	2	**27**	817
07:45 AM	50	168	**4**	222	125	2	6	133	0	363	115	478	13	**10**	0	23	856
Total Volume	164	740	13	917	547	28	38	613	3	1533	466	2002	53	29	9	91	3623
% App. Total	17.9	80.7	1.4		89.2	4.6	6.2		0.1	76.6	23.3		58.2	31.9	9.9		
PHF	.788	.801	.813	.834	.906	.583	.679	.876	.375	.875	.803	.963	.828	.725	.563	.843	.928

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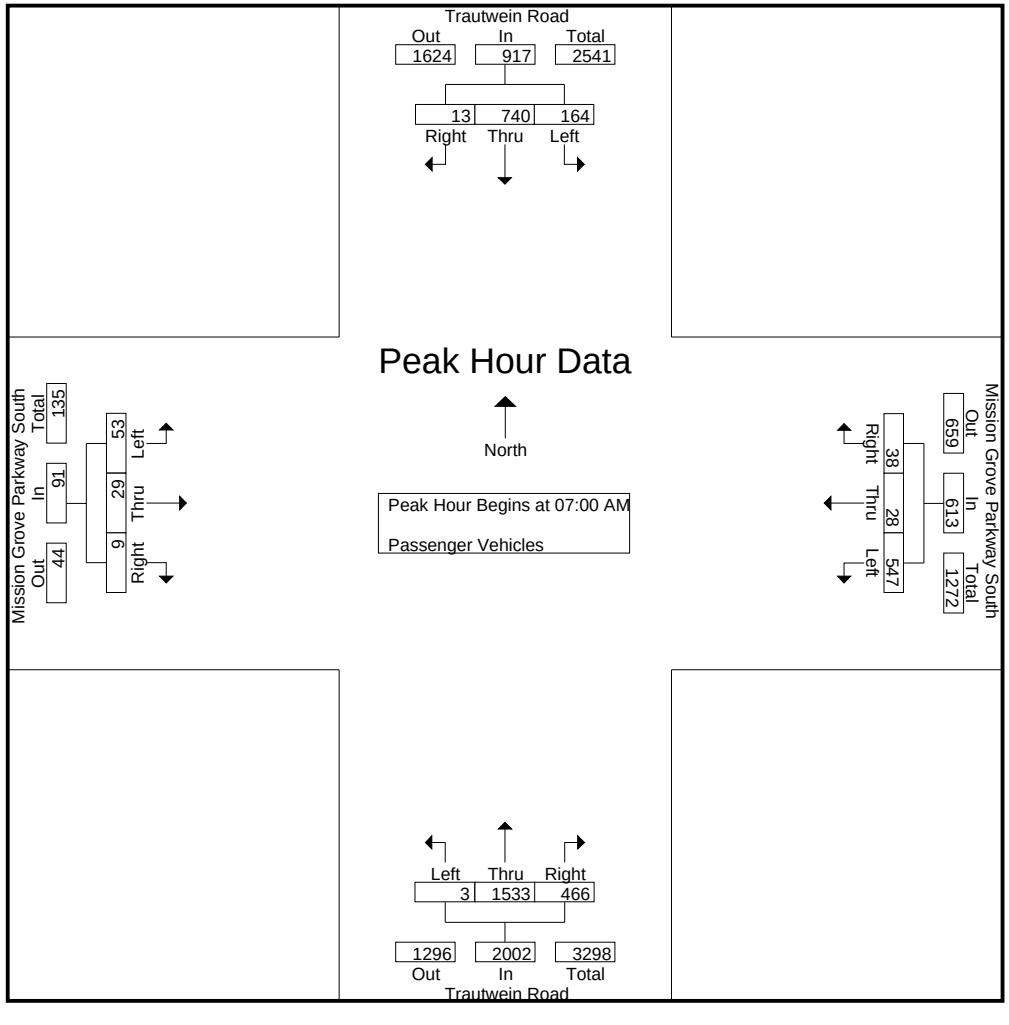
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
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File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	32	**231**	3	266	**151**	9	10	170	0	**438**	82	**520**	10	6	**4**	20	
+15 mins.	**52**	220	3	**275**	149	**12**	**14**	**175**	1	378	124	503	14	4	3	21	
+30 mins.	30	121	3	154	122	5	8	135	**2**	354	**145**	501	**16**	9	2	**27**	
+45 mins.	50	168	**4**	222	125	2	6	133	0	363	115	478	13	**10**	0	23	
Total Volume	164	740	13	917	547	28	38	613	3	1533	466	2002	53	29	9	91	
% App. Total	17.9	80.7	1.4		89.2	4.6	6.2		0.1	76.6	23.3		58.2	31.9	9.9		
PHF	.788	.801	.813	.834	.906	.583	.679	.876	.375	.875	.803	.963	.828	.725	.563	.843	

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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	4	4	0	0	8	1	0	0	0	1	0	10	2	0	12	0	0	0	0	0	0	21	21
07:15 AM	1	4	1	0	6	6	1	2	1	9	0	7	2	1	9	0	0	0	0	0	2	24	26
07:30 AM	0	1	0	0	1	1	0	0	0	1	0	4	2	2	6	0	0	0	0	0	2	8	10
07:45 AM	0	6	0	0	6	2	0	1	0	3	0	6	0	0	6	1	0	0	0	1	0	16	16
Total	5	15	1	0	21	10	1	3	1	14	0	27	6	3	33	1	0	0	0	1	4	69	73
08:00 AM	2	2	0	0	4	2	0	0	0	2	0	5	3	1	8	0	0	0	0	0	1	14	15
08:15 AM	0	1	1	0	2	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	0	15	15
08:30 AM	1	6	0	0	7	2	0	1	0	3	0	8	0	0	8	0	0	0	0	0	0	18	18
08:45 AM	0	4	1	0	5	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	8	8
Total	3	13	2	0	18	5	0	1	0	6	0	23	8	1	31	0	0	0	0	0	1	55	56
Grand Total	8	28	3	0	39	15	1	4	1	20	0	50	14	4	64	1	0	0	0	1	5	124	129
Apprch %	20.5	71.8	7.7			75	5	20			0	78.1	21.9			100	0	0					
Total %	6.5	22.6	2.4		31.5	12.1	0.8	3.2		16.1	0	40.3	11.3		51.6	0.8	0	0		0.8	3.9	96.1	

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**4**	4	0	**8**	1	0	0	1	0	**10**	**2**	**12**	0	0	0	0	21
07:15 AM	1	4	**1**	6	**6**	**1**	**2**	**9**	0	7	2	9	0	0	0	0	**24**
07:30 AM	0	1	0	1	1	0	0	1	0	4	2	6	0	0	0	0	8
07:45 AM	0	**6**	0	6	2	0	1	3	0	6	0	6	**1**	0	0	**1**	16
Total Volume	5	15	1	21	10	1	3	14	0	27	6	33	1	0	0	1	69
% App. Total	23.8	71.4	4.8		71.4	7.1	21.4		0	81.8	18.2		100	0	0		
PHF	.313	.625	.250	.656	.417	.250	.375	.389	.000	.675	.750	.688	.250	.000	.000	.250	.719

Counts Unlimited
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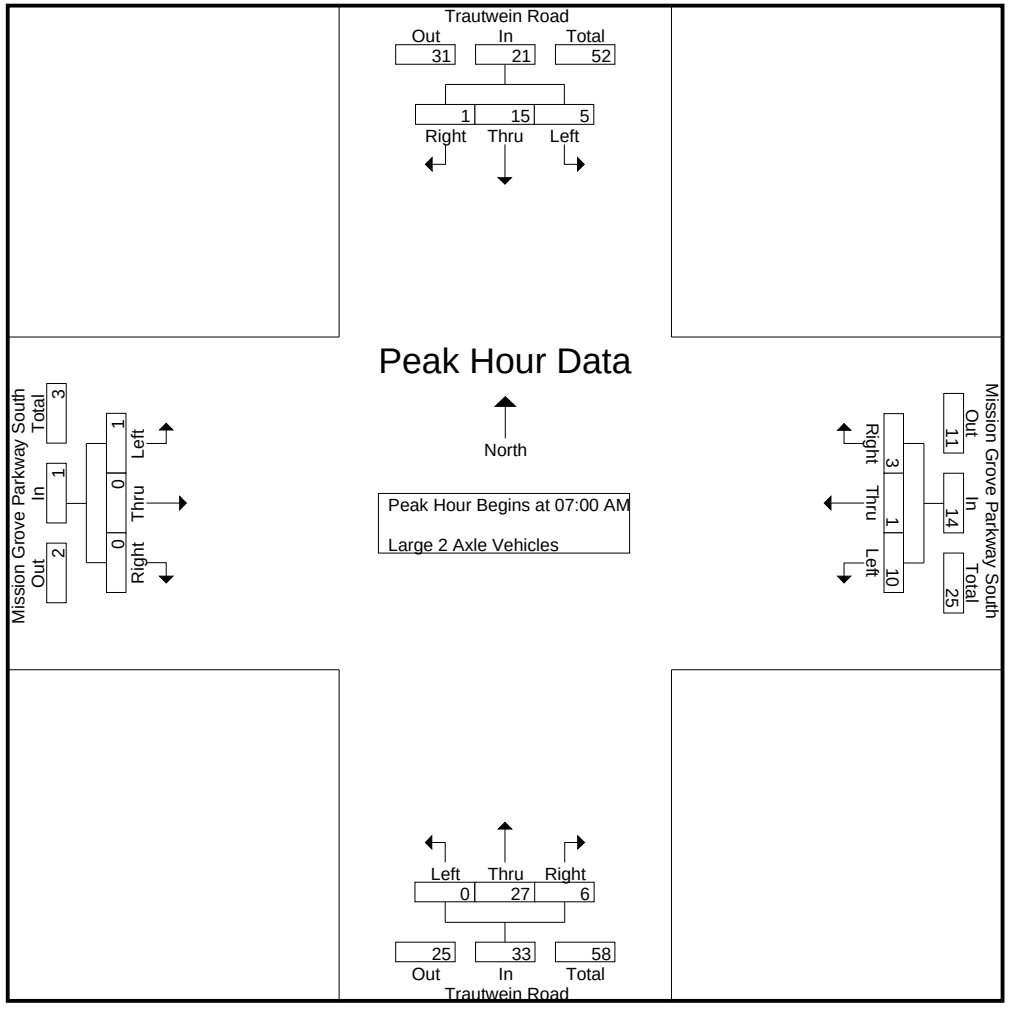
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	**4**	4	0	**8**	1	0	0	1	0	**10**	**2**	**12**	0	0	0	0	
+15 mins.	1	4	**1**	6	**6**	**1**	**2**	**9**	0	7	2	9	0	0	0	0	
+30 mins.	0	1	0	1	1	0	0	1	0	4	2	6	0	0	0	0	
+45 mins.	0	**6**	0	6	2	0	1	3	0	6	0	6	**1**	0	0	**1**	
Total Volume	5	15	1	21	10	1	3	14	0	27	6	33	1	0	0	1	
% App. Total	23.8	71.4	4.8		71.4	7.1	21.4		0	81.8	18.2		100	0	0		
PHF	.313	.625	.250	.656	.417	.250	.375	.389	.000	.675	.750	.688	.250	.000	.000	.250	

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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	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	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	1	3	4
Total	0	1	0	0	1	1	0	0	0	1	0	0	2	1	2	0	0	0	0	0	1	4	5
Grand Total	0	3	0	0	3	1	0	0	0	1	0	0	3	2	3	0	0	0	0	0	2	7	9
Apprch %	0	100	0			100	0	0			0	0	100			0	0	0					
Total %	0	42.9	0		42.9	14.3	0	0		14.3	0	0	42.9		42.9	0	0	0		0	22.2	77.8	

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.750

Counts Unlimited
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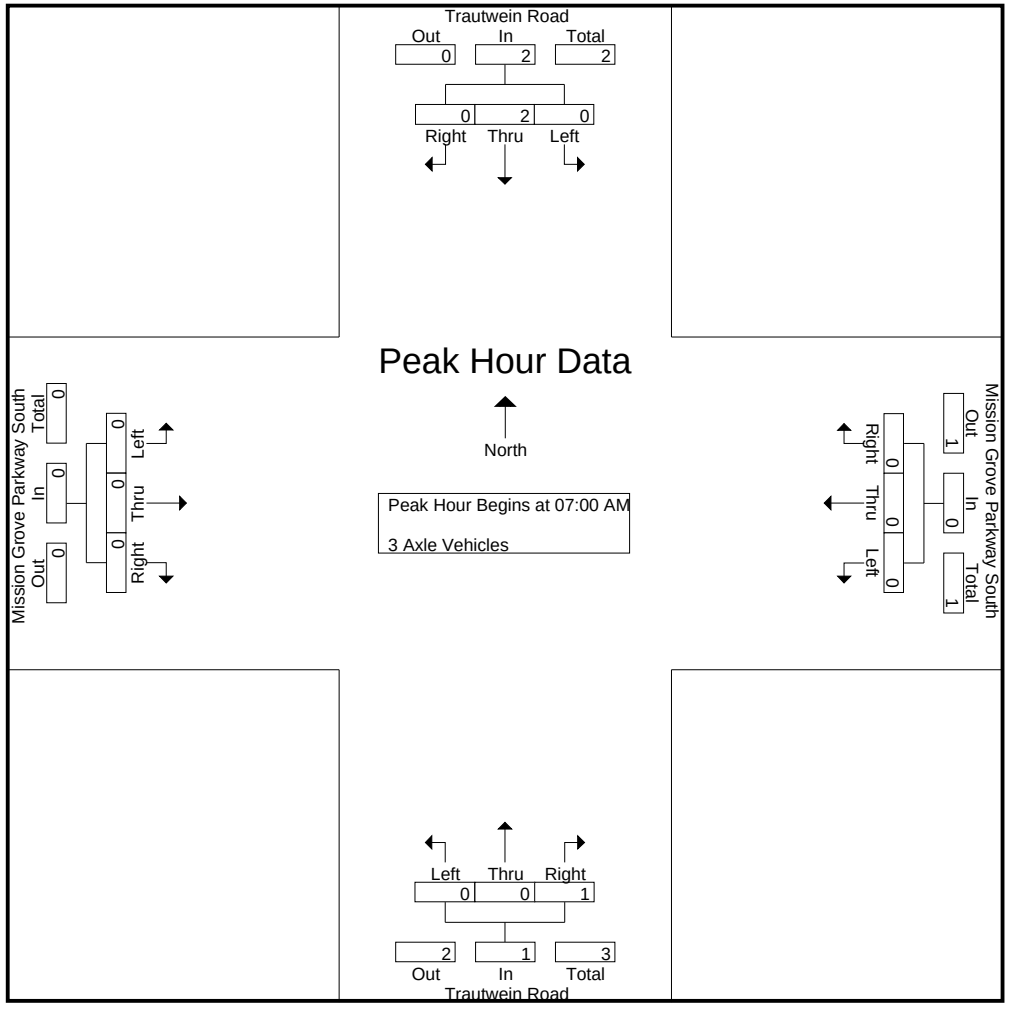
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	

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City of Riverside
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E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	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	1	1	1	2	0	0	0	0	0	1	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	1	1	3	0	0	0	0	0	1	4	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
Grand Total	0	1	0	0	1	1	0	0	0	1	0	3	1	1	4	0	0	0	0	0	1	6	7
Apprch %	0	100	0			100	0	0			0	75	25			0	0	0					
Total %	0	16.7	0		16.7	16.7	0	0		16.7	0	50	16.7		66.7	0	0	0		0	14.3	85.7	

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**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	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.000	.000	.500

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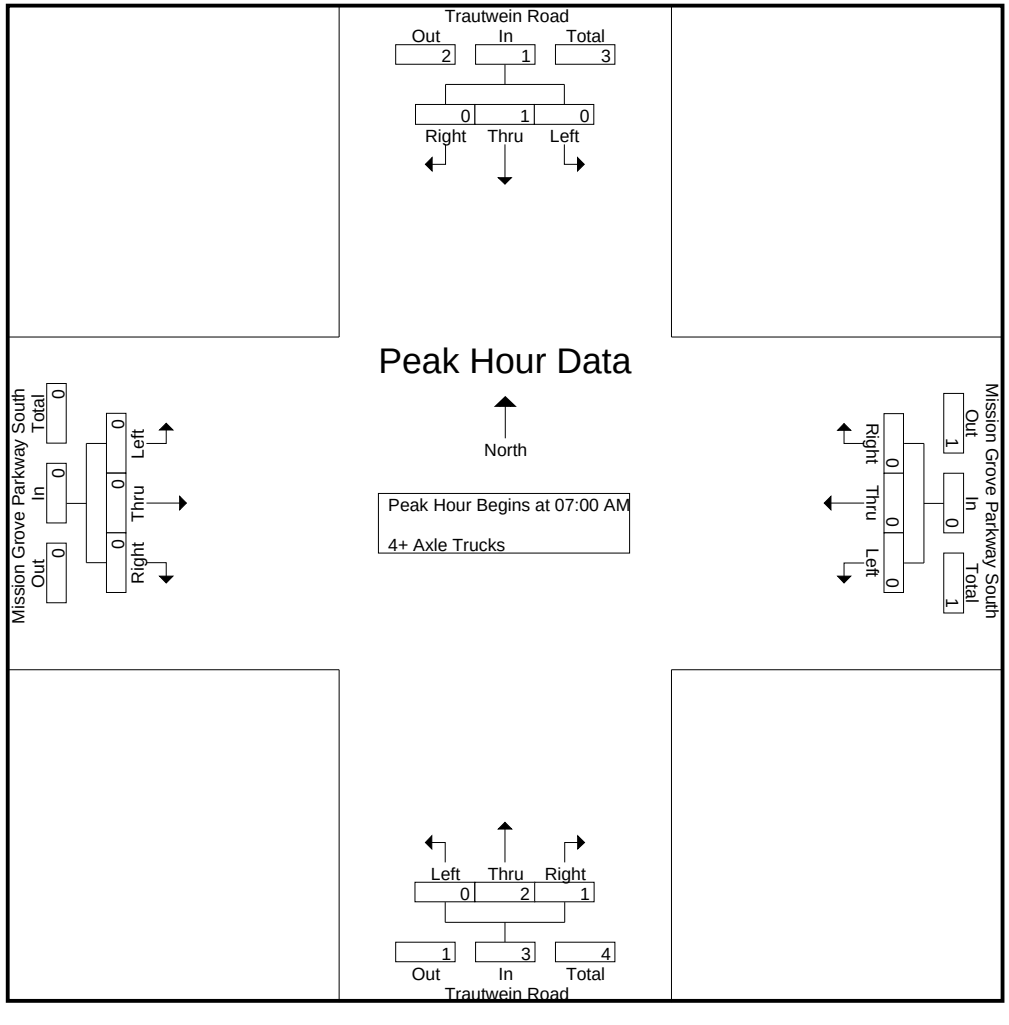
City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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City of Riverside
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Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove AM
Site Code : 05119542
Start Date : 8/20/2019

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	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	**1**	0	**1**	0	0	0	0	0	1	0	1	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.250	.375	.000	.000	.000	.000	

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File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

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

	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	37	300	4	0	341	136	4	20	9	160	2	245	92	30	339	4	3	0	0	7	39	847	886
04:15 PM	34	378	6	3	418	131	5	11	6	147	1	189	76	27	266	6	1	2	2	9	38	840	878
04:30 PM	20	367	6	1	393	127	6	34	17	167	1	237	88	31	326	2	8	0	0	10	49	896	945
04:45 PM	32	414	13	3	459	137	8	9	3	154	1	208	98	30	307	8	2	1	0	11	36	931	967
Total	123	1459	29	7	1611	531	23	74	35	628	5	879	354	118	1238	20	14	3	2	37	162	3514	3676
05:00 PM	40	370	8	1	418	171	7	36	15	214	2	217	104	38	323	6	3	3	2	12	56	967	1023
05:15 PM	51	410	13	2	474	160	8	16	8	184	2	242	100	28	344	2	3	2	1	7	39	1009	1048
05:30 PM	44	396	7	1	447	152	11	18	8	181	0	268	107	38	375	2	2	3	1	7	48	1010	1058
05:45 PM	42	366	7	3	415	161	4	11	8	176	0	196	82	35	278	2	1	0	0	3	46	872	918
Total	177	1542	35	7	1754	644	30	81	39	755	4	923	393	139	1320	12	9	8	4	29	189	3858	4047
Grand Total	300	3001	64	14	3365	1175	53	155	74	1383	9	1802	747	257	2558	32	23	11	6	66	351	7372	7723
Apprch %	8.9	89.2	1.9			85	3.8	11.2			0.4	70.4	29.2			48.5	34.8	16.7					
Total %	4.1	40.7	0.9		45.6	15.9	0.7	2.1		18.8	0.1	24.4	10.1		34.7	0.4	0.3	0.1		0.9	4.5	95.5	
Passenger Vehicles	297	2980	64		3355	1169	53	152		1448	9	1790	740		2794	32	23	11		72	0	0	7669
% Passenger Vehicles	99	99.3	100	100	99.3	99.5	100	98.1	100	99.4	100	99.3	99.1	99.2	99.3	100	100	100	100	100	0	0	99.3
Large 2 Axle Vehicles	3	16	0		19	6	0	3		9	0	10	7		19	0	0	0		0	0	0	47
% Large 2 Axle Vehicles	1	0.5	0	0	0.6	0.5	0	1.9	0	0.6	0	0.6	0.9	0.8	0.7	0	0	0	0	0	0	0	0.6
3 Axle Vehicles	0	3	0		3	0	0	0		0	0	1	0		1	0	0	0		0	0	0	4
% 3 Axle Vehicles	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	2	0		2	0	0	0		0	0	1	0		1	0	0	0		0	0	0	3
% 4+ Axle Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	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	32	**414**	**13**	459	137	8	9	154	1	208	98	307	**8**	2	1	11	931
05:00 PM	40	370	8	418	**171**	7	**36**	**214**	**2**	217	104	323	6	**3**	**3**	**12**	967
05:15 PM	**51**	410	13	**474**	160	8	16	184	2	242	100	344	2	3	2	7	1009
05:30 PM	44	396	7	447	152	**11**	18	181	0	**268**	**107**	**375**	2	2	3	7	**1010**
Total Volume	167	1590	41	1798	620	34	79	733	5	935	409	1349	18	10	9	37	3917
% App. Total	9.3	88.4	2.3		84.6	4.6	10.8		0.4	69.3	30.3		48.6	27	24.3		
PHF	.819	.960	.788	.948	.906	.773	.549	.856	.625	.872	.956	.899	.563	.833	.750	.771	.970

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City of Riverside
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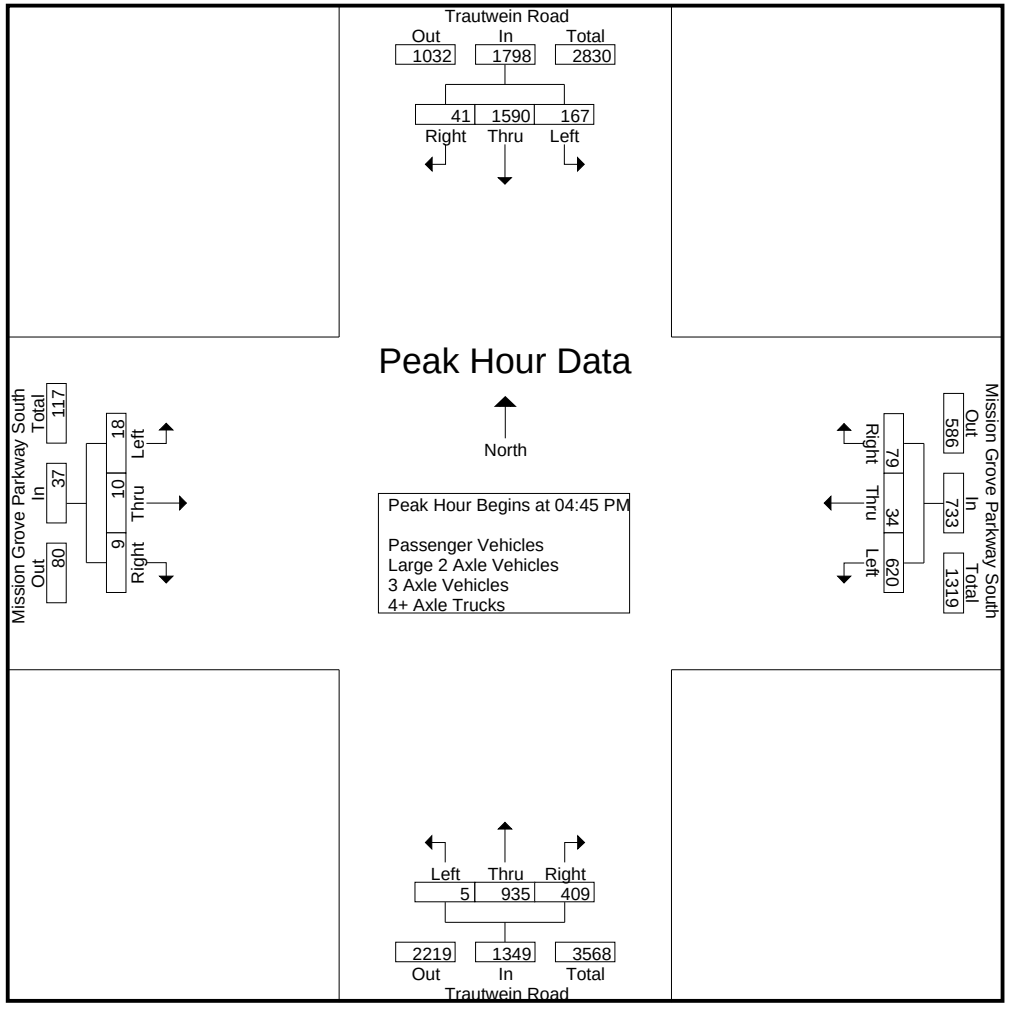
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				05:00 PM				04:45 PM				04:15 PM				
+0 mins.	32	**414**	**13**	459	**171**	7	**36**	**214**	1	208	98	307	6	1	2	9	
+15 mins.	40	370	8	418	160	8	16	184	**2**	217	104	323	2	**8**	0	10	
+30 mins.	**51**	410	13	**474**	152	**11**	18	181	2	242	100	344	**8**	2	1	11	
+45 mins.	44	396	7	447	161	4	11	176	0	**268**	**107**	**375**	6	3	**3**	**12**	
Total Volume	167	1590	41	1798	644	30	81	755	5	935	409	1349	22	14	6	42	
% App. Total	9.3	88.4	2.3		85.3	4	10.7		0.4	69.3	30.3		52.4	33.3	14.3		
PHF	.819	.960	.788	.948	.942	.682	.563	.882	.625	.872	.956	.899	.688	.438	.500	.875	

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Start Date : 8/20/2019
Page No : 1

Groups Printed- Passenger Vehicles

	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	36	296	4	0	336	136	4	19	9	159	2	243	92	30	337	4	3	0	0	7	39	839	878
04:15 PM	34	374	6	3	414	130	5	11	6	146	1	186	74	26	261	6	1	2	2	9	37	830	867
04:30 PM	20	363	6	1	389	126	6	34	17	166	1	235	87	31	323	2	8	0	0	10	49	888	937
04:45 PM	32	412	13	3	457	136	8	8	3	152	1	206	98	30	305	8	2	1	0	11	36	925	961
Total	122	1445	29	7	1596	528	23	72	35	623	5	870	351	117	1226	20	14	3	2	37	161	3482	3643
05:00 PM	39	368	8	1	415	171	7	36	15	214	2	217	103	38	322	6	3	3	2	12	56	963	1019
05:15 PM	51	410	13	2	474	160	8	16	8	184	2	242	99	28	343	2	3	2	1	7	39	1008	1047
05:30 PM	43	392	7	1	442	150	11	17	8	178	0	267	106	38	373	2	2	3	1	7	48	1000	1048
05:45 PM	42	365	7	3	414	160	4	11	8	175	0	194	81	34	275	2	1	0	0	3	45	867	912
Total	175	1535	35	7	1745	641	30	80	39	751	4	920	389	138	1313	12	9	8	4	29	188	3838	4026
Grand Total	297	2980	64	14	3341	1169	53	152	74	1374	9	1790	740	255	2539	32	23	11	6	66	349	7320	7669
Apprch %	8.9	89.2	1.9			85.1	3.9	11.1			0.4	70.5	29.1			48.5	34.8	16.7					
Total %	4.1	40.7	0.9		45.6	16	0.7	2.1		18.8	0.1	24.5	10.1		34.7	0.4	0.3	0.2		0.9	4.6	95.4	

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	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	32	**412**	**13**	457	136	8	8	152	1	206	98	305	**8**	2	1	11	925
05:00 PM	39	368	8	415	**171**	7	**36**	**214**	**2**	217	103	322	6	**3**	**3**	**12**	963
05:15 PM	**51**	410	13	**474**	160	8	16	184	2	242	99	343	2	3	2	7	**1008**
05:30 PM	43	392	7	442	150	**11**	17	178	0	**267**	**106**	**373**	2	2	3	7	1000
Total Volume	165	1582	41	1788	617	34	77	728	5	932	406	1343	18	10	9	37	3896
% App. Total	9.2	88.5	2.3		84.8	4.7	10.6		0.4	69.4	30.2		48.6	27	24.3		
PHF	.809	.960	.788	.943	.902	.773	.535	.850	.625	.873	.958	.900	.563	.833	.750	.771	.966

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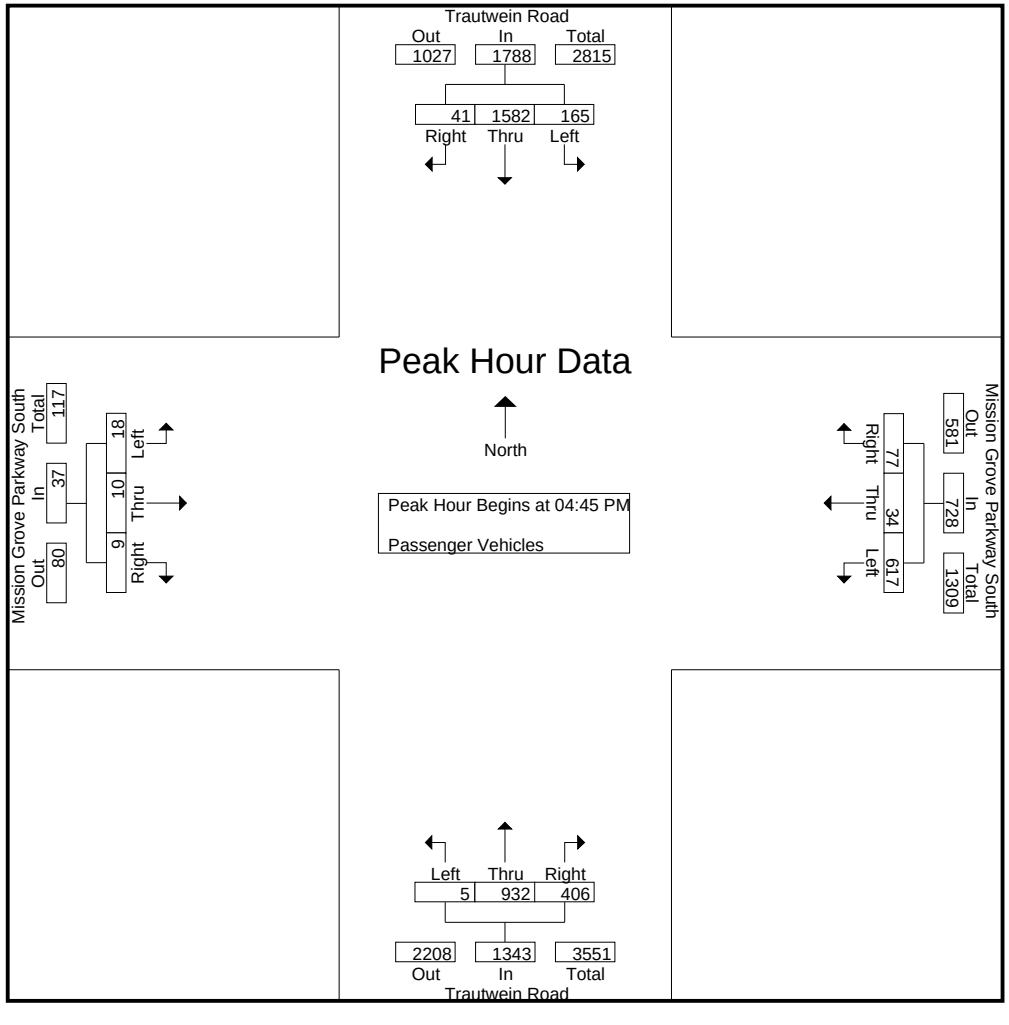

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	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	32	**412**	**13**	457	136	8	8	152	1	206	98	305	**8**	2	1	11	
+15 mins.	39	368	8	415	**171**	7	**36**	**214**	**2**	217	103	322	6	**3**	**3**	**12**	
+30 mins.	**51**	410	13	**474**	160	8	16	184	2	242	99	343	2	3	2	7	
+45 mins.	43	392	7	442	150	**11**	17	178	0	**267**	**106**	**373**	2	2	3	7	
Total Volume	165	1582	41	1788	617	34	77	728	5	932	406	1343	18	10	9	37	
% App. Total	9.2	88.5	2.3		84.8	4.7	10.6		0.4	69.4	30.2		48.6	27	24.3		
PHF	.809	.960	.788	.943	.902	.773	.535	.850	.625	.873	.958	.900	.563	.833	.750	.771	

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Page No : 1

Groups Printed- Large 2 Axle Vehicles

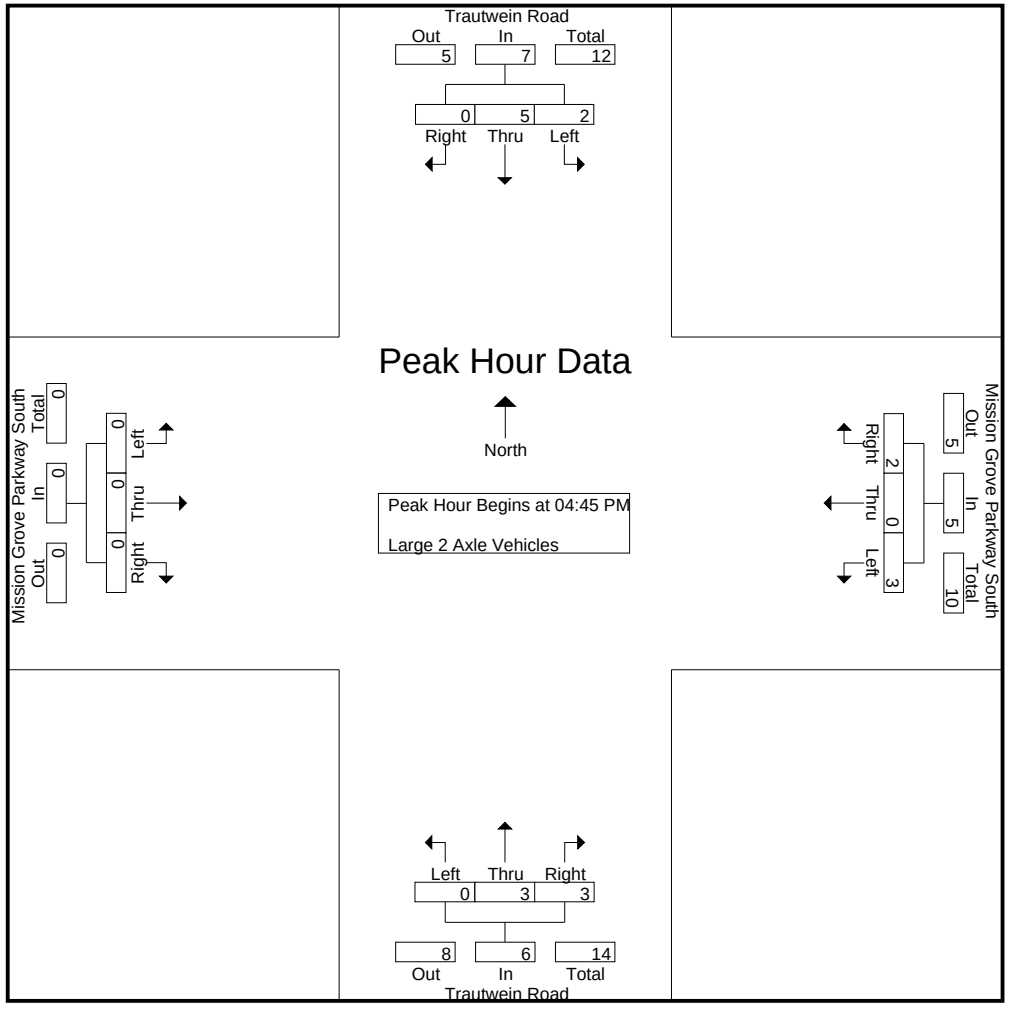
	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	1	3	0	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	7	7
04:15 PM	0	4	0	0	4	1	0	0	0	1	0	2	2	1	4	0	0	0	0	0	1	9	10
04:30 PM	0	4	0	0	4	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	8	8
04:45 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	1	11	0	0	12	3	0	2	0	5	0	8	3	1	11	0	0	0	0	0	1	28	29
05:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
05:30 PM	1	4	0	0	5	2	0	1	0	3	0	1	1	0	2	0	0	0	0	0	0	10	10
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	1	2	0	0	0	0	0	1	3	4
Total	2	5	0	0	7	3	0	1	0	4	0	2	4	1	6	0	0	0	0	0	1	17	18
Grand Total	3	16	0	0	19	6	0	3	0	9	0	10	7	2	17	0	0	0	0	0	2	45	47
Apprch %	15.8	84.2	0			66.7	0	33.3			0	58.8	41.2			0	0	0					
Total %	6.7	35.6	0		42.2	13.3	0	6.7		20	0	22.2	15.6		37.8	0	0	0		0	4.3	95.7	

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	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	1	0	**1**	2	0	**2**	0	**2**	0	0	0	0	4
05:00 PM	**1**	1	0	2	0	0	0	0	0	0	**1**	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	1	**4**	0	**5**	**2**	0	1	**3**	0	1	1	2	0	0	0	0	**10**
Total Volume	2	5	0	7	3	0	2	5	0	3	3	6	0	0	0	0	18
% App. Total	28.6	71.4	0		60	0	40		0	50	50		0	0	0		
PHF	.500	.313	.000	.350	.375	.000	.500	.417	.000	.375	.750	.750	.000	.000	.000	.000	.450

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

City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	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 Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	1	0	**1**	2	0	**2**	0	**2**	0	0	0	0	
+15 mins.	**1**	1	0	2	0	0	0	0	0	0	**1**	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
+45 mins.	1	**4**	0	**5**	**2**	0	1	**3**	0	1	1	2	0	0	0	0	
Total Volume	2	5	0	7	3	0	2	5	0	3	3	6	0	0	0	0	
% App. Total	28.6	71.4	0		60	0	40		0	50	50		0	0	0		
PHF	.500	.313	.000	.350	.375	.000	.500	.417	.000	.375	.750	.750	.000	.000	.000	.000	

Counts Unlimited
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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- 3 Axle Vehicles

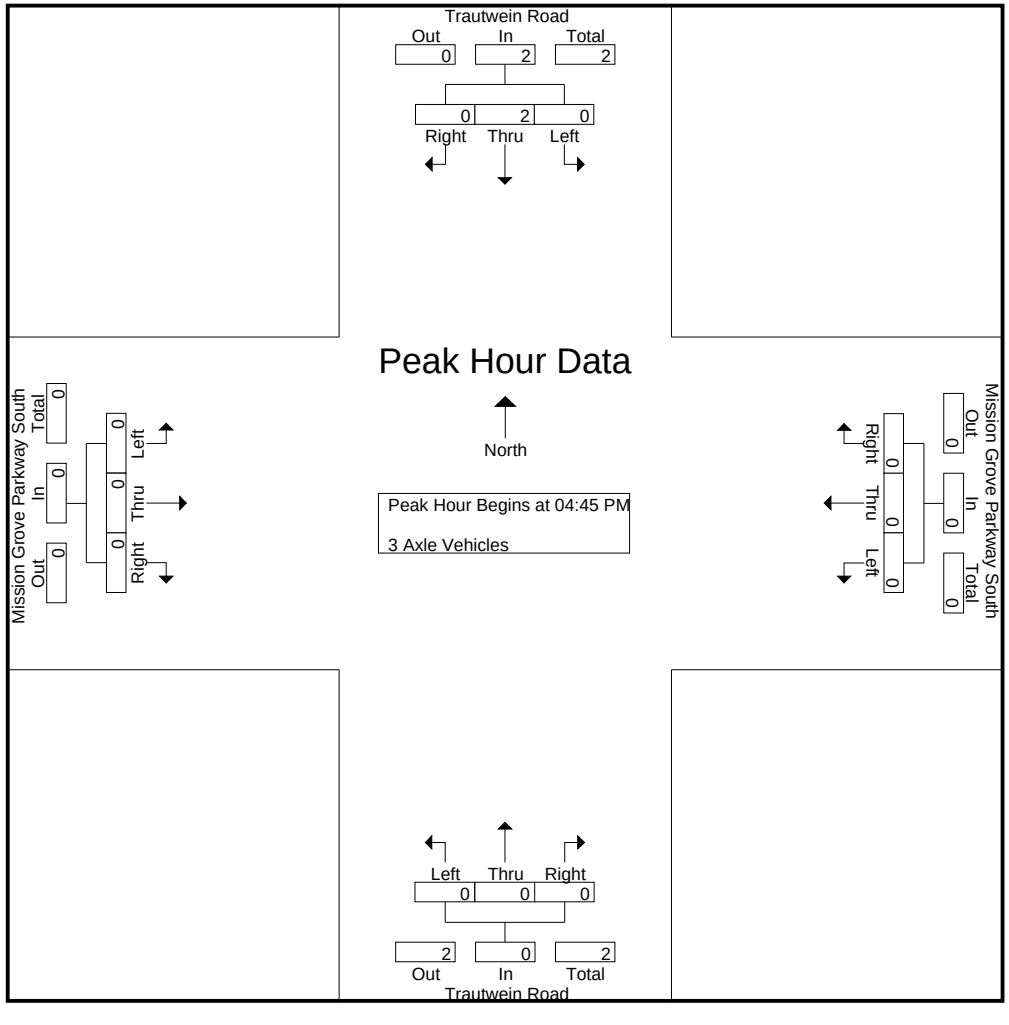
	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Grand Total	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	4
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	75	0		75	0	0	0		0	0	25	0		25	0	0	0		0	0	100	

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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(951) 268-6268

City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	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 Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 1

Groups Printed- 4+ Axle Trucks

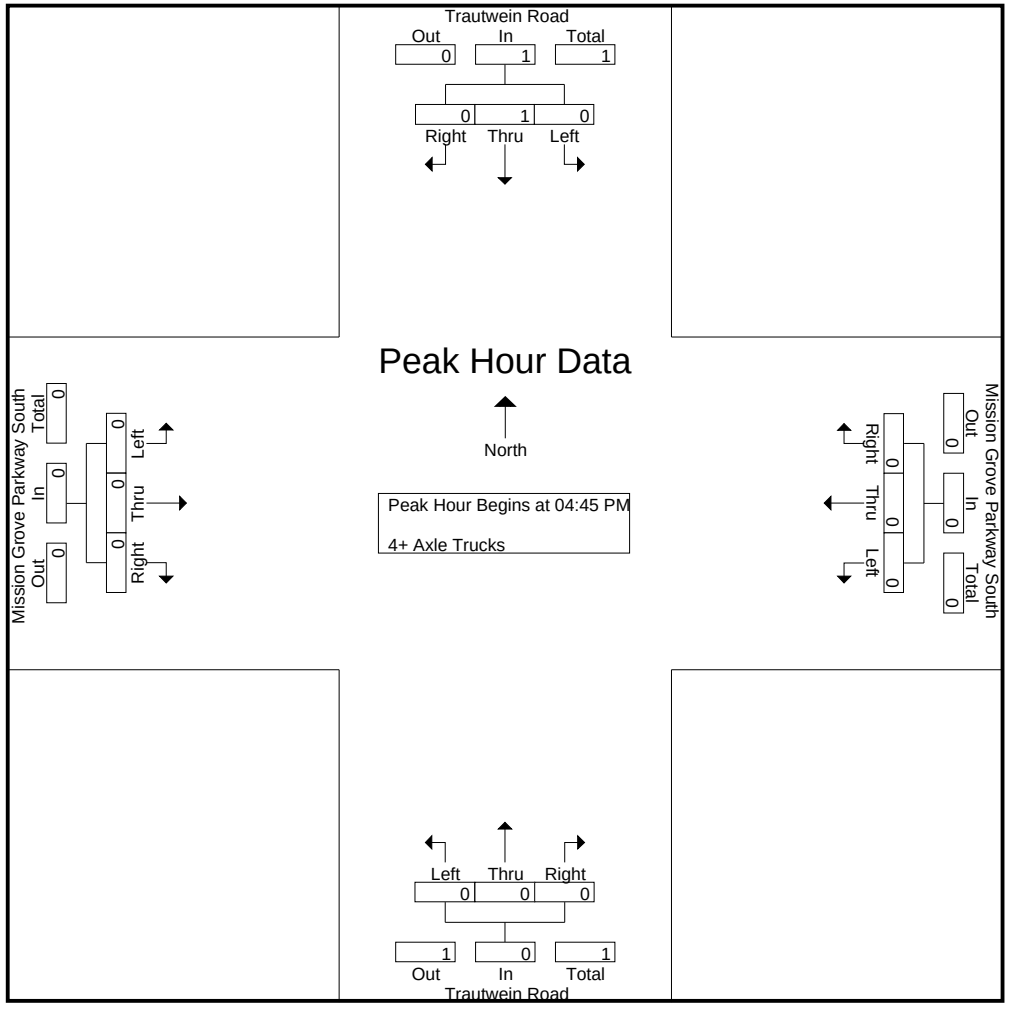
	Trautwein Road Southbound					Mission Grove Parkway South Westbound					Trautwein Road Northbound					Mission Grove Parkway South Eastbound							
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
Apprch %	0	100	0			0	0	0			0	100	0			0	0	0					
Total %	0	66.7	0		66.7	0	0	0		0	0	33.3	0		33.3	0	0	0		0	0	100	

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	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	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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

City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019
Page No : 2



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City of Riverside
N/S: Trautwein Road
E/W: Mission Grove Parkway South
Weather: Clear

File Name : 07_RIV_Trautwein_Mission Grove PM
Site Code : 05119542
Start Date : 8/20/2019

	Trautwein Road Southbound				Mission Grove Parkway South Westbound				Trautwein Road Northbound				Mission Grove Parkway South Eastbound				
Start Time	Left	Thru	Right	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 Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Location: Riverside
N/S: Trautwein Road
E/W: Mission Grove Pkwy South

Date: 8/20/2019
Day: Tuesday

PEDESTRIANS

	North Leg Trautwein Road	East Leg Mission Grove Pkwy South	South Leg Trautwein Road	West Leg Mission Grove Pkwy South	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	1	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	1	0	0	2
8:00 AM	1	0	0	0	1
8:15 AM	0	1	0	1	2
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	3	3	0	2	8

	North Leg Trautwein Road	East Leg Mission Grove Pkwy South	South Leg Trautwein Road	West Leg Mission Grove Pkwy South	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	40	40
4:15 PM	0	0	1	16	17
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	2	0	0	0	2
TOTAL VOLUMES:	2	0	1	56	59

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Location: Riverside
N/S: Trautwein Road
E/W: Mission Grove Pkwy South

Date: 8/20/2019
Day: Tuesday

BICYCLES

	Southbound Trautwein Road			Westbound Mission Grove Pkwy South			Northbound Trautwein Road			Eastbound Mission Grove Pkwy South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	4	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	6	0	0	0	0	0	0	0	0	9

	Southbound Trautwein Road			Westbound Mission Grove Pkwy South			Northbound Trautwein Road			Eastbound Mission Grove Pkwy South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	2	0	0	0	0	3

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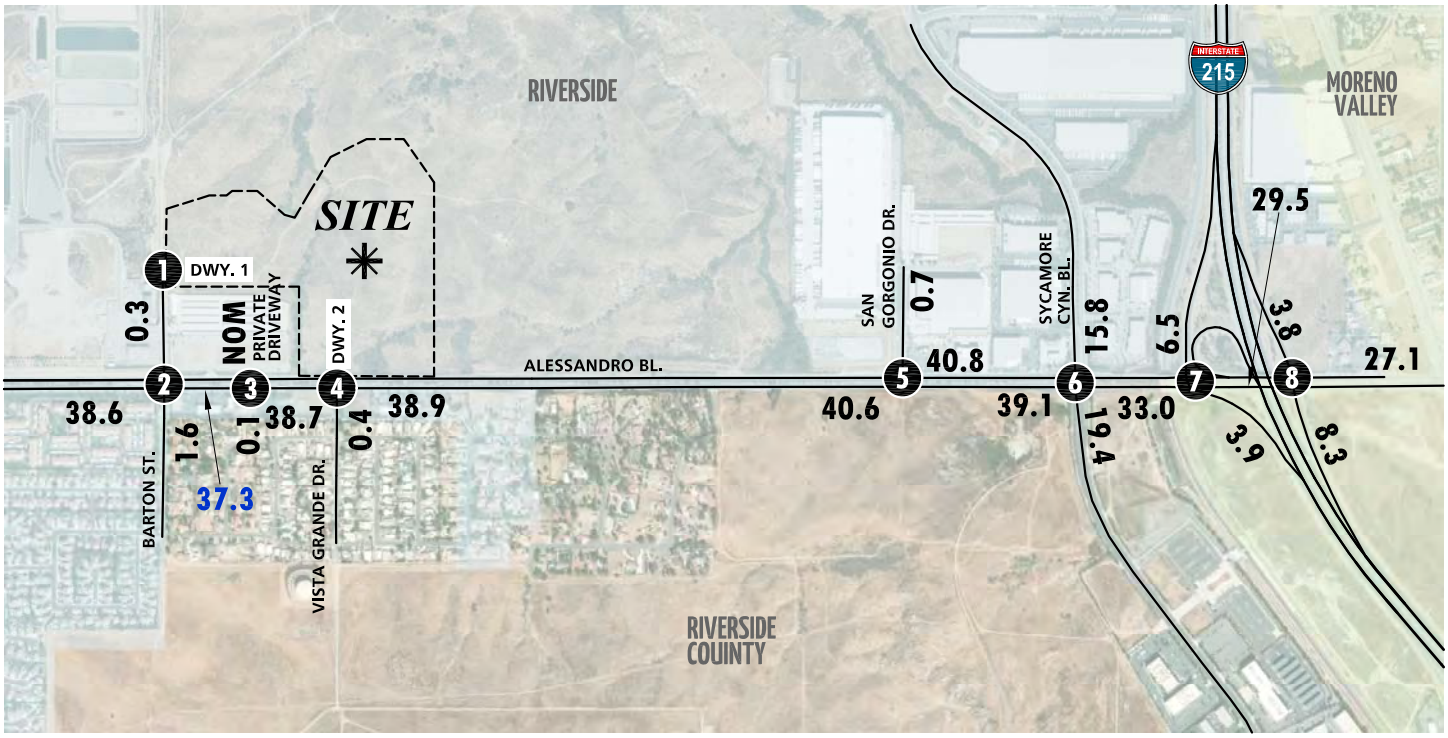
EXHIBIT 3-13: EXISTING (2019) TRAFFIC VOLUMES (IN PCE)



1 Barton St. & Dwy. 1	2 Barton St. & Alessandro Bl.	3 Private Driveway & Alessandro Bl.	4 Dwy. 2 & Alessandro Bl.	5 San Gorgonio Dr. & Alessandro Bl.
Future Intersection	3(12) 3(0) 1(8) → 1(1) ← 2476(1814) ← 42(46) 9(6) → 1203(2287) → 23(41) → 62(55) 0(0) 36(28)	0(0) 0(0) 0(0) → 0(0) ← 2488(1926) ← 2(3) 5(3) → 1217(2294) → 5(1) → 3(5) 0(0) 3(2)	← 2488(1922) ← 12(23) 1213(2286) → 7(12) → 3(2) 14(9)	14(16) 20(27) → 35(20) ← 2642(1983) 11(14) → 1239(2421) →

6 Sycamore Canyon Bl./ Meridian Pkwy. & Alessandro Bl.	7 I-215 SB Ramps & Alessandro Bl.	8 I-215 NB Ramps & Alessandro Bl.
115(310) 83(654) 122(189) → 522(146) ← 1997(1334) ← 110(156) 142(148) → 902(1612) → 208(516) → 522(349) 678(279) 67(158)	311(357) 210(216) → 200(131) ← 2412(1332) 710(1536) → 324(424) →	→ 140(206) ← 1582(945) 63(195) → 891(1501) → 934(598) 0(8) 218(303)

LEGEND:

- 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
- 10.0 = VEHICLES PER DAY (1000'S)
- 10.0 = ACTUAL (COUNT-BASED) VEHICLES PER DAY (1000'S)
- NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

APPENDIX C

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway												
NBL				2	2	2				4	4	4
NBT				2,604	2,604	2,604				1,958	1,958	1,958
NBR				1,005	1,005	1,005				650	650	650
SBL				26	26	26				53	53	53
SBT				1,119	1,119	1,119				2,654	2,654	2,654
SBR				6	6	6				9	9	9
EBL				7	7	7				10	10	10
EBT				10	10	10				4	4	4
EBR				1	1	1				5	5	5
WBL				424	424	424				496	496	496
WBT				7	7	7				6	6	6
WBR				44	44	44				22	22	22
North Leg												
Approach	0	0	0	1,151	1,151	1,151	0	0	0	2,716	2,716	2,716
Departure	0	0	0	2,655	2,655	2,655	0	0	0	1,990	1,990	1,990
Total	0	0	0	3,806	3,806	3,806	0	0	0	4,706	4,706	4,706
South Leg												
Approach	0	0	0	3,611	3,611	3,611	0	0	0	2,612	2,612	2,612
Departure	0	0	0	1,544	1,544	1,544	0	0	0	3,155	3,155	3,155
Total	0	0	0	5,155	5,155	5,155	0	0	0	5,767	5,767	5,767
East Leg												
Approach	0	0	0	475	475	475	0	0	0	524	524	524
Departure	0	0	0	1,041	1,041	1,041	0	0	0	707	707	707
Total	0	0	0	1,516	1,516	1,516	0	0	0	1,231	1,231	1,231
West Leg												
Approach	0	0	0	18	18	18	0	0	0	19	19	19
Departure	0	0	0	15	15	15	0	0	0	19	19	19
Total	0	0	0	33	33	33	0	0	0	38	38	38
Total Approaches												
Approach	0	0	0	5,255	5,255	5,255	0	0	0	5,871	5,871	5,871
Departure	0	0	0	5,255	5,255	5,255	0	0	0	5,871	5,871	5,871
Total	0	0	0	10,510	10,510	10,510	0	0	0	11,742	11,742	11,742

LSA

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
2 Alessandro Boulevard/Cannon Road												
NBL				22	22	22				33	33	33
NBT				3,511	3,511	3,511				2,548	2,548	2,548
NBR				36	36	36				28	28	28
SBL				15	15	15				90	90	90
SBT				1,503	1,503	1,503				3,068	3,068	3,068
SBR				15	15	15				17	17	17
EBL				22	22	22				19	19	19
EBT				1	1	1				0	0	0
EBR				33	33	33				22	22	22
WBL				67	67	67				28	28	28
WBT				2	2	2				0	0	0
WBR				63	63	63				29	29	29
North Leg												
Approach	0	0	0	1,533	1,533	1,533	0	0	0	3,175	3,175	3,175
Departure	0	0	0	3,596	3,596	3,596	0	0	0	2,596	2,596	2,596
Total	0	0	0	5,129	5,129	5,129	0	0	0	5,771	5,771	5,771
South Leg												
Approach	0	0	0	3,569	3,569	3,569	0	0	0	2,609	2,609	2,609
Departure	0	0	0	1,603	1,603	1,603	0	0	0	3,118	3,118	3,118
Total	0	0	0	5,172	5,172	5,172	0	0	0	5,727	5,727	5,727
East Leg												
Approach	0	0	0	132	132	132	0	0	0	57	57	57
Departure	0	0	0	52	52	52	0	0	0	118	118	118
Total	0	0	0	184	184	184	0	0	0	175	175	175
West Leg												
Approach	0	0	0	56	56	56	0	0	0	41	41	41
Departure	0	0	0	39	39	39	0	0	0	50	50	50
Total	0	0	0	95	95	95	0	0	0	91	91	91
Total Approaches												
Approach	0	0	0	5,290	5,290	5,290	0	0	0	5,882	5,882	5,882
Departure	0	0	0	5,290	5,290	5,290	0	0	0	5,882	5,882	5,882
Total	0	0	0	10,580	10,580	10,580	0	0	0	11,764	11,764	11,764

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
3 Alessandro Boulevard/Communications Center Drive												
NBL				110	110	110				39	39	39
NBT				3,579	3,579	3,579				2,566	2,566	2,566
NBR				0	0	0				0	0	0
SBL				0	0	0				0	0	0
SBT				1,584	1,584	1,584				3,103	3,103	3,103
SBR				0	0	0				2	2	2
EBL				0	0	0				8	8	8
EBT				0	0	0				0	0	0
EBR				4	4	4				27	27	27
WBL				0	0	0				0	0	0
WBT				0	0	0				0	0	0
WBR				0	0	0				0	0	0
North Leg												
Approach	0	0	0	1,584	1,584	1,584	0	0	0	3,105	3,105	3,105
Departure	0	0	0	3,579	3,579	3,579	0	0	0	2,574	2,574	2,574
Total	0	0	0	5,163	5,163	5,163	0	0	0	5,679	5,679	5,679
South Leg												
Approach	0	0	0	3,689	3,689	3,689	0	0	0	2,605	2,605	2,605
Departure	0	0	0	1,588	1,588	1,588	0	0	0	3,130	3,130	3,130
Total	0	0	0	5,277	5,277	5,277	0	0	0	5,735	5,735	5,735
East Leg												
Approach	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	4	4	4	0	0	0	35	35	35
Departure	0	0	0	110	110	110	0	0	0	41	41	41
Total	0	0	0	114	114	114	0	0	0	76	76	76
Total Approaches												
Approach	0	0	0	5,277	5,277	5,277	0	0	0	5,745	5,745	5,745
Departure	0	0	0	5,277	5,277	5,277	0	0	0	5,745	5,745	5,745
Total	0	0	0	10,554	10,554	10,554	0	0	0	11,490	11,490	11,490

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
4 Trautwein Road/Alessandro Boulevard												
NBL			1,649	1,624	1,649	1,649			912	899	912	912
NBT				0	0	0				0	0	0
NBR			8	8	8	8			8	8	8	8
SBL				0	0	0				0	0	0
SBT				0	0	0				0	0	0
SBR				0	0	0				0	0	0
EBL				0	0	0				0	0	0
EBT				815	815	815				1,739	1,739	1,739
EBR				10	10	10			10	9	10	10
WBL				104	104	104			265	235	265	265
WBT				2,069	2,069	2,069				1,699	1,699	1,699
WBR				0	0	0				0	0	0
North Leg												
Approach	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	1,657	1,632	1,657	1,657	0	0	920	907	920	920
Departure	0	0	0	114	114	114	0	0	275	244	275	275
Total	0	0	1,657	1,746	1,771	1,771	0	0	1,195	1,151	1,195	1,195
East Leg												
Approach	0	0	0	2,173	2,173	2,173	0	0	265	1,934	1,964	1,964
Departure	0	0	8	823	823	823	0	0	8	1,747	1,747	1,747
Total	0	0	8	2,996	2,996	2,996	0	0	273	3,681	3,711	3,711
West Leg												
Approach	0	0	0	825	825	825	0	0	10	1,748	1,749	1,749
Departure	0	0	1,649	3,693	3,718	3,718	0	0	912	2,598	2,611	2,611
Total	0	0	1,649	4,518	4,543	4,543	0	0	922	4,346	4,360	4,360
Total Approaches												
Approach	0	0	1,657	4,630	4,655	4,655	0	0	1,195	4,589	4,633	4,633
Departure	0	0	1,657	4,630	4,655	4,655	0	0	1,195	4,589	4,633	4,633
Total	0	0	3,313	9,260	9,309	9,309	0	0	2,390	9,178	9,266	9,266

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
5 Trautwein Road/Mission Village Drive												
NBL				0	0	0				0	0	0
NBT			1,698	1,673	1,698	1,698			1,082	1,067	1,082	1,082
NBR				86	86	86				128	128	128
SBL				0	0	0				0	0	0
SBT				947	947	947			1,959	1,739	1,959	1,959
SBR				0	0	0				0	0	0
EBL				0	0	0				0	0	0
EBT				0	0	0				0	0	0
EBR				0	0	0				0	0	0
WBL				0	0	0				0	0	0
WBT				0	0	0				0	0	0
WBR				27	27	27				30	30	30
North Leg												
Approach	0	0	0	947	947	947	0	0	1,959	1,739	1,959	1,959
Departure	0	0	1,698	1,700	1,725	1,725	0	0	1,082	1,097	1,112	1,112
Total	0	0	1,698	2,647	2,672	2,672	0	0	3,041	2,836	3,071	3,071
South Leg												
Approach	0	0	1,698	1,759	1,784	1,784	0	0	1,082	1,195	1,210	1,210
Departure	0	0	0	947	947	947	0	0	1,959	1,739	1,959	1,959
Total	0	0	1,698	2,706	2,731	2,731	0	0	3,041	2,934	3,169	3,169
East Leg												
Approach	0	0	0	27	27	27	0	0	0	30	30	30
Departure	0	0	0	86	86	86	0	0	0	128	128	128
Total	0	0	0	113	113	113	0	0	0	158	158	158
West Leg												
Approach	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	1,698	2,733	2,758	2,758	0	0	3,041	2,964	3,199	3,199
Departure	0	0	1,698	2,733	2,758	2,758	0	0	3,041	2,964	3,199	3,199
Total	0	0	3,397	5,466	5,517	5,517	0	0	6,082	5,928	6,398	6,398

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Table C-1 - Existing Peak Hour PCE Volume Summary

		AM Peak Hour						PM Peak Hour					
		Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
6	**Trautwein Road/Mission Grove Parkway**												
	Historical Count Year: 2019												
NBL		3	0	3	1	3	3	5	0	5	8	8	8
NBT		1,580	95	1,675	1,650	1,675	1,675	937	56	993	979	993	993
NBR		480	29	509	243	509	509	411	25	436	347	436	436
SBL		172	10	182	136	182	182	168	10	178	204	204	204
SBT		770	46	816	830	830	830	1,597	96	1,693	1,503	1,693	1,693
SBR		15	1	16	9	16	16	41	2	43	40	43	43
EBL		55	3	58	55	58	58	18	1	19	21	21	21
EBT		29	2	31	29	31	31	10	1	11	12	12	12
EBR		9	1	10	7	10	10	9	1	10	11	11	11
WBL		562	34	596	562	596	596	622	37	659	655	659	659
WBT		30	2	32	20	32	32	34	2	36	23	36	36
WBR		43	3	46	37	46	46	80	5	85	63	85	85
North Leg													
	Approach	957	57	1,014	975	1,028	1,028	1,806	108	1,914	1,747	1,940	1,940
	Departure	1,678	101	1,779	1,742	1,779	1,779	1,035	62	1,097	1,063	1,099	1,099
	Total	2,635	158	2,793	2,717	2,807	2,807	2,841	170	3,011	2,810	3,039	3,039
South Leg													
	Approach	2,063	124	2,187	1,894	2,187	2,187	1,353	81	1,434	1,334	1,437	1,437
	Departure	1,341	81	1,422	1,399	1,436	1,436	2,228	134	2,362	2,169	2,363	2,363
	Total	3,404	205	3,609	3,293	3,623	3,623	3,581	215	3,796	3,503	3,800	3,800
East Leg													
	Approach	635	39	674	619	674	674	736	44	780	741	780	780
	Departure	681	41	722	408	722	722	589	36	625	563	652	652
	Total	1,316	80	1,396	1,027	1,396	1,396	1,325	80	1,405	1,304	1,432	1,432
West Leg													
	Approach	93	6	99	91	99	99	37	3	40	44	44	44
	Departure	48	3	51	30	51	51	80	4	84	71	87	87
	Total	141	9	150	121	150	150	117	7	124	115	131	131
Total Approaches													
	Approach	3,748	226	3,974	3,579	3,988	3,988	3,932	236	4,168	3,866	4,201	4,201
	Departure	3,748	226	3,974	3,579	3,988	3,988	3,932	236	4,168	3,866	4,201	4,201
	Total	7,496	452	7,948	7,158	7,976	7,976	7,864	472	8,336	7,732	8,402	8,402

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
7 Plaza Driveway 1/Alessandro Boulevard												
NBL				120	120	120				268	268	268
NBT				0	0	0				0	0	0
NBR				60	60	60				125	125	125
SBL				0	0	0				0	0	0
SBT				0	0	0				0	0	0
SBR				0	0	0				0	0	0
EBL				0	0	0				0	0	0
EBT				855	855	855				1,743	1,743	1,743
EBR				108	108	108				237	237	237
WBL				59	59	59				84	84	84
WBT				1,918	1,918	1,918				1,593	1,593	1,593
WBR				0	0	0				0	0	0
North Leg												
Approach	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	180	180	180	0	0	0	393	393	393
Departure	0	0	0	167	167	167	0	0	0	321	321	321
Total	0	0	0	347	347	347	0	0	0	714	714	714
East Leg												
Approach	0	0	0	1,977	1,977	1,977	0	0	0	1,677	1,677	1,677
Departure	0	0	0	915	915	915	0	0	0	1,868	1,868	1,868
Total	0	0	0	2,892	2,892	2,892	0	0	0	3,545	3,545	3,545
West Leg												
Approach	0	0	0	963	963	963	0	0	0	1,980	1,980	1,980
Departure	0	0	0	2,038	2,038	2,038	0	0	0	1,861	1,861	1,861
Total	0	0	0	3,001	3,001	3,001	0	0	0	3,841	3,841	3,841
Total Approaches												
Approach	0	0	0	3,120	3,120	3,120	0	0	0	4,050	4,050	4,050
Departure	0	0	0	3,120	3,120	3,120	0	0	0	4,050	4,050	4,050
Total	0	0	0	6,240	6,240	6,240	0	0	0	8,100	8,100	8,100

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
8 Mission Grove Parkway/Alessandro Boulevard												
NBL				125	125	125				139	139	139
NBT				135	135	135				95	95	95
NBR				169	169	169				285	285	285
SBL				54	54	54				66	66	66
SBT				88	88	107				94	94	94
SBR				26	26	26				25	25	25
EBL				34	34	34				36	36	36
EBT				838	838	838				1,683	1,683	1,683
EBR				48	48	58				130	130	130
WBL				256	256	312				223	223	223
WBT				1,877	1,877	1,877				1,552	1,552	1,552
WBR				69	69	69				71	71	71
North Leg												
Approach	0	0	0	168	168	187	0	0	0	185	185	185
Departure	0	0	0	238	238	238	0	0	0	202	202	202
Total	0	0	0	406	406	425	0	0	0	387	387	387
South Leg												
Approach	0	0	0	429	429	429	0	0	0	519	519	519
Departure	0	0	0	392	392	477	0	0	0	447	447	447
Total	0	0	0	821	821	906	0	0	0	966	966	966
East Leg												
Approach	0	0	0	2,202	2,202	2,258	0	0	0	1,846	1,846	1,846
Departure	0	0	0	1,061	1,061	1,061	0	0	0	2,034	2,034	2,034
Total	0	0	0	3,263	3,263	3,319	0	0	0	3,880	3,880	3,880
West Leg												
Approach	0	0	0	920	920	930	0	0	0	1,849	1,849	1,849
Departure	0	0	0	2,028	2,028	2,028	0	0	0	1,716	1,716	1,716
Total	0	0	0	2,948	2,948	2,958	0	0	0	3,565	3,565	3,565
Total Approaches												
Approach	0	0	0	3,719	3,719	3,804	0	0	0	4,399	4,399	4,399
Departure	0	0	0	3,719	3,719	3,804	0	0	0	4,399	4,399	4,399
Total	0	0	0	7,438	7,438	7,608	0	0	0	8,798	8,798	8,798

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
9 Mission Grove Parkway/Mission Village Drive												
NBL				15	15	15				14	14	14
NBT				404	404	404				369	369	369
NBR				118	118	118				152	152	152
SBL				19	19	19				73	73	73
SBT				301	301	301				417	417	417
SBR				13	13	13				27	27	27
EBL				16	16	16				22	22	22
EBT				24	24	24				24	24	24
EBR				50	50	50				79	79	79
WBL				78	78	78				147	147	147
WBT				11	11	11				26	26	26
WBR				61	61	61				21	21	21
North Leg												
Approach	0	0	0	333	333	333	0	0	0	517	517	517
Departure	0	0	0	481	481	481	0	0	0	412	412	412
Total	0	0	0	814	814	814	0	0	0	929	929	929
South Leg												
Approach	0	0	0	537	537	537	0	0	0	535	535	535
Departure	0	0	0	429	429	429	0	0	0	643	643	643
Total	0	0	0	966	966	966	0	0	0	1,178	1,178	1,178
East Leg												
Approach	0	0	0	150	150	150	0	0	0	194	194	194
Departure	0	0	0	161	161	161	0	0	0	249	249	249
Total	0	0	0	311	311	311	0	0	0	443	443	443
West Leg												
Approach	0	0	0	90	90	90	0	0	0	125	125	125
Departure	0	0	0	39	39	39	0	0	0	67	67	67
Total	0	0	0	129	129	129	0	0	0	192	192	192
Total Approaches												
Approach	0	0	0	1,110	1,110	1,110	0	0	0	1,371	1,371	1,371
Departure	0	0	0	1,110	1,110	1,110	0	0	0	1,371	1,371	1,371
Total	0	0	0	2,220	2,220	2,220	0	0	0	2,742	2,742	2,742

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
10 Project Driveway 1/Plaza Driveway 2												
NBL				3	3	3				6	6	6
NBT				7	7	7				8	8	8
NBR				4	4	4				28	28	31
SBL				77	77	82				75	75	82
SBT				6	6	6				4	4	4
SBR				5	5	5				9	9	9
EBL				6	6	6				10	10	10
EBT				53	53	56				184	184	202
EBR				9	9	9				3	3	3
WBL				21	21	24				4	4	4
WBT				164	164	189				132	132	134
WBR				136	136	157				45	45	46
North Leg												
Approach	0	0	0	88	88	93	0	0	0	88	88	95
Departure	0	0	0	149	149	170	0	0	0	63	63	64
Total	0	0	0	237	237	263	0	0	0	151	151	159
South Leg												
Approach	0	0	0	14	14	14	0	0	0	42	42	45
Departure	0	0	0	36	36	39	0	0	0	11	11	11
Total	0	0	0	50	50	53	0	0	0	53	53	56
East Leg												
Approach	0	0	0	321	321	370	0	0	0	181	181	184
Departure	0	0	0	134	134	142	0	0	0	287	287	315
Total	0	0	0	455	455	512	0	0	0	468	468	499
West Leg												
Approach	0	0	0	68	68	71	0	0	0	197	197	215
Departure	0	0	0	172	172	197	0	0	0	147	147	149
Total	0	0	0	240	240	268	0	0	0	344	344	364
Total Approaches												
Approach	0	0	0	491	491	548	0	0	0	508	508	539
Departure	0	0	0	491	491	548	0	0	0	508	508	539
Total	0	0	0	982	982	1,096	0	0	0	1,016	1,016	1,078

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
11 Mission Grove Parkway/Plaza Driveway 2												
NBL				99	99	125				64	64	64
NBT				291	291	368				350	350	350
NBR				9	9	11				118	118	118
SBL				30	30	30				58	58	58
SBT				211	211	224				288	288	288
SBR				223	223	223				100	100	100
EBL				43	43	43				145	145	145
EBT				15	15	15				52	52	52
EBR				79	79	84				118	118	118
WBL				10	10	11				26	26	26
WBT				22	22	22				20	20	20
WBR				3	3	3				7	7	7
North Leg												
Approach	0	0	0	464	464	477	0	0	0	446	446	446
Departure	0	0	0	337	337	414	0	0	0	502	502	502
Total	0	0	0	801	801	891	0	0	0	948	948	948
South Leg												
Approach	0	0	0	399	399	504	0	0	0	532	532	532
Departure	0	0	0	300	300	319	0	0	0	432	432	432
Total	0	0	0	699	699	823	0	0	0	964	964	964
East Leg												
Approach	0	0	0	35	35	36	0	0	0	53	53	53
Departure	0	0	0	54	54	56	0	0	0	228	228	228
Total	0	0	0	89	89	92	0	0	0	281	281	281
West Leg												
Approach	0	0	0	137	137	142	0	0	0	315	315	315
Departure	0	0	0	344	344	370	0	0	0	184	184	184
Total	0	0	0	481	481	512	0	0	0	499	499	499
Total Approaches												
Approach	0	0	0	1,035	1,035	1,159	0	0	0	1,346	1,346	1,346
Departure	0	0	0	1,035	1,035	1,159	0	0	0	1,346	1,346	1,346
Total	0	0	0	2,070	2,070	2,318	0	0	0	2,692	2,692	2,692

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
12 Mission Grove Parkway/Project Driveway 2												
NBL				0	0	0				0	0	0
NBT				504	504	504				436	436	532
NBR				0	0	0				0	0	0
SBL				0	0	0				0	0	0
SBT				316	316	316				445	445	432
SBR				2	2	2				0	0	0
EBL				0	0	0				0	0	0
EBT				0	0	0				0	0	0
EBR				18	18	18				68	68	68
WBL				0	0	0				0	0	0
WBT				0	0	0				0	0	0
WBR				0	0	0				0	0	0
North Leg												
Approach	0	0	0	318	318	318	0	0	0	445	445	432
Departure	0	0	0	504	504	504	0	0	0	436	436	532
Total	0	0	0	822	822	822	0	0	0	881	881	964
South Leg												
Approach	0	0	0	504	504	504	0	0	0	436	436	532
Departure	0	0	0	334	334	334	0	0	0	513	513	500
Total	0	0	0	838	838	838	0	0	0	949	949	1,032
East Leg												
Approach	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	18	18	18	0	0	0	68	68	68
Departure	0	0	0	2	2	2	0	0	0	0	0	0
Total	0	0	0	20	20	20	0	0	0	68	68	68
Total Approaches												
Approach	0	0	0	840	840	840	0	0	0	949	949	1,032
Departure	0	0	0	840	840	840	0	0	0	949	949	1,032
Total	0	0	0	1,680	1,680	1,680	0	0	0	1,898	1,898	2,064

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Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour						PM Peak Hour					
	Historica Counts	Growth Historical to 2022	Historica + (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume	Historical Counts	Growth Historical to 2022	Historical + Growth (2022)	Existing COVID-Volumes	Adjuste Existing Volume	Balance 2022 Volume
13 Project Driveway 3-Bayou Lane/Mission Village Drive												
NBL				7	7	7				8	8	8
NBT				0	0	0				0	0	0
NBR				16	16	16				15	15	15
SBL				0	0	0				0	0	0
SBT				0	0	0				0	0	0
SBR				0	0	0				0	0	0
EBL				0	0	0				0	0	0
EBT				63	63	63				107	107	107
EBR				2	2	2				4	4	4
WBL				16	16	16				21	21	21
WBT				36	36	36				45	45	45
WBR				0	0	0				0	0	0
North Leg												
Approach	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	23	23	23	0	0	0	23	23	23
Departure	0	0	0	18	18	18	0	0	0	25	25	25
Total	0	0	0	41	41	41	0	0	0	48	48	48
East Leg												
Approach	0	0	0	52	52	52	0	0	0	66	66	66
Departure	0	0	0	79	79	79	0	0	0	122	122	122
Total	0	0	0	131	131	131	0	0	0	188	188	188
West Leg												
Approach	0	0	0	65	65	65	0	0	0	111	111	111
Departure	0	0	0	43	43	43	0	0	0	53	53	53
Total	0	0	0	108	108	108	0	0	0	164	164	164
Total Approaches												
Approach	0	0	0	140	140	140	0	0	0	200	200	200
Departure	0	0	0	140	140	140	0	0	0	200	200	200
Total	0	0	0	280	280	280	0	0	0	400	400	400

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
1	**Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway**								
NBL		2	0	2	1	3	0	0	3
NBT		2,604	260	2,864	50	2,914	29	0	2,943
NBR		1,005	101	1,106	4	1,110	20	0	1,130
SBL		26	3	29	0	29	0	0	29
SBT		1,119	112	1,231	156	1,387	8	0	1,395
SBR		6	1	7	0	7	0	0	7
EBL		7	1	8	0	8	0	0	8
EBT		10	1	11	0	11	0	0	11
EBR		1	0	1	2	3	0	0	3
WBL		424	42	466	10	476	6	0	482
WBT		7	1	8	0	8	0	0	8
WBR		44	4	48	0	48	0	0	48
North Leg									
	Approach	1,151	116	1,267	156	1,423	8	0	1,431
	Departure	2,655	265	2,920	50	2,970	29	0	2,999
	Total	3,806	381	4,187	206	4,393	37	0	4,430
South Leg									
	Approach	3,611	361	3,972	55	4,027	49	0	4,076
	Departure	1,544	154	1,698	168	1,866	14	0	1,880
	Total	5,155	515	5,670	223	5,893	63	0	5,956
East Leg									
	Approach	475	47	522	10	532	6	0	538
	Departure	1,041	105	1,146	4	1,150	20	0	1,170
	Total	1,516	152	1,668	14	1,682	26	0	1,708
West Leg									
	Approach	18	2	20	2	22	0	0	22
	Departure	15	2	17	1	18	0	0	18
	Total	33	4	37	3	40	0	0	40
Total Approaches									
	Approach	5,255	526	5,781	223	6,004	63	0	6,067
	Departure	5,255	526	5,781	223	6,004	63	0	6,067
	Total	10,510	1,052	11,562	446	12,008	126	0	12,134

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
2	**Alessandro Boulevard/Cannon Road**								
NBL		22	2	24	1	25	0	0	25
NBT		3,511	351	3,862	57	3,919	49	0	3,968
NBR		36	4	40	1	41	0	0	41
SBL		15	2	17	0	17	0	0	17
SBT		1,503	150	1,653	167	1,820	14	0	1,834
SBR		15	2	17	0	17	0	0	17
EBL		22	2	24	0	24	0	0	24
EBT		1	0	1	0	1	0	0	1
EBR		33	3	36	2	38	0	0	38
WBL		67	7	74	2	76	0	0	76
WBT		2	0	2	0	2	0	0	2
WBR		63	6	69	0	69	0	0	69
North Leg									
	Approach	1,533	154	1,687	167	1,854	14	0	1,868
	Departure	3,596	359	3,955	57	4,012	49	0	4,061
	Total	5,129	513	5,642	224	5,866	63	0	5,929
South Leg									
	Approach	3,569	357	3,926	59	3,985	49	0	4,034
	Departure	1,603	160	1,763	171	1,934	14	0	1,948
	Total	5,172	517	5,689	230	5,919	63	0	5,982
East Leg									
	Approach	132	13	145	2	147	0	0	147
	Departure	52	6	58	1	59	0	0	59
	Total	184	19	203	3	206	0	0	206
West Leg									
	Approach	56	5	61	2	63	0	0	63
	Departure	39	4	43	1	44	0	0	44
	Total	95	9	104	3	107	0	0	107
Total Approaches									
	Approach	5,290	529	5,819	230	6,049	63	0	6,112
	Departure	5,290	529	5,819	230	6,049	63	0	6,112
	Total	10,580	1,058	11,638	460	12,098	126	0	12,224

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
3	**Alessandro Boulevard/Communications Center Drive**								
NBL		110	0	110	0	110	0	0	110
NBT		3,579	358	3,937	59	3,996	49	0	4,045
NBR		0	0	0	0	0	0	0	0
SBL		0	0	0	0	0	0	0	0
SBT		1,584	158	1,742	171	1,913	14	0	1,927
SBR		0	0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0	0
EBT		0	0	0	0	0	0	0	0
EBR		4	0	4	0	4	0	0	4
WBL		0	0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0	0
WBR		0	0	0	0	0	0	0	0
North Leg									
	Approach	1,584	158	1,742	171	1,913	14	0	1,927
	Departure	3,579	358	3,937	59	3,996	49	0	4,045
	Total	5,163	516	5,679	230	5,909	63	0	5,972
South Leg									
	Approach	3,689	358	4,047	59	4,106	49	0	4,155
	Departure	1,588	158	1,746	171	1,917	14	0	1,931
	Total	5,277	516	5,793	230	6,023	63	0	6,086
East Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
West Leg									
	Approach	4	0	4	0	4	0	0	4
	Departure	110	0	110	0	110	0	0	110
	Total	114	0	114	0	114	0	0	114
Total Approaches									
	Approach	5,277	516	5,793	230	6,023	63	0	6,086
	Departure	5,277	516	5,793	230	6,023	63	0	6,086
	Total	10,554	1,032	11,586	460	12,046	126	0	12,172

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
4	**Trautwein Road/Alessandro Boulevard**								
NBL		1,649	165	1,814	9	1,823	15	0	1,838
NBT		0	0	0	0	0	0	0	0
NBR		8	1	9	1	10	0	0	10
SBL		0	0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0	0
EBT		815	82	897	155	1,052	14	0	1,066
EBR		10	1	11	16	27	0	0	27
WBL		104	10	114	0	114	0	0	114
WBT		2,069	207	2,276	50	2,326	34	0	2,360
WBR		0	0	0	0	0	0	0	0
North Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
South Leg									
	Approach	1,657	166	1,823	10	1,833	15	0	1,848
	Departure	114	11	125	16	141	0	0	141
	Total	1,771	177	1,948	26	1,974	15	0	1,989
East Leg									
	Approach	2,173	217	2,390	50	2,440	34	0	2,474
	Departure	823	83	906	156	1,062	14	0	1,076
	Total	2,996	300	3,296	206	3,502	48	0	3,550
West Leg									
	Approach	825	83	908	171	1,079	14	0	1,093
	Departure	3,718	372	4,090	59	4,149	49	0	4,198
	Total	4,543	455	4,998	230	5,228	63	0	5,291
Total Approaches									
	Approach	4,655	466	5,121	231	5,352	63	0	5,415
	Departure	4,655	466	5,121	231	5,352	63	0	5,415
	Total	9,309	932	10,241	462	10,703	126	0	10,830

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
5	**Trautwein Road/Mission Village Drive**								
NBL		0	0	0	0	0	0	0	0
NBT		1,698	170	1,868	10	1,878	0	0	1,878
NBR		86	9	95	1	96	2	0	98
SBL		0	0	0	0	0	0	0	0
SBT		947	95	1,042	16	1,058	0	0	1,058
SBR		0	0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0	0
EBT		0	0	0	0	0	0	0	0
EBR		0	0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0	0
WBR		27	3	30	0	30	15	0	45
North Leg									
	Approach	947	95	1,042	16	1,058	0	0	1,058
	Departure	1,725	173	1,898	10	1,908	15	0	1,923
	Total	2,672	268	2,940	26	2,966	15	0	2,981
South Leg									
	Approach	1,784	179	1,963	11	1,974	2	0	1,976
	Departure	947	95	1,042	16	1,058	0	0	1,058
	Total	2,731	274	3,005	27	3,032	2	0	3,034
East Leg									
	Approach	27	3	30	0	30	15	0	45
	Departure	86	9	95	1	96	2	0	98
	Total	113	12	125	1	126	17	0	143
West Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
Total Approaches									
	Approach	2,758	277	3,035	27	3,062	17	0	3,079
	Departure	2,758	277	3,035	27	3,062	17	0	3,079
	Total	5,517	554	6,071	54	6,125	34	0	6,158

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
6	**Trautwein Road/Mission Grove Parkway**								
NBL		3	0	3	0	3	0	0	3
NBT		1,675	168	1,843	7	1,850	2	0	1,852
NBR		509	51	560	3	563	3	0	566
SBL		182	18	200	14	214	0	0	214
SBT		830	83	913	2	915	0	0	915
SBR		16	2	18	0	18	0	0	18
EBL		58	6	64	0	64	0	0	64
EBT		31	3	34	1	35	0	0	35
EBR		10	1	11	0	11	0	0	11
WBL		596	60	656	2	658	16	0	674
WBT		32	3	35	1	36	0	0	36
WBR		46	5	51	5	56	0	0	56
North Leg									
	Approach	1,028	103	1,131	16	1,147	0	0	1,147
	Departure	1,779	179	1,958	12	1,970	2	0	1,972
	Total	2,807	282	3,089	28	3,117	2	0	3,119
South Leg									
	Approach	2,187	219	2,406	10	2,416	5	0	2,421
	Departure	1,436	144	1,580	4	1,584	16	0	1,600
	Total	3,623	363	3,986	14	4,000	21	0	4,021
East Leg									
	Approach	674	68	742	8	750	16	0	766
	Departure	722	72	794	18	812	3	0	815
	Total	1,396	140	1,536	26	1,562	19	0	1,581
West Leg									
	Approach	99	10	109	1	110	0	0	110
	Departure	51	5	56	1	57	0	0	57
	Total	150	15	165	2	167	0	0	167
Total Approaches									
	Approach	3,988	400	4,388	35	4,423	21	0	4,444
	Departure	3,988	400	4,388	35	4,423	21	0	4,444
	Total	7,976	800	8,776	70	8,846	42	0	8,888

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
7	**Plaza Driveway 1/Alessandro Boulevard**								
NBL		120	12	132	0	132	10	0	142
NBT		0	0	0	0	0	0	0	0
NBR		60	6	66	0	66	0	0	66
SBL		0	0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0	0
EBT		855	86	941	156	1,097	10	0	1,107
EBR		108	11	119	0	119	4	0	123
WBL		59	6	65	0	65	0	0	65
WBT		1,918	192	2,110	50	2,160	24	0	2,184
WBR		0	0	0	0	0	0	0	0
North Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
South Leg									
	Approach	180	18	198	0	198	10	0	208
	Departure	167	17	184	0	184	4	0	188
	Total	347	35	382	0	382	14	0	396
East Leg									
	Approach	1,977	198	2,175	50	2,225	24	0	2,249
	Departure	915	92	1,007	156	1,163	10	0	1,173
	Total	2,892	290	3,182	206	3,388	34	0	3,422
West Leg									
	Approach	963	97	1,060	156	1,216	14	0	1,230
	Departure	2,038	204	2,242	50	2,292	34	0	2,326
	Total	3,001	301	3,302	206	3,508	48	0	3,556
Total Approaches									
	Approach	3,120	313	3,433	206	3,639	48	0	3,687
	Departure	3,120	313	3,433	206	3,639	48	0	3,687
	Total	6,240	626	6,866	412	7,278	96	0	7,374

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
8	**Mission Grove Parkway/Alessandro Boulevard**								
NBL		125	13	138	7	145	24	0	169
NBT		135	14	149	1	150	0	0	150
NBR		169	17	186	8	194	34	0	228
SBL		54	5	59	6	65	0	0	65
SBT		107	11	118	8	126	0	0	126
SBR		26	3	29	0	29	0	0	29
EBL		34	3	37	0	37	0	0	37
EBT		838	84	922	149	1,071	0	0	1,071
EBR		58	6	64	0	64	10	0	74
WBL		312	31	343	15	358	10	0	368
WBT		1,877	188	2,065	52	2,117	0	0	2,117
WBR		69	7	76	1	77	0	0	77
North Leg									
	Approach	187	19	206	14	220	0	0	220
	Departure	238	24	262	2	264	0	0	264
	Total	425	43	468	16	484	0	0	484
South Leg									
	Approach	429	44	473	16	489	58	0	547
	Departure	477	48	525	23	548	20	0	568
	Total	906	92	998	39	1,037	78	0	1,115
East Leg									
	Approach	2,258	226	2,484	68	2,552	10	0	2,562
	Departure	1,061	106	1,167	163	1,330	34	0	1,364
	Total	3,319	332	3,651	231	3,882	44	0	3,926
West Leg									
	Approach	930	93	1,023	149	1,172	10	0	1,182
	Departure	2,028	204	2,232	59	2,291	24	0	2,315
	Total	2,958	297	3,255	208	3,463	34	0	3,497
Total Approaches									
	Approach	3,804	382	4,186	247	4,433	78	0	4,511
	Departure	3,804	382	4,186	247	4,433	78	0	4,511
	Total	7,608	764	8,372	494	8,866	156	0	9,022

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
9	**Mission Grove Parkway/Mission Village Drive**								
NBL		15	2	17	0	17	3	0	20
NBT		404	40	444	16	460	0	0	460
NBR		118	12	130	0	130	0	0	130
SBL		19	2	21	2	23	0	0	23
SBT		301	30	331	22	353	10	0	363
SBR		13	1	14	1	15	4	0	19
EBL		16	2	18	1	19	14	0	33
EBT		24	2	26	0	26	0	0	26
EBR		50	5	55	1	56	6	0	62
WBL		78	8	86	0	86	0	0	86
WBT		11	1	12	0	12	0	0	12
WBR		61	6	67	3	70	0	0	70
North Leg									
	Approach	333	33	366	25	391	14	0	405
	Departure	481	48	529	20	549	14	0	563
	Total	814	81	895	45	940	28	0	968
South Leg									
	Approach	537	54	591	16	607	3	0	610
	Departure	429	43	472	23	495	16	0	511
	Total	966	97	1,063	39	1,102	19	0	1,121
East Leg									
	Approach	150	15	165	3	168	0	0	168
	Departure	161	16	177	2	179	0	0	179
	Total	311	31	342	5	347	0	0	347
West Leg									
	Approach	90	9	99	2	101	20	0	121
	Departure	39	4	43	1	44	7	0	51
	Total	129	13	142	3	145	27	0	172
Total Approaches									
	Approach	1,110	111	1,221	46	1,267	37	0	1,304
	Departure	1,110	111	1,221	46	1,267	37	0	1,304
	Total	2,220	222	2,442	92	2,534	74	0	2,608

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
10	**Project Driveway 1/Plaza Driveway 2**								
NBL		3	0	3	0	3	5	-3	5
NBT		7	1	8	0	8	0	-8	0
NBR		4	0	4	0	4	44	-4	44
SBL		82	8	90	0	90	0	0	90
SBT		6	1	7	0	7	0	-7	0
SBR		5	1	6	0	6	0	0	6
EBL		6	1	7	0	7	0	0	7
EBT		56	6	62	1	63	0	24	87
EBR		9	1	10	0	10	3	-10	3
WBL		24	2	26	0	26	16	-26	16
WBT		189	19	208	1	209	0	28	237
WBR		157	16	173	0	173	0	0	173
North Leg									
	Approach	93	10	103	0	103	0	-7	96
	Departure	170	18	188	0	188	0	-8	180
	Total	263	28	291	0	291	0	-15	276
South Leg									
	Approach	14	1	15	0	15	49	-15	49
	Departure	39	4	43	0	43	19	-43	19
	Total	53	5	58	0	58	68	-58	68
East Leg									
	Approach	370	37	407	1	408	16	2	426
	Departure	142	14	156	1	157	44	20	221
	Total	512	51	563	2	565	60	22	647
West Leg									
	Approach	71	8	79	1	80	3	14	97
	Departure	197	20	217	1	218	5	25	248
	Total	268	28	296	2	298	8	39	345
Total Approaches									
	Approach	548	56	604	2	606	68	-6	668
	Departure	548	56	604	2	606	68	-6	668
	Total	1,096	112	1,208	4	1,212	136	-12	1,336

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
11	**Mission Grove Parkway/Plaza Driveway 2**								
NBL		125	13	138	1	139	0	0	139
NBT		368	37	405	15	420	14	0	434
NBR		11	1	12	0	12	0	0	12
SBL		30	3	33	0	33	0	0	33
SBT		224	22	246	22	268	4	-2	270
SBR		223	22	245	0	245	16	2	263
EBL		43	4	47	0	47	44	0	91
EBT		15	2	17	0	17	0	0	17
EBR		84	8	92	1	93	0	20	113
WBL		11	1	12	0	12	0	0	12
WBT		22	2	24	0	24	0	0	24
WBR		3	0	3	0	3	0	0	3
North Leg									
	Approach	477	47	524	22	546	20	0	566
	Departure	414	41	455	15	470	58	0	528
	Total	891	88	979	37	1,016	78	0	1,094
South Leg									
	Approach	504	51	555	16	571	14	0	585
	Departure	319	31	350	23	373	4	18	395
	Total	823	82	905	39	944	18	18	980
East Leg									
	Approach	36	3	39	0	39	0	0	39
	Departure	56	6	62	0	62	0	0	62
	Total	92	9	101	0	101	0	0	101
West Leg									
	Approach	142	14	156	1	157	44	20	221
	Departure	370	37	407	1	408	16	2	426
	Total	512	51	563	2	565	60	22	647
Total Approaches									
	Approach	1,159	115	1,274	39	1,313	78	20	1,411
	Departure	1,159	115	1,274	39	1,313	78	20	1,411
	Total	2,318	230	2,548	78	2,626	156	40	2,822

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
12	**Mission Grove Parkway/Project Driveway 2**								
NBL		0	0	0	0	0	0	0	0
NBT		504	50	554	16	570	14	0	584
NBR		0	0	0	0	0	0	0	0
SBL		0	0	0	0	0	0	0	0
SBT		316	32	348	23	371	4	20	395
SBR		2	0	2	0	2	0	-2	0
EBL		0	0	0	0	0	0	0	0
EBT		0	0	0	0	0	0	0	0
EBR		18	2	20	0	20	10	-20	10
WBL		0	0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0	0
WBR		0	0	0	0	0	0	0	0
North Leg									
	Approach	318	32	350	23	373	4	18	395
	Departure	504	50	554	16	570	14	0	584
	Total	822	82	904	39	943	18	18	979
South Leg									
	Approach	504	50	554	16	570	14	0	584
	Departure	334	34	368	23	391	14	0	405
	Total	838	84	922	39	961	28	0	989
East Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
West Leg									
	Approach	18	2	20	0	20	10	-20	10
	Departure	2	0	2	0	2	0	-2	0
	Total	20	2	22	0	22	10	-22	10
Total Approaches									
	Approach	840	84	924	39	963	28	-2	989
	Departure	840	84	924	39	963	28	-2	989
	Total	1,680	168	1,848	78	1,926	56	-4	1,978

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		AM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
13	**Project Driveway 3-Bayou Lane/Mission Village Drive**								
NBL		7	0	7	0	7	0	0	7
NBT		0	0	0	0	0	0	0	0
NBR		16	0	16	1	17	0	0	17
SBL		0	0	0	0	0	20	0	20
SBT		0	0	0	0	0	0	0	0
SBR		0	0	0	0	0	15	0	15
EBL		0	0	0	0	0	2	0	2
EBT		63	6	69	1	70	0	0	70
EBR		2	0	2	0	2	0	0	2
WBL		16	0	16	1	17	0	0	17
WBT		36	4	40	0	40	0	0	40
WBR		0	0	0	0	0	7	0	7
North Leg									
	Approach	0	0	0	0	0	35	0	35
	Departure	0	0	0	0	0	9	0	9
	Total	0	0	0	0	0	44	0	44
South Leg									
	Approach	23	0	23	1	24	0	0	24
	Departure	18	0	18	1	19	0	0	19
	Total	41	0	41	2	43	0	0	43
East Leg									
	Approach	52	4	56	1	57	7	0	64
	Departure	79	6	85	2	87	20	0	107
	Total	131	10	141	3	144	27	0	171
West Leg									
	Approach	65	6	71	1	72	2	0	74
	Departure	43	4	47	0	47	15	0	62
	Total	108	10	118	1	119	17	0	136
Total Approaches									
	Approach	140	10	150	3	153	44	0	197
	Departure	140	10	150	3	153	44	0	197
	Total	280	20	300	6	306	88	0	394

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
1	**Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway**								
NBL		4	0	4	1	5	0	0	5
NBT		1,958	196	2,154	281	2,435	14	0	2,449
NBR		650	65	715	11	726	10	0	736
SBL		53	5	58	0	58	0	0	58
SBT		2,654	265	2,919	111	3,030	23	0	3,053
SBR		9	1	10	0	10	0	0	10
EBL		10	1	11	0	11	0	0	11
EBT		4	0	4	0	4	0	0	4
EBR		5	1	6	1	7	0	0	7
WBL		496	50	546	9	555	15	0	570
WBT		6	1	7	0	7	0	0	7
WBR		22	2	24	0	24	0	0	24
North Leg									
	Approach	2,716	271	2,987	111	3,098	23	0	3,121
	Departure	1,990	199	2,189	281	2,470	14	0	2,484
	Total	4,706	470	5,176	392	5,568	37	0	5,605
South Leg									
	Approach	2,612	261	2,873	293	3,166	24	0	3,190
	Departure	3,155	316	3,471	121	3,592	38	0	3,630
	Total	5,767	577	6,344	414	6,758	62	0	6,820
East Leg									
	Approach	524	53	577	9	586	15	0	601
	Departure	707	70	777	11	788	10	0	798
	Total	1,231	123	1,354	20	1,374	25	0	1,399
West Leg									
	Approach	19	2	21	1	22	0	0	22
	Departure	19	2	21	1	22	0	0	22
	Total	38	4	42	2	44	0	0	44
Total Approaches									
	Approach	5,871	587	6,458	414	6,872	62	0	6,934
	Departure	5,871	587	6,458	414	6,872	62	0	6,934
	Total	11,742	1,174	12,916	828	13,744	124	0	13,868

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
2	**Alessandro Boulevard/Cannon Road**								
NBL		33	3	36	3	39	0	0	39
NBT		2,548	255	2,803	291	3,094	24	0	3,118
NBR		28	3	31	3	34	0	0	34
SBL		90	9	99	0	99	0	0	99
SBT		3,068	307	3,375	118	3,493	38	0	3,531
SBR		17	2	19	0	19	0	0	19
EBL		19	2	21	0	21	0	0	21
EBT		0	0	0	0	0	0	0	0
EBR		22	2	24	3	27	0	0	27
WBL		28	3	31	3	34	0	0	34
WBT		0	0	0	0	0	0	0	0
WBR		29	3	32	0	32	0	0	32
North Leg									
	Approach	3,175	318	3,493	118	3,611	38	0	3,649
	Departure	2,596	260	2,856	291	3,147	24	0	3,171
	Total	5,771	578	6,349	409	6,758	62	0	6,820
South Leg									
	Approach	2,609	261	2,870	297	3,167	24	0	3,191
	Departure	3,118	312	3,430	124	3,554	38	0	3,592
	Total	5,727	573	6,300	421	6,721	62	0	6,783
East Leg									
	Approach	57	6	63	3	66	0	0	66
	Departure	118	12	130	3	133	0	0	133
	Total	175	18	193	6	199	0	0	199
West Leg									
	Approach	41	4	45	3	48	0	0	48
	Departure	50	5	55	3	58	0	0	58
	Total	91	9	100	6	106	0	0	106
Total Approaches									
	Approach	5,882	589	6,471	421	6,892	62	0	6,954
	Departure	5,882	589	6,471	421	6,892	62	0	6,954
	Total	11,764	1,178	12,942	842	13,784	124	0	13,908

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
3	**Alessandro Boulevard/Communications Center Drive**								
NBL		39	0	39	0	39	0	0	39
NBT		2,566	257	2,823	296	3,119	24	0	3,143
NBR		0	0	0	0	0	0	0	0
SBL		0	0	0	0	0	0	0	0
SBT		3,103	310	3,413	123	3,536	38	0	3,574
SBR		2	0	2	0	2	0	0	2
EBL		8	0	8	0	8	0	0	8
EBT		0	0	0	0	0	0	0	0
EBR		27	0	27	0	27	0	0	27
WBL		0	0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0	0
WBR		0	0	0	0	0	0	0	0
North Leg									
	Approach	3,105	310	3,415	123	3,538	38	0	3,576
	Departure	2,574	257	2,831	296	3,127	24	0	3,151
	Total	5,679	567	6,246	419	6,665	62	0	6,727
South Leg									
	Approach	2,605	257	2,862	296	3,158	24	0	3,182
	Departure	3,130	310	3,440	123	3,563	38	0	3,601
	Total	5,735	567	6,302	419	6,721	62	0	6,783
East Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
West Leg									
	Approach	35	0	35	0	35	0	0	35
	Departure	41	0	41	0	41	0	0	41
	Total	76	0	76	0	76	0	0	76
Total Approaches									
	Approach	5,745	567	6,312	419	6,731	62	0	6,793
	Departure	5,745	567	6,312	419	6,731	62	0	6,793
	Total	11,490	1,134	12,624	838	13,462	124	0	13,586

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
4	**Trautwein Road/Alessandro Boulevard**								
NBL		912	91	1,003	18	1,021	7	0	1,028
NBT		0	0	0	0	0	0	0	0
NBR		8	1	9	1	10	0	0	10
SBL		0	0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0	0
EBT		1,739	174	1,913	108	2,021	38	0	2,059
EBR		10	1	11	15	26	0	0	26
WBL		265	26	291	2	293	0	0	293
WBT		1,699	170	1,869	278	2,147	17	0	2,164
WBR		0	0	0	0	0	0	0	0
North Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
South Leg									
	Approach	920	92	1,012	19	1,031	7	0	1,038
	Departure	275	27	302	17	319	0	0	319
	Total	1,195	119	1,314	36	1,350	7	0	1,357
East Leg									
	Approach	1,964	196	2,160	280	2,440	17	0	2,457
	Departure	1,747	175	1,922	109	2,031	38	0	2,069
	Total	3,711	371	4,082	389	4,471	55	0	4,526
West Leg									
	Approach	1,749	175	1,924	123	2,047	38	0	2,085
	Departure	2,611	261	2,872	296	3,168	24	0	3,192
	Total	4,360	436	4,796	419	5,215	62	0	5,277
Total Approaches									
	Approach	4,633	463	5,096	422	5,518	62	0	5,580
	Departure	4,633	463	5,096	422	5,518	62	0	5,580
	Total	9,266	926	10,192	844	11,036	124	0	11,160

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
5	**Trautwein Road/Mission Village Drive**								
NBL		0	0	0	0	0	0	0	0
NBT		1,082	108	1,190	19	1,209	0	0	1,209
NBR		128	13	141	1	142	5	0	147
SBL		0	0	0	0	0	0	0	0
SBT		1,959	196	2,155	17	2,172	0	0	2,172
SBR		0	0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0	0
EBT		0	0	0	0	0	0	0	0
EBR		0	0	0	0	0	0	0	0
WBL		0	0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0	0
WBR		30	3	33	0	33	7	0	40
North Leg									
	Approach	1,959	196	2,155	17	2,172	0	0	2,172
	Departure	1,112	111	1,223	19	1,242	7	0	1,249
	Total	3,071	307	3,378	36	3,414	7	0	3,421
South Leg									
	Approach	1,210	121	1,331	20	1,351	5	0	1,356
	Departure	1,959	196	2,155	17	2,172	0	0	2,172
	Total	3,169	317	3,486	37	3,523	5	0	3,528
East Leg									
	Approach	30	3	33	0	33	7	0	40
	Departure	128	13	141	1	142	5	0	147
	Total	158	16	174	1	175	12	0	187
West Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
Total Approaches									
	Approach	3,199	320	3,519	37	3,556	12	0	3,568
	Departure	3,199	320	3,519	37	3,556	12	0	3,568
	Total	6,398	640	7,038	74	7,112	24	0	7,136

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
6	**Trautwein Road/Mission Grove Parkway**								
NBL		8	1	9	0	9	0	0	9
NBT		993	99	1,092	5	1,097	5	0	1,102
NBR		436	44	480	2	482	8	0	490
SBL		204	20	224	10	234	0	0	234
SBT		1,693	169	1,862	8	1,870	0	0	1,870
SBR		43	4	47	0	47	0	0	47
EBL		21	2	23	0	23	0	0	23
EBT		12	1	13	1	14	0	0	14
EBR		11	1	12	0	12	0	0	12
WBL		659	66	725	5	730	8	0	738
WBT		36	4	40	1	41	0	0	41
WBR		85	9	94	15	109	0	0	109
North Leg									
	Approach	1,940	193	2,133	18	2,151	0	0	2,151
	Departure	1,099	110	1,209	20	1,229	5	0	1,234
	Total	3,039	303	3,342	38	3,380	5	0	3,385
South Leg									
	Approach	1,437	144	1,581	7	1,588	13	0	1,601
	Departure	2,363	236	2,599	13	2,612	8	0	2,620
	Total	3,800	380	4,180	20	4,200	21	0	4,221
East Leg									
	Approach	780	79	859	21	880	8	0	888
	Departure	652	65	717	13	730	8	0	738
	Total	1,432	144	1,576	34	1,610	16	0	1,626
West Leg									
	Approach	44	4	48	1	49	0	0	49
	Departure	87	9	96	1	97	0	0	97
	Total	131	13	144	2	146	0	0	146
Total Approaches									
	Approach	4,201	420	4,621	47	4,668	21	0	4,689
	Departure	4,201	420	4,621	47	4,668	21	0	4,689
	Total	8,402	840	9,242	94	9,336	42	0	9,378

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
7	**Plaza Driveway 1/Alessandro Boulevard**								
NBL		268	27	295	0	295	5	0	300
NBT		0	0	0	0	0	0	0	0
NBR		125	13	138	0	138	0	0	138
SBL		0	0	0	0	0	0	0	0
SBT		0	0	0	0	0	0	0	0
SBR		0	0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0	0
EBT		1,743	174	1,917	109	2,026	27	0	2,053
EBR		237	24	261	0	261	11	0	272
WBL		84	8	92	0	92	0	0	92
WBT		1,593	159	1,752	280	2,032	12	0	2,044
WBR		0	0	0	0	0	0	0	0
North Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
South Leg									
	Approach	393	40	433	0	433	5	0	438
	Departure	321	32	353	0	353	11	0	364
	Total	714	72	786	0	786	16	0	802
East Leg									
	Approach	1,677	167	1,844	280	2,124	12	0	2,136
	Departure	1,868	187	2,055	109	2,164	27	0	2,191
	Total	3,545	354	3,899	389	4,288	39	0	4,327
West Leg									
	Approach	1,980	198	2,178	109	2,287	38	0	2,325
	Departure	1,861	186	2,047	280	2,327	17	0	2,344
	Total	3,841	384	4,225	389	4,614	55	0	4,669
Total Approaches									
	Approach	4,050	405	4,455	389	4,844	55	0	4,899
	Departure	4,050	405	4,455	389	4,844	55	0	4,899
	Total	8,100	810	8,910	778	9,688	110	0	9,798

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
8	**Mission Grove Parkway/Alessandro Boulevard**								
NBL		139	14	153	9	162	12	0	174
NBT		95	10	105	4	109	0	0	109
NBR		285	29	314	17	331	16	0	347
SBL		66	7	73	9	82	0	0	82
SBT		94	9	103	12	115	0	0	115
SBR		25	3	28	0	28	0	0	28
EBL		36	4	40	0	40	0	0	40
EBT		1,683	168	1,851	100	1,951	0	0	1,951
EBR		130	13	143	0	143	27	0	170
WBL		223	22	245	13	258	25	0	283
WBT		1,552	155	1,707	279	1,986	0	0	1,986
WBR		71	7	78	1	79	0	0	79
North Leg									
	Approach	185	19	204	21	225	0	0	225
	Departure	202	21	223	5	228	0	0	228
	Total	387	40	427	26	453	0	0	453
South Leg									
	Approach	519	53	572	30	602	28	0	630
	Departure	447	44	491	25	516	52	0	568
	Total	966	97	1,063	55	1,118	80	0	1,198
East Leg									
	Approach	1,846	184	2,030	293	2,323	25	0	2,348
	Departure	2,034	204	2,238	126	2,364	16	0	2,380
	Total	3,880	388	4,268	419	4,687	41	0	4,728
West Leg									
	Approach	1,849	185	2,034	100	2,134	27	0	2,161
	Departure	1,716	172	1,888	288	2,176	12	0	2,188
	Total	3,565	357	3,922	388	4,310	39	0	4,349
Total Approaches									
	Approach	4,399	441	4,840	444	5,284	80	0	5,364
	Departure	4,399	441	4,840	444	5,284	80	0	5,364
	Total	8,798	882	9,680	888	10,568	160	0	10,728

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
9	**Mission Grove Parkway/Mission Village Drive**								
NBL		14	1	15	0	15	8	0	23
NBT		369	37	406	27	433	0	0	433
NBR		152	15	167	0	167	0	0	167
SBL		73	7	80	4	84	0	0	84
SBT		417	42	459	23	482	5	0	487
SBR		27	3	30	1	31	10	0	41
EBL		22	2	24	1	25	7	0	32
EBT		24	2	26	0	26	0	0	26
EBR		79	8	87	2	89	3	0	92
WBL		147	15	162	0	162	0	0	162
WBT		26	3	29	0	29	0	0	29
WBR		21	2	23	4	27	0	0	27
North Leg									
	Approach	517	52	569	28	597	15	0	612
	Departure	412	41	453	32	485	7	0	492
	Total	929	93	1,022	60	1,082	22	0	1,104
South Leg									
	Approach	535	53	588	27	615	8	0	623
	Departure	643	65	708	25	733	8	0	741
	Total	1,178	118	1,296	52	1,348	16	0	1,364
East Leg									
	Approach	194	20	214	4	218	0	0	218
	Departure	249	24	273	4	277	0	0	277
	Total	443	44	487	8	495	0	0	495
West Leg									
	Approach	125	12	137	3	140	10	0	150
	Departure	67	7	74	1	75	18	0	93
	Total	192	19	211	4	215	28	0	243
Total Approaches									
	Approach	1,371	137	1,508	62	1,570	33	0	1,603
	Departure	1,371	137	1,508	62	1,570	33	0	1,603
	Total	2,742	274	3,016	124	3,140	66	0	3,206

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
10	**Project Driveway 1/Plaza Driveway 2**								
NBL		6	1	7	0	7	2	-7	2
NBT		8	1	9	0	9	0	-9	0
NBR		31	3	34	0	34	22	-34	22
SBL		82	8	90	0	90	0	0	90
SBT		4	0	4	0	4	0	-4	0
SBR		9	1	10	0	10	0	0	10
EBL		10	1	11	0	11	0	0	11
EBT		202	20	222	2	224	0	109	333
EBR		3	0	3	0	3	8	-3	8
WBL		4	0	4	0	4	42	-4	42
WBT		134	13	147	1	148	0	4	152
WBR		46	5	51	0	51	0	0	51
North Leg									
	Approach	95	9	104	0	104	0	-4	100
	Departure	64	7	71	0	71	0	-9	62
	Total	159	16	175	0	175	0	-13	162
South Leg									
	Approach	45	5	50	0	50	24	-50	24
	Departure	11	0	11	0	11	50	-11	50
	Total	56	5	61	0	61	74	-61	74
East Leg									
	Approach	184	18	202	1	203	42	0	245
	Departure	315	31	346	2	348	22	75	445
	Total	499	49	548	3	551	64	75	690
West Leg									
	Approach	215	21	236	2	238	8	106	352
	Departure	149	15	164	1	165	2	-3	164
	Total	364	36	400	3	403	10	103	516
Total Approaches									
	Approach	539	53	592	3	595	74	52	721
	Departure	539	53	592	3	595	74	52	721
	Total	1,078	106	1,184	6	1,190	148	104	1,442

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
11	**Mission Grove Parkway/Plaza Driveway 2**								
NBL		64	6	70	1	71	0	0	71
NBT		350	35	385	29	414	7	0	421
NBR		118	12	130	0	130	0	0	130
SBL		58	6	64	0	64	0	0	64
SBT		288	29	317	24	341	10	0	351
SBR		100	10	110	0	110	42	0	152
EBL		145	15	160	0	160	21	0	181
EBT		52	5	57	0	57	0	0	57
EBR		118	12	130	2	132	0	75	207
WBL		26	3	29	0	29	0	0	29
WBT		20	2	22	0	22	0	0	22
WBR		7	1	8	0	8	0	0	8
North Leg									
	Approach	446	45	491	24	515	52	0	567
	Departure	502	51	553	29	582	28	0	610
	Total	948	96	1,044	53	1,097	80	0	1,177
South Leg									
	Approach	532	53	585	30	615	7	0	622
	Departure	432	44	476	26	502	10	75	587
	Total	964	97	1,061	56	1,117	17	75	1,209
East Leg									
	Approach	53	6	59	0	59	0	0	59
	Departure	228	23	251	0	251	0	0	251
	Total	281	29	310	0	310	0	0	310
West Leg									
	Approach	315	32	347	2	349	21	75	445
	Departure	184	18	202	1	203	42	0	245
	Total	499	50	549	3	552	63	75	690
Total Approaches									
	Approach	1,346	136	1,482	56	1,538	80	75	1,693
	Departure	1,346	136	1,482	56	1,538	80	75	1,693
	Total	2,692	272	2,964	112	3,076	160	150	3,386

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
12	**Mission Grove Parkway/Project Driveway 2**								
NBL		0	0	0	0	0	0	0	0
NBT		532	53	585	30	615	7	0	622
NBR		0	0	0	0	0	0	0	0
SBL		0	0	0	0	0	0	0	0
SBT		432	43	475	26	501	10	75	586
SBR		0	0	0	0	0	0	0	0
EBL		0	0	0	0	0	0	0	0
EBT		0	0	0	0	0	0	0	0
EBR		68	7	75	0	75	5	-75	5
WBL		0	0	0	0	0	0	0	0
WBT		0	0	0	0	0	0	0	0
WBR		0	0	0	0	0	0	0	0
North Leg									
	Approach	432	43	475	26	501	10	75	586
	Departure	532	53	585	30	615	7	0	622
	Total	964	96	1,060	56	1,116	17	75	1,208
South Leg									
	Approach	532	53	585	30	615	7	0	622
	Departure	500	50	550	26	576	15	0	591
	Total	1,032	103	1,135	56	1,191	22	0	1,213
East Leg									
	Approach	0	0	0	0	0	0	0	0
	Departure	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0
West Leg									
	Approach	68	7	75	0	75	5	-75	5
	Departure	0	0	0	0	0	0	0	0
	Total	68	7	75	0	75	5	-75	5
Total Approaches									
	Approach	1,032	103	1,135	56	1,191	22	0	1,213
	Departure	1,032	103	1,135	56	1,191	22	0	1,213
	Total	2,064	206	2,270	112	2,382	44	0	2,426

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Table C-2 - Opening Year (2027) Peak Hour PCE Volume Summary

		PM Peak Hour							
		Existing (2022) PCE	(2022)-(2027) Growth	Project Completion (2027)	Cumulative Project Trips	OY Without Project	Project Trips	Driveway Vol Adjust	OY With Project
13	**Project Driveway 3-Bayou Lane/Mission Village Drive**								
NBL		8	0	8	0	8	0	0	8
NBT		0	0	0	0	0	0	0	0
NBR		15	0	15	1	16	0	0	16
SBL		0	0	0	0	0	10	0	10
SBT		0	0	0	0	0	0	0	0
SBR		0	0	0	0	0	7	0	7
EBL		0	0	0	0	0	5	0	5
EBT		107	11	118	2	120	0	0	120
EBR		4	0	4	0	4	0	0	4
WBL		21	0	21	1	22	0	0	22
WBT		45	5	50	0	50	0	0	50
WBR		0	0	0	0	0	18	0	18
North Leg									
	Approach	0	0	0	0	0	17	0	17
	Departure	0	0	0	0	0	23	0	23
	Total	0	0	0	0	0	40	0	40
South Leg									
	Approach	23	0	23	1	24	0	0	24
	Departure	25	0	25	1	26	0	0	26
	Total	48	0	48	2	50	0	0	50
East Leg									
	Approach	66	5	71	1	72	18	0	90
	Departure	122	11	133	3	136	10	0	146
	Total	188	16	204	4	208	28	0	236
West Leg									
	Approach	111	11	122	2	124	5	0	129
	Departure	53	5	58	0	58	7	0	65
	Total	164	16	180	2	182	12	0	194
Total Approaches									
	Approach	200	16	216	4	220	40	0	260
	Departure	200	16	216	4	220	40	0	260
	Total	400	32	432	8	440	80	0	520

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
1 Alessandro Boulevard/Canyon Crest Drive-Overlook Parkway										
NBL	4	4	0	0	4	8	8	0	0	8
NBT	3,060	3,060	29	0	3,089	2,557	2,557	14	0	2,571
NBR	1,166	1,166	20	0	1,186	762	762	10	0	772
SBL	30	30	0	0	30	61	61	0	0	61
SBT	1,445	1,445	8	0	1,453	3,182	3,182	23	0	3,205
SBR	8	8	0	0	8	13	13	0	0	13
EBL	12	12	0	0	12	14	14	0	0	14
EBT	20	20	0	0	20	5	5	0	0	5
EBR	4	4	0	0	4	8	8	0	0	8
WBL	500	500	6	0	506	615	615	15	0	630
WBT	8	8	0	0	8	11	11	0	0	11
WBR	50	50	0	0	50	25	25	0	0	25
North Leg										
Approach	1,483	1,483	8	0	1,491	3,256	3,256	23	0	3,279
Departure	3,122	3,122	29	0	3,151	2,596	2,596	14	0	2,610
Total	4,605	4,605	37	0	4,642	5,852	5,852	37	0	5,889
South Leg										
Approach	4,230	4,230	49	0	4,279	3,327	3,327	24	0	3,351
Departure	1,949	1,949	14	0	1,963	3,805	3,805	38	0	3,843
Total	6,179	6,179	63	0	6,242	7,132	7,132	62	0	7,194
East Leg										
Approach	558	558	6	0	564	651	651	15	0	666
Departure	1,216	1,216	20	0	1,236	828	828	10	0	838
Total	1,774	1,774	26	0	1,800	1,479	1,479	25	0	1,504
West Leg										
Approach	36	36	0	0	36	27	27	0	0	27
Departure	20	20	0	0	20	32	32	0	0	32
Total	56	56	0	0	56	59	59	0	0	59
Total Approaches										
Approach	6,307	6,307	63	0	6,370	7,261	7,261	62	0	7,323
Departure	6,307	6,307	63	0	6,370	7,261	7,261	62	0	7,323
Total	12,614	12,614	126	0	12,740	14,522	14,522	124	0	14,646

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
2 Alessandro Boulevard/Cannon Road										
NBL	26	26	0	0	26	39	39	0	0	39
NBT	4,115	4,115	49	0	4,164	3,249	3,249	24	0	3,273
NBR	43	43	0	0	43	36	36	0	0	36
SBL	17	17	0	0	17	104	104	0	0	104
SBT	1,832	1,832	14	0	1,846	3,668	3,668	38	0	3,706
SBR	17	17	0	0	17	20	20	0	0	20
EBL	25	25	0	0	25	21	21	0	0	21
EBT	1	1	0	0	1	0	0	0	0	0
EBR	38	38	0	0	38	28	28	0	0	28
WBL	80	80	0	0	80	36	36	0	0	36
WBT	2	2	0	0	2	0	0	0	0	0
WBR	72	72	0	0	72	34	34	0	0	34
North Leg										
Approach	1,866	1,866	14	0	1,880	3,792	3,792	38	0	3,830
Departure	4,212	4,212	49	0	4,261	3,304	3,304	24	0	3,328
Total	6,078	6,078	63	0	6,141	7,096	7,096	62	0	7,158
South Leg										
Approach	4,184	4,184	49	0	4,233	3,324	3,324	24	0	3,348
Departure	1,950	1,950	14	0	1,964	3,732	3,732	38	0	3,770
Total	6,134	6,134	63	0	6,197	7,056	7,056	62	0	7,118
East Leg										
Approach	154	154	0	0	154	70	70	0	0	70
Departure	61	61	0	0	61	140	140	0	0	140
Total	215	215	0	0	215	210	210	0	0	210
West Leg										
Approach	64	64	0	0	64	49	49	0	0	49
Departure	45	45	0	0	45	59	59	0	0	59
Total	109	109	0	0	109	108	108	0	0	108
Total Approaches										
Approach	6,268	6,268	63	0	6,331	7,235	7,235	62	0	7,297
Departure	6,268	6,268	63	0	6,331	7,235	7,235	62	0	7,297
Total	12,536	12,536	126	0	12,662	14,470	14,470	124	0	14,594

LSA

Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
3 Alessandro Boulevard/Communications Center Drive										
NBL	110	110	0	0	110	39	39	0	0	39
NBT	4,196	4,196	49	0	4,245	3,275	3,275	24	0	3,299
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	1,920	1,920	14	0	1,934	3,713	3,713	38	0	3,751
SBR	0	0	0	0	0	2	2	0	0	2
EBL	0	0	0	0	0	8	8	0	0	8
EBT	0	0	0	0	0	0	0	0	0	0
EBR	4	4	0	0	4	27	27	0	0	27
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	1,920	1,920	14	0	1,934	3,715	3,715	38	0	3,753
Departure	4,196	4,196	49	0	4,245	3,283	3,283	24	0	3,307
Total	6,116	6,116	63	0	6,179	6,998	6,998	62	0	7,060
South Leg										
Approach	4,306	4,306	49	0	4,355	3,314	3,314	24	0	3,338
Departure	1,924	1,924	14	0	1,938	3,740	3,740	38	0	3,778
Total	6,230	6,230	63	0	6,293	7,054	7,054	62	0	7,116
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	4	4	0	0	4	35	35	0	0	35
Departure	110	110	0	0	110	41	41	0	0	41
Total	114	114	0	0	114	76	76	0	0	76
Total Approaches										
Approach	6,230	6,230	63	0	6,293	7,064	7,064	62	0	7,126
Departure	6,230	6,230	63	0	6,293	7,064	7,064	62	0	7,126
Total	12,460	12,460	126	0	12,586	14,128	14,128	124	0	14,252

LSA

Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
4 Trautwein Road/Alessandro Boulevard										
NBL	1,914	1,914	15	0	1,929	1,037	1,037	7	0	1,044
NBT	0	0	0	0	0	0	0	0	0	0
NBR	11	11	0	0	11	11	11	0	0	11
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	1,105	1,105	14	0	1,119	2,122	2,122	38	0	2,160
EBR	28	28	0	0	28	27	27	0	0	27
WBL	120	120	0	0	120	307	307	0	0	307
WBT	2,442	2,442	34	0	2,476	2,254	2,254	17	0	2,271
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	1,925	1,925	15	0	1,940	1,048	1,048	7	0	1,055
Departure	148	148	0	0	148	334	334	0	0	334
Total	2,073	2,073	15	0	2,088	1,382	1,382	7	0	1,389
East Leg										
Approach	2,562	2,562	34	0	2,596	2,561	2,561	17	0	2,578
Departure	1,116	1,116	14	0	1,130	2,133	2,133	38	0	2,171
Total	3,678	3,678	48	0	3,726	4,694	4,694	55	0	4,749
West Leg										
Approach	1,133	1,133	14	0	1,147	2,149	2,149	38	0	2,187
Departure	4,356	4,356	49	0	4,405	3,291	3,291	24	0	3,315
Total	5,489	5,489	63	0	5,552	5,440	5,440	62	0	5,502
Total Approaches										
Approach	5,620	5,620	63	0	5,683	5,758	5,758	62	0	5,820
Departure	5,620	5,620	63	0	5,683	5,758	5,758	62	0	5,820
Total	11,240	11,240	126	0	11,366	11,516	11,516	124	0	11,640

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
5 Trautwein Road/Mission Village Drive										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	1,972	1,972	0	0	1,972	1,270	1,270	0	0	1,270
NBR	101	101	2	0	103	143	143	5	0	148
SBL	0	0	0	0	0	0	0	0	0	0
SBT	1,060	1,060	0	0	1,060	2,280	2,280	0	0	2,280
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	36	36	15	0	51	45	45	7	0	52
North Leg										
Approach	1,060	1,060	0	0	1,060	2,280	2,280	0	0	2,280
Departure	2,008	2,008	15	0	2,023	1,315	1,315	7	0	1,322
Total	3,068	3,068	15	0	3,083	3,595	3,595	7	0	3,602
South Leg										
Approach	2,073	2,073	2	0	2,075	1,413	1,413	5	0	1,418
Departure	1,060	1,060	0	0	1,060	2,280	2,280	0	0	2,280
Total	3,133	3,133	2	0	3,135	3,693	3,693	5	0	3,698
East Leg										
Approach	36	36	15	0	51	45	45	7	0	52
Departure	101	101	2	0	103	143	143	5	0	148
Total	137	137	17	0	154	188	188	12	0	200
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	3,169	3,169	17	0	3,186	3,738	3,738	12	0	3,750
Departure	3,169	3,169	17	0	3,186	3,738	3,738	12	0	3,750
Total	6,338	6,338	34	0	6,372	7,476	7,476	24	0	7,500

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
6 Trautwein Road/Mission Grove Parkway										
NBL	4	4	0	0	4	9	9	0	0	9
NBT	1,943	1,943	2	0	1,945	1,118	1,118	5	0	1,123
NBR	591	591	3	0	594	506	506	8	0	514
SBL	225	225	0	0	225	246	246	0	0	246
SBT	931	931	0	0	931	1,964	1,964	0	0	1,964
SBR	20	20	0	0	20	49	49	0	0	49
EBL	71	71	0	0	71	25	25	0	0	25
EBT	35	35	0	0	35	15	15	0	0	15
EBR	12	12	0	0	12	13	13	0	0	13
WBL	691	691	16	0	707	767	767	8	0	775
WBT	38	38	0	0	38	43	43	0	0	43
WBR	59	59	0	0	59	114	114	0	0	114
North Leg										
Approach	1,176	1,176	0	0	1,176	2,259	2,259	0	0	2,259
Departure	2,073	2,073	2	0	2,075	1,257	1,257	5	0	1,262
Total	3,249	3,249	2	0	3,251	3,516	3,516	5	0	3,521
South Leg										
Approach	2,538	2,538	5	0	2,543	1,633	1,633	13	0	1,646
Departure	1,634	1,634	16	0	1,650	2,744	2,744	8	0	2,752
Total	4,172	4,172	21	0	4,193	4,377	4,377	21	0	4,398
East Leg										
Approach	788	788	16	0	804	924	924	8	0	932
Departure	851	851	3	0	854	767	767	8	0	775
Total	1,639	1,639	19	0	1,658	1,691	1,691	16	0	1,707
West Leg										
Approach	118	118	0	0	118	53	53	0	0	53
Departure	62	62	0	0	62	101	101	0	0	101
Total	180	180	0	0	180	154	154	0	0	154
Total Approaches										
Approach	4,620	4,620	21	0	4,641	4,869	4,869	21	0	4,890
Departure	4,620	4,620	21	0	4,641	4,869	4,869	21	0	4,890
Total	9,240	9,240	42	0	9,282	9,738	9,738	42	0	9,780

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
7 Plaza Driveway 1/Alessandro Boulevard										
NBL	139	139	10	0	149	310	310	5	0	315
NBT	0	0	0	0	0	0	0	0	0	0
NBR	69	69	0	0	69	145	145	0	0	145
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	1,152	1,152	10	0	1,162	2,127	2,127	27	0	2,154
EBR	125	125	4	0	129	274	274	11	0	285
WBL	68	68	0	0	68	97	97	0	0	97
WBT	2,268	2,268	24	0	2,292	2,134	2,134	12	0	2,146
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	208	208	10	0	218	455	455	5	0	460
Departure	193	193	4	0	197	371	371	11	0	382
Total	401	401	14	0	415	826	826	16	0	842
East Leg										
Approach	2,336	2,336	24	0	2,360	2,231	2,231	12	0	2,243
Departure	1,221	1,221	10	0	1,231	2,272	2,272	27	0	2,299
Total	3,557	3,557	34	0	3,591	4,503	4,503	39	0	4,542
West Leg										
Approach	1,277	1,277	14	0	1,291	2,401	2,401	38	0	2,439
Departure	2,407	2,407	34	0	2,441	2,444	2,444	17	0	2,461
Total	3,684	3,684	48	0	3,732	4,845	4,845	55	0	4,900
Total Approaches										
Approach	3,821	3,821	48	0	3,869	5,087	5,087	55	0	5,142
Departure	3,821	3,821	48	0	3,869	5,087	5,087	55	0	5,142
Total	7,642	7,642	96	0	7,738	10,174	10,174	110	0	10,284

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
8 Mission Grove Parkway/Alessandro Boulevard										
NBL	152	152	24	0	176	170	170	12	0	182
NBT	158	158	0	0	158	111	111	0	0	111
NBR	204	204	34	0	238	348	348	16	0	364
SBL	74	74	0	0	74	86	86	0	0	86
SBT	132	132	0	0	132	121	121	0	0	121
SBR	30	30	0	0	30	28	28	0	0	28
EBL	44	44	0	0	44	44	44	0	0	44
EBT	1,082	1,082	0	0	1,082	2,049	2,049	0	0	2,049
EBR	64	64	10	0	74	150	150	27	0	177
WBL	403	403	10	0	413	271	271	25	0	296
WBT	2,223	2,223	0	0	2,223	2,085	2,085	0	0	2,085
WBR	105	105	0	0	105	99	99	0	0	99
North Leg										
Approach	236	236	0	0	236	235	235	0	0	235
Departure	307	307	0	0	307	254	254	0	0	254
Total	543	543	0	0	543	489	489	0	0	489
South Leg										
Approach	514	514	58	0	572	629	629	28	0	657
Departure	599	599	20	0	619	542	542	52	0	594
Total	1,113	1,113	78	0	1,191	1,171	1,171	80	0	1,251
East Leg										
Approach	2,731	2,731	10	0	2,741	2,455	2,455	25	0	2,480
Departure	1,360	1,360	34	0	1,394	2,483	2,483	16	0	2,499
Total	4,091	4,091	44	0	4,135	4,938	4,938	41	0	4,979
West Leg										
Approach	1,190	1,190	10	0	1,200	2,243	2,243	27	0	2,270
Departure	2,405	2,405	24	0	2,429	2,283	2,283	12	0	2,295
Total	3,595	3,595	34	0	3,629	4,526	4,526	39	0	4,565
Total Approaches										
Approach	4,671	4,671	78	0	4,749	5,562	5,562	80	0	5,642
Departure	4,671	4,671	78	0	4,749	5,562	5,562	80	0	5,642
Total	9,342	9,342	156	0	9,498	11,124	11,124	160	0	11,284

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
9 Mission Grove Parkway/Mission Village Drive										
NBL	18	18	3	0	21	16	16	8	0	24
NBT	483	483	0	0	483	455	455	0	0	455
NBR	137	137	0	0	137	175	175	0	0	175
SBL	27	27	0	0	27	87	87	0	0	87
SBT	403	403	10	0	413	506	506	5	0	511
SBR	19	19	4	0	23	33	33	10	0	43
EBL	20	20	14	0	34	26	26	7	0	33
EBT	28	28	0	0	28	30	30	0	0	30
EBR	59	59	6	0	65	93	93	3	0	96
WBL	87	87	0	0	87	170	170	0	0	170
WBT	13	13	0	0	13	31	31	0	0	31
WBR	74	74	0	0	74	28	28	0	0	28
North Leg										
Approach	449	449	14	0	463	626	626	15	0	641
Departure	577	577	14	0	591	509	509	7	0	516
Total	1,026	1,026	28	0	1,054	1,135	1,135	22	0	1,157
South Leg										
Approach	638	638	3	0	641	646	646	8	0	654
Departure	549	549	16	0	565	769	769	8	0	777
Total	1,187	1,187	19	0	1,206	1,415	1,415	16	0	1,431
East Leg										
Approach	174	174	0	0	174	229	229	0	0	229
Departure	192	192	0	0	192	292	292	0	0	292
Total	366	366	0	0	366	521	521	0	0	521
West Leg										
Approach	107	107	20	0	127	149	149	10	0	159
Departure	50	50	7	0	57	80	80	18	0	98
Total	157	157	27	0	184	229	229	28	0	257
Total Approaches										
Approach	1,368	1,368	37	0	1,405	1,650	1,650	33	0	1,683
Departure	1,368	1,368	37	0	1,405	1,650	1,650	33	0	1,683
Total	2,736	2,736	74	0	2,810	3,300	3,300	66	0	3,366

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
10 Project Driveway 1/Plaza Driveway 2										
NBL	3	3	5	-3	5	7	7	2	-7	2
NBT	8	8	0	-8	0	9	9	0	-9	0
NBR	4	4	44	-4	44	36	36	22	-36	22
SBL	95	95	0	0	95	95	95	0	0	95
SBT	7	7	0	-7	0	4	4	0	-4	0
SBR	6	6	0	0	6	11	11	0	0	11
EBL	7	7	0	0	7	12	12	0	0	12
EBT	66	66	0	25	91	235	235	0	115	350
EBR	11	11	3	-11	3	3	3	8	-3	8
WBL	27	27	16	-27	16	4	4	42	-4	42
WBT	219	219	0	29	248	155	155	0	4	159
WBR	182	182	0	0	182	54	54	0	0	54
North Leg										
Approach	108	108	0	-7	101	110	110	0	-4	106
Departure	197	197	0	-8	189	75	75	0	-9	66
Total	305	305	0	-15	290	185	185	0	-13	172
South Leg										
Approach	15	15	49	-15	49	52	52	24	-52	24
Departure	45	45	19	-45	19	11	11	50	-11	50
Total	60	60	68	-60	68	63	63	74	-63	74
East Leg										
Approach	428	428	16	2	446	213	213	42	0	255
Departure	165	165	44	21	230	366	366	22	79	467
Total	593	593	60	23	676	579	579	64	79	722
West Leg										
Approach	84	84	3	14	101	250	250	8	112	370
Departure	228	228	5	26	259	173	173	2	-3	172
Total	312	312	8	40	360	423	423	10	109	542
Total Approaches										
Approach	635	635	68	-6	697	625	625	74	56	755
Departure	635	635	68	-6	697	625	625	74	56	755
Total	1,270	1,270	136	-12	1,394	1,250	1,250	148	112	1,510

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Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
11 Mission Grove Parkway/Plaza Driveway 2										
NBL	146	146	0	0	146	75	75	0	0	75
NBT	441	441	14	0	455	435	435	7	0	442
NBR	13	13	0	0	13	137	137	0	0	137
SBL	33	33	0	0	33	67	67	0	0	67
SBT	327	327	4	-2	329	358	358	10	0	368
SBR	257	257	16	2	275	116	116	42	0	158
EBL	49	49	44	0	93	168	168	21	0	189
EBT	18	18	0	0	18	60	60	0	0	60
EBR	94	94	0	21	115	139	139	0	79	218
WBL	14	14	0	0	14	30	30	0	0	30
WBT	25	25	0	0	25	23	23	0	0	23
WBR	3	3	0	0	3	8	8	0	0	8
North Leg										
Approach	617	617	20	0	637	541	541	52	0	593
Departure	493	493	58	0	551	611	611	28	0	639
Total	1,110	1,110	78	0	1,188	1,152	1,152	80	0	1,232
South Leg										
Approach	600	600	14	0	614	647	647	7	0	654
Departure	435	435	4	19	458	527	527	10	79	616
Total	1,035	1,035	18	19	1,072	1,174	1,174	17	79	1,270
East Leg										
Approach	42	42	0	0	42	61	61	0	0	61
Departure	64	64	0	0	64	264	264	0	0	264
Total	106	106	0	0	106	325	325	0	0	325
West Leg										
Approach	161	161	44	21	226	367	367	21	79	467
Departure	428	428	16	2	446	214	214	42	0	256
Total	589	589	60	23	672	581	581	63	79	723
Total Approaches										
Approach	1,420	1,420	78	21	1,519	1,616	1,616	80	79	1,775
Departure	1,420	1,420	78	21	1,519	1,616	1,616	80	79	1,775
Total	2,840	2,840	156	42	3,038	3,232	3,232	160	158	3,550

LSA

Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
12 Mission Grove Parkway/Project Driveway 2										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	599	599	14	0	613	646	646	7	0	653
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	432	432	4	21	457	526	526	10	79	615
SBR	2	2	0	-2	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	21	21	10	-21	10	79	79	5	-79	5
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	434	434	4	19	457	526	526	10	79	615
Departure	599	599	14	0	613	646	646	7	0	653
Total	1,033	1,033	18	19	1,070	1,172	1,172	17	79	1,268
South Leg										
Approach	599	599	14	0	613	646	646	7	0	653
Departure	453	453	14	0	467	605	605	15	0	620
Total	1,052	1,052	28	0	1,080	1,251	1,251	22	0	1,273
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	21	21	10	-21	10	79	79	5	-79	5
Departure	2	2	0	-2	0	0	0	0	0	0
Total	23	23	10	-23	10	79	79	5	-79	5
Total Approaches										
Approach	1,054	1,054	28	-2	1,080	1,251	1,251	22	0	1,273
Departure	1,054	1,054	28	-2	1,080	1,251	1,251	22	0	1,273
Total	2,108	2,108	56	-4	2,160	2,502	2,502	44	0	2,546

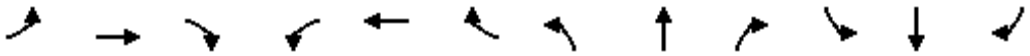
LSA

Table C-3 - Cumulative (2045) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project	Cumulative Without Project	Balanced Cumulative w/o Project	Net Project Trips	Driveway Vol Adjust	Cumulative With Project
13 Project Driveway 3-Bayou Lane/Mission Village Drive										
NBL	7	7	0	0	7	8	8	0	0	8
NBT	0	0	0	0	0	0	0	0	0	0
NBR	17	17	0	0	17	16	16	0	0	16
SBL	0	0	20	0	20	0	0	10	0	10
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	15	0	15	0	0	7	0	7
EBL	0	0	2	0	2	0	0	5	0	5
EBT	71	71	0	0	71	121	121	0	0	121
EBR	2	2	0	0	2	4	4	0	0	4
WBL	17	17	0	0	17	22	22	0	0	22
WBT	41	41	0	0	41	52	52	0	0	52
WBR	0	0	7	0	7	0	0	18	0	18
North Leg										
Approach	0	0	35	0	35	0	0	17	0	17
Departure	0	0	9	0	9	0	0	23	0	23
Total	0	0	44	0	44	0	0	40	0	40
South Leg										
Approach	24	24	0	0	24	24	24	0	0	24
Departure	19	19	0	0	19	26	26	0	0	26
Total	43	43	0	0	43	50	50	0	0	50
East Leg										
Approach	58	58	7	0	65	74	74	18	0	92
Departure	88	88	20	0	108	137	137	10	0	147
Total	146	146	27	0	173	211	211	28	0	239
West Leg										
Approach	73	73	2	0	75	125	125	5	0	130
Departure	48	48	15	0	63	60	60	7	0	67
Total	121	121	17	0	138	185	185	12	0	197
Total Approaches										
Approach	155	155	44	0	199	223	223	40	0	263
Departure	155	155	44	0	199	223	223	40	0	263
Total	310	310	88	0	398	446	446	80	0	526

APPENDIX D

INTERSECTION LEVEL OF SERVICE WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	10	1	424	7	44	2	2604	1005	26	1119	6
Future Volume (veh/h)	7	10	1	424	7	44	2	2604	1005	26	1119	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	11	1	456	0	47	2	2770	1069	28	1190	6
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	30	56	5	534	0	159	5	3894	1367	37	4080	21
Arrive On Green	0.02	0.02	0.02	0.10	0.00	0.10	0.00	0.75	0.75	0.02	0.77	0.77
Sat Flow, veh/h	1810	3351	300	5429	0	1610	1810	5187	1610	1810	5326	27
Grp Volume(v), veh/h	7	6	6	456	0	47	2	2770	1069	28	773	423
Grp Sat Flow(s),veh/h/ln	1810	1805	1846	1810	0	1610	1810	1729	1610	1810	1729	1895
Q Serve(g_s), s	0.7	0.6	0.6	15.4	0.0	5.0	0.2	53.1	55.4	2.9	12.5	12.5
Cycle Q Clear(g_c), s	0.7	0.6	0.6	15.4	0.0	5.0	0.2	53.1	55.4	2.9	12.5	12.5
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	30	30	31	534	0	159	5	3894	1367	37	2649	1452
V/C Ratio(X)	0.23	0.19	0.20	0.85	0.00	0.30	0.42	0.71	0.78	0.75	0.29	0.29
Avail Cap(c_a), veh/h	341	340	347	1167	0	346	195	3894	1367	389	2649	1452
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	0.00	1.00	0.27	0.27	0.27	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.2	90.2	90.2	82.5	0.0	77.9	92.6	12.4	6.3	90.6	6.6	6.6
Incr Delay (d2), s/veh	3.8	3.0	3.1	1.5	0.0	0.4	5.8	0.3	1.3	10.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.3	7.2	0.0	2.1	0.1	18.1	29.4	1.4	4.2	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.0	93.2	93.3	84.1	0.0	78.2	98.4	12.7	7.6	101.4	6.8	7.1
LnGrp LOS	F	F	F	F	A	E	F	B	A	F	A	A
Approach Vol, veh/h		19			503			3841			1224	
Approach Delay, s/veh		93.5			83.5			11.3			9.1	
Approach LOS		F			F			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	148.7		24.1	8.3	145.8		7.7				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.2	14.5		17.4	4.9	57.4		2.7				
Green Ext Time (p_c), s	0.0	8.9		0.9	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		17.6	
HCM 6th 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)	22	1	33	67	2	63	22	3511	36	15	1503	15
Future Volume (veh/h)	22	1	33	67	2	63	22	3511	36	15	1503	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	1	35	72	2	68	24	3775	39	16	1616	16
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	64	1	527	64	1	527	42	2706	28	32	2676	26
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.02	0.51	0.51	0.02	0.51	0.51
Sat Flow, veh/h	4	4	1610	4	3	1610	1810	5294	55	1810	5296	52
Grp Volume(v), veh/h	25	0	35	74	0	68	24	2462	1352	16	1055	577
Grp Sat Flow(s),veh/h/ln	9	0	1610	7	0	1610	1810	1729	1890	1810	1729	1891
Q Serve(g_s), s	0.1	0.0	1.7	0.1	0.0	3.4	1.5	57.8	57.8	1.0	24.6	24.6
Cycle Q Clear(g_c), s	37.0	0.0	1.7	37.0	0.0	3.4	1.5	57.8	57.8	1.0	24.6	24.6
Prop In Lane	0.96		1.00	0.97		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	65	0	527	65	0	527	42	1768	966	32	1747	955
V/C Ratio(X)	0.38	0.00	0.07	1.13	0.00	0.13	0.57	1.39	1.40	0.51	0.60	0.60
Avail Cap(c_a), veh/h	66	0	527	66	0	527	320	1768	966	320	1747	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	0.94	0.94	0.94
Uniform Delay (d), s/veh	54.4	0.0	26.1	56.0	0.0	26.7	54.6	27.6	27.6	55.0	19.9	19.9
Incr Delay (d2), s/veh	3.6	0.0	0.1	152.5	0.0	0.1	2.5	178.7	183.5	4.3	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	4.6	0.0	1.3	0.7	64.8	72.1	0.5	9.3	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	0.0	26.2	208.5	0.0	26.8	57.1	206.3	211.1	59.3	21.4	22.6
LnGrp LOS	E	A	C	F	A	C	E	F	F	E	C	C
Approach Vol, veh/h		60			142			3838			1648	
Approach Delay, s/veh		39.5			121.5			207.1			22.2	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	64.9		41.6	7.1	64.3		41.6				
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6				
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0				
Max Q Clear Time (g_c+I1), s	13.0	59.8		39.0	3.5	26.6		39.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	8.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	149.6	
HCM 6th LOS	F	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	4	110	3579	1584	0
Future Volume (veh/h)	0	4	110	3579	1584	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	4	118	3848	1703	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	12	145	4656	4047	1256
Arrive On Green	0.00	0.01	0.08	0.90	0.78	0.00
Sat Flow, veh/h	0	1329	1810	5358	5358	1610
Grp Volume(v), veh/h	0	5	118	3848	1703	0
Grp Sat Flow(s),veh/h/ln	0	1661	1810	1729	1729	1610
Q Serve(g_s), s	0.0	0.4	7.7	35.3	12.9	0.0
Cycle Q Clear(g_c), s	0.0	0.4	7.7	35.3	12.9	0.0
Prop In Lane	0.00	0.80	1.00			1.00
Lane Grp Cap(c), veh/h	0	15	145	4656	4047	1256
V/C Ratio(X)	0.00	0.34	0.82	0.83	0.42	0.00
Avail Cap(c_a), veh/h	0	471	302	4656	4047	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.18	0.18	0.92	0.00
Uniform Delay (d), s/veh	0.0	59.1	54.3	2.4	4.3	0.0
Incr Delay (d2), s/veh	0.0	12.7	0.8	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	3.4	0.1	3.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	71.8	55.1	2.8	4.6	0.0
LnGrp LOS	A	E	E	A	A	A
Approach Vol, veh/h	5			3966	1703	
Approach Delay, s/veh	71.8			4.3	4.6	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	100.8			114.9	5.1
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	9.7	14.9			37.3	2.4
Green Ext Time (p_c), s	0.1	15.3			36.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	815	10	104	2069	1649	8
Future Volume (veh/h)	815	10	104	2069	1649	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	886	11	113	2249	1800	0
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	3404	42	167	3793	1484	440
Arrive On Green	0.64	0.64	0.05	0.73	0.27	0.00
Sat Flow, veh/h	5452	66	3510	5358	5429	1610
Grp Volume(v), veh/h	580	317	113	2249	1800	0
Grp Sat Flow(s),veh/h/ln	1729	1888	1755	1729	1810	1610
Q Serve(g_s), s	9.2	9.2	4.1	26.3	35.0	0.0
Cycle Q Clear(g_c), s	9.2	9.2	4.1	26.3	35.0	0.0
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2229	1217	167	3793	1484	440
V/C Ratio(X)	0.26	0.26	0.68	0.59	1.21	0.00
Avail Cap(c_a), veh/h	2229	1217	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.7	9.7	60.0	8.2	46.5	0.0
Incr Delay (d2), s/veh	0.3	0.5	1.8	0.7	102.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.5	1.8	7.9	29.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	10.2	61.8	8.8	148.7	0.0
LnGrp LOS	A	B	E	A	F	A
Approach Vol, veh/h	897			2362	1800	
Approach Delay, s/veh	10.0			11.4	148.7	
Approach LOS	B			B	F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	90.1			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	10.1	11.2			28.3	37.0
Green Ext Time (p_c), s	0.1	5.8			28.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay	60.0	
HCM 6th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.1

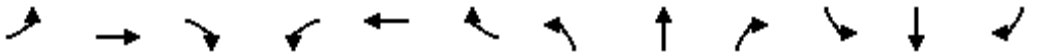
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	1698	86	0	947
Future Vol, veh/h	0	27	1698	86	0	947
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	29	1806	91	0	1007

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	904	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*381	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*380	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	380	-
HCM Lane V/C Ratio	-	-	0.076	-
HCM Control Delay (s)	-	-	15.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.2	-

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)	58	31	10	596	32	46	3	1675	509	182	830	16
Future Volume (veh/h)	58	31	10	596	32	46	3	1675	509	182	830	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	33	11	634	34	49	3	1782	541	194	883	17
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	80	59	20	498	288	244	7	1942	1094	219	2364	1033
Arrive On Green	0.04	0.04	0.04	0.14	0.15	0.15	0.00	0.54	0.54	0.12	0.65	0.65
Sat Flow, veh/h	1810	1364	455	3510	1900	1607	1810	3610	1609	1810	3610	1577
Grp Volume(v), veh/h	62	0	44	634	34	49	3	1782	541	194	883	17
Grp Sat Flow(s),veh/h/ln	1810	0	1818	1755	1900	1607	1810	1805	1609	1810	1805	1577
Q Serve(g_s), s	4.8	0.0	3.3	20.0	2.2	3.8	0.2	63.5	22.9	14.9	15.8	0.5
Cycle Q Clear(g_c), s	4.8	0.0	3.3	20.0	2.2	3.8	0.2	63.5	22.9	14.9	15.8	0.5
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	80	0	79	498	288	244	7	1942	1094	219	2364	1033
V/C Ratio(X)	0.78	0.00	0.56	1.27	0.12	0.20	0.42	0.92	0.49	0.89	0.37	0.02
Avail Cap(c_a), veh/h	257	0	451	498	476	402	321	1942	1094	321	2364	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	0.0	66.1	60.5	51.7	52.3	70.1	29.7	10.9	61.0	11.1	8.5
Incr Delay (d2), s/veh	5.9	0.0	6.1	138.0	0.2	0.4	14.0	8.4	1.6	13.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.7	18.3	1.0	1.6	0.1	27.5	8.5	7.5	5.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	0.0	72.2	198.5	51.8	52.7	84.1	38.1	12.5	75.0	11.6	8.5
LnGrp LOS	E	A	E	F	D	D	F	D	B	E	B	A
Approach Vol, veh/h		106			717			2326			1094	
Approach Delay, s/veh		72.4			181.6			32.2			22.8	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	98.5	10.2	27.2	21.5	82.1	25.5	11.9
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.2	17.8	6.8	5.8	16.9	65.5	22.0	5.3
Green Ext Time (p_c), s	0.0	5.7	0.0	0.3	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	56.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	855	108	59	1918	120	60
Future Volume (veh/h)	855	108	59	1918	120	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	919	116	63	2062	129	65
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3768	1170	82	4199	165	147
Arrive On Green	0.73	0.73	0.05	0.81	0.09	0.09
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	919	116	63	2062	129	65
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	7.0	2.5	4.1	15.0	8.3	4.5
Cycle Q Clear(g_c), s	7.0	2.5	4.1	15.0	8.3	4.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3768	1170	82	4199	165	147
V/C Ratio(X)	0.24	0.10	0.77	0.49	0.78	0.44
Avail Cap(c_a), veh/h	3768	1170	304	4199	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	5.4	4.8	56.2	3.6	52.9	51.2
Incr Delay (d2), s/veh	0.2	0.2	4.3	0.3	7.8	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.7	1.9	3.0	4.2	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.6	5.0	60.5	3.9	60.6	53.3
LnGrp LOS	A	A	E	A	E	D
Approach Vol, veh/h	1035			2125	194	
Approach Delay, s/veh	5.5			5.6	58.2	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.9	93.7		15.5		103.5
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.0	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	6.1	9.0		10.3		17.0
Green Ext Time (p_c), s	0.0	6.8		0.6		23.4

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	838	58	312	1877	69	125	135	169	54	107	26
Future Volume (veh/h)	34	838	58	312	1877	69	125	135	169	54	107	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	901	62	335	2018	74	134	145	182	58	115	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	3004	932	376	3404	125	177	261	221	74	361	85
Arrive On Green	0.03	0.58	0.58	0.11	0.66	0.66	0.05	0.14	0.14	0.04	0.12	0.12
Sat Flow, veh/h	1810	5187	1609	3510	5136	188	3510	1900	1610	1810	2893	683
Grp Volume(v), veh/h	37	901	62	335	1357	735	134	145	182	58	70	73
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1755	1729	1866	1755	1900	1610	1810	1805	1771
Q Serve(g_s), s	3.4	14.7	2.8	15.6	36.2	36.4	6.3	11.8	18.3	5.3	5.9	6.2
Cycle Q Clear(g_c), s	3.4	14.7	2.8	15.6	36.2	36.4	6.3	11.8	18.3	5.3	5.9	6.2
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	48	3004	932	376	2292	1237	177	261	221	74	225	221
V/C Ratio(X)	0.77	0.30	0.07	0.89	0.59	0.59	0.76	0.56	0.82	0.78	0.31	0.33
Avail Cap(c_a), veh/h	218	3004	932	423	2292	1237	423	497	421	218	478	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.3	17.8	15.3	73.1	15.5	15.6	77.8	66.9	69.7	78.9	66.2	66.3
Incr Delay (d2), s/veh	9.0	0.3	0.1	17.6	1.1	2.1	2.4	1.8	7.5	6.5	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	5.8	1.1	7.8	13.5	15.0	2.9	5.8	7.9	2.6	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.3	18.1	15.4	90.7	16.7	17.7	80.2	68.7	77.1	85.4	67.0	67.2
LnGrp LOS	F	B	B	F	B	B	F	E	E	F	E	E
Approach Vol, veh/h		1000			2427			461			201	
Approach Delay, s/veh		20.5			27.2			75.4			72.4	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.8	103.3	13.4	26.5	8.9	117.2	11.3	28.6
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	20.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	17.6	16.7	8.3	8.2	5.4	38.4	7.3	20.3
Green Ext Time (p_c), s	0.2	6.8	0.1	0.8	0.0	14.5	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

* HCM 6th 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)	16	24	50	78	11	61	15	404	118	19	301	13
Future Volume (veh/h)	16	24	50	78	11	61	15	404	118	19	301	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	19	28	59	92	13	72	18	475	139	22	354	15
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	70	42	89	115	26	144	33	1918	557	38	2464	104
Arrive On Green	0.04	0.08	0.08	0.06	0.10	0.10	0.02	0.70	0.70	0.02	0.70	0.70
Sat Flow, veh/h	1810	542	1142	1810	252	1393	1810	2757	801	1810	3529	149
Grp Volume(v), veh/h	19	0	87	92	0	85	18	310	304	22	181	188
Grp Sat Flow(s),veh/h/ln	1810	0	1684	1810	0	1644	1810	1805	1754	1810	1805	1873
Q Serve(g_s), s	1.3	0.0	6.5	6.5	0.0	6.4	1.3	8.2	8.3	1.6	4.4	4.4
Cycle Q Clear(g_c), s	1.3	0.0	6.5	6.5	0.0	6.4	1.3	8.2	8.3	1.6	4.4	4.4
Prop In Lane	1.00		0.68	1.00		0.85	1.00		0.46	1.00		0.08
Lane Grp Cap(c), veh/h	70	0	132	115	0	170	33	1255	1220	38	1260	1308
V/C Ratio(X)	0.27	0.00	0.66	0.80	0.00	0.50	0.54	0.25	0.25	0.58	0.14	0.14
Avail Cap(c_a), veh/h	278	0	415	278	0	405	278	1255	1220	278	1260	1308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.7	0.0	58.2	60.0	0.0	55.1	63.3	7.3	7.3	63.1	6.6	6.6
Incr Delay (d2), s/veh	0.8	0.0	5.6	4.7	0.0	2.3	5.0	0.5	0.5	5.0	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	0.6	0.0	3.0	3.1	0.0	2.7	0.6	2.9	2.9	0.8	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	0.0	63.8	64.7	0.0	57.4	68.3	7.7	7.8	68.1	6.8	6.8
LnGrp LOS	E	A	E	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		106			177			632			391	
Approach Delay, s/veh		63.4			61.2			9.5			10.3	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	96.2	12.3	14.8	6.4	96.6	9.0	18.0
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	3.3	10.3	8.5	8.5	3.3	6.4	3.3	8.4
Green Ext Time (p_c), s	0.0	3.6	0.1	0.4	0.0	2.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

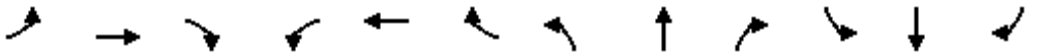
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	56	9	24	189	157	3	7	4	82	6	5
Future Vol, veh/h	6	56	9	24	189	157	3	7	4	82	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	67	11	29	228	189	4	8	5	99	7	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	417	0	0	78	0	0	474	562	74	475	473	323
Stage 1	-	-	-	-	-	-	87	87	-	381	381	-
Stage 2	-	-	-	-	-	-	387	475	-	94	92	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1153	-	-	1533	-	-	504	439	993	503	493	723
Stage 1	-	-	-	-	-	-	926	827	-	645	617	-
Stage 2	-	-	-	-	-	-	641	561	-	918	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1153	-	-	1533	-	-	482	425	992	481	478	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	482	425	-	481	478	-
Stage 1	-	-	-	-	-	-	920	822	-	641	602	-
Stage 2	-	-	-	-	-	-	612	547	-	898	818	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	12.1	14.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	524	1153	-	-	1533	-	-	490
HCM Lane V/C Ratio	0.032	0.006	-	-	0.019	-	-	0.229
HCM Control Delay (s)	12.1	8.1	0	-	7.4	0	-	14.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	15	84	11	22	3	125	368	11	30	224	223
Future Volume (veh/h)	43	15	84	11	22	3	125	368	11	30	224	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	17	94	12	25	3	140	413	12	34	252	251
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	24	131	105	157	19	171	2652	77	54	1220	1088
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.09	0.74	0.74	0.03	0.68	0.68
Sat Flow, veh/h	1404	253	1396	1302	1664	200	1810	3582	104	1810	1805	1610
Grp Volume(v), veh/h	48	0	111	12	0	28	140	208	217	34	252	251
Grp Sat Flow(s),veh/h/ln	1404	0	1649	1302	0	1864	1810	1805	1881	1810	1805	1610
Q Serve(g_s), s	3.5	0.0	6.9	1.0	0.0	1.5	8.1	3.6	3.6	2.0	5.6	6.3
Cycle Q Clear(g_c), s	4.9	0.0	6.9	7.9	0.0	1.5	8.1	3.6	3.6	2.0	5.6	6.3
Prop In Lane	1.00		0.85	1.00		0.11	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	181	0	155	105	0	175	171	1336	1392	54	1220	1088
V/C Ratio(X)	0.27	0.00	0.72	0.11	0.00	0.16	0.82	0.16	0.16	0.63	0.21	0.23
Avail Cap(c_a), veh/h	472	0	498	376	0	563	341	1336	1392	341	1220	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	46.4	0.0	46.6	50.5	0.0	44.2	47.1	4.0	4.0	50.8	6.5	6.6
Incr Delay (d2), s/veh	0.8	0.0	6.0	0.5	0.0	0.4	3.7	0.2	0.2	3.5	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	3.1	0.3	0.0	0.7	3.7	1.1	1.1	0.9	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	52.7	50.9	0.0	44.6	50.8	4.3	4.3	54.3	6.8	7.0
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		159			40			565			537	
Approach Delay, s/veh		51.0			46.5			15.8			9.9	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	84.3		14.6	14.0	77.4		14.6				
Change Period (Y+Rc), s	4.0	5.8		4.6	4.0	5.8		4.6				
Max Green Setting (Gmax), s	20.0	40.0		32.0	20.0	40.0		32.0				
Max Q Clear Time (g_c+I1), s	4.0	5.6		8.9	10.1	8.3		9.9				
Green Ext Time (p_c), s	0.0	2.3		0.8	0.1	3.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		18.6	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	0	504	316	2
Future Vol, veh/h	0	18	0	504	316	2
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	20	0	560	351	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	180	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*987	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*984	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	984	-	-
HCM Lane V/C Ratio	-	0.02	-	-
HCM Control Delay (s)	-	8.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

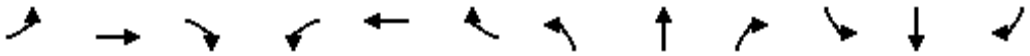
Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	2	16	36	7	16
Future Vol, veh/h	63	2	16	36	7	16
Conflicting Peds, #/hr	0	3	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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	72	2	18	41	8	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	153	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	77	-
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	-	-	1535	-	843	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1531	-	830	988
Mov Cap-2 Maneuver	-	-	-	-	830	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	934	-	-	1531	-
HCM Lane V/C Ratio	0.028	-	-	0.012	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4	5	496	6	22	4	1958	650	53	2654	9
Future Volume (veh/h)	10	4	5	496	6	22	4	1958	650	53	2654	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	4	5	521	0	23	4	2040	677	55	2765	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	30	27	613	0	181	9	3724	1338	70	3998	13
Arrive On Green	0.02	0.02	0.02	0.11	0.00	0.11	0.01	0.72	0.72	0.04	0.75	0.75
Sat Flow, veh/h	1810	1805	1610	5429	0	1606	1810	5187	1610	1810	5338	17
Grp Volume(v), veh/h	10	4	5	521	0	23	4	2040	677	55	1791	983
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	0	1606	1810	1729	1610	1810	1729	1897
Q Serve(g_s), s	1.0	0.4	0.6	17.5	0.0	2.4	0.4	34.0	22.8	5.6	50.1	50.3
Cycle Q Clear(g_c), s	1.0	0.4	0.6	17.5	0.0	2.4	0.4	34.0	22.8	5.6	50.1	50.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	30	30	27	613	0	181	9	3724	1338	70	2590	1421
V/C Ratio(X)	0.33	0.13	0.18	0.85	0.00	0.13	0.44	0.55	0.51	0.78	0.69	0.69
Avail Cap(c_a), veh/h	341	340	303	1167	0	345	195	3724	1338	389	2590	1421
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	0.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.4	90.1	90.2	80.9	0.0	74.2	92.3	12.2	4.6	88.6	12.1	12.2
Incr Delay (d2), s/veh	6.1	1.9	3.2	1.3	0.0	0.1	7.5	0.4	0.9	7.0	1.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.3	8.2	0.0	1.0	0.2	12.2	12.9	2.7	17.6	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.5	92.0	93.4	82.2	0.0	74.4	99.8	12.6	5.4	95.6	13.7	15.0
LnGrp LOS	F	F	F	F	A	E	F	B	A	F	B	B
Approach Vol, veh/h		19			544			2721			2829	
Approach Delay, s/veh		94.8			81.9			10.9			15.7	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	145.5		26.8	11.7	139.7		7.7				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.4	52.3		19.5	7.6	36.0		3.0				
Green Ext Time (p_c), s	0.0	15.0		1.0	0.1	11.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		19.7	
HCM 6th 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)	19	0	22	28	0	29	33	2548	28	90	3068	17
Future Volume (veh/h)	19	0	22	28	0	29	33	2548	28	90	3068	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	0	23	29	0	30	34	2654	29	94	3196	18
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	71	0	340	71	0	340	53	3062	33	119	3277	18
Arrive On Green	0.21	0.00	0.21	0.21	0.00	0.21	0.03	0.58	0.58	0.07	0.62	0.62
Sat Flow, veh/h	33	0	1610	33	0	1610	1810	5290	58	1810	5323	30
Grp Volume(v), veh/h	20	0	23	29	0	30	34	1733	950	94	2074	1140
Grp Sat Flow(s),veh/h/ln	33	0	1610	33	0	1610	1810	1729	1890	1810	1729	1895
Q Serve(g_s), s	0.6	0.0	1.3	0.6	0.0	1.7	2.1	47.8	48.2	5.8	65.1	65.6
Cycle Q Clear(g_c), s	23.9	0.0	1.3	23.9	0.0	1.7	2.1	47.8	48.2	5.8	65.1	65.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	71	0	340	71	0	340	53	2002	1094	119	2129	1166
V/C Ratio(X)	0.28	0.00	0.07	0.41	0.00	0.09	0.65	0.87	0.87	0.79	0.97	0.98
Avail Cap(c_a), veh/h	234	0	527	235	0	527	320	2002	1094	320	2129	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.80	0.80	0.80	0.62	0.62	0.62
Uniform Delay (d), s/veh	56.4	0.0	35.7	56.4	0.0	35.8	54.3	20.1	20.2	52.0	20.9	20.9
Incr Delay (d2), s/veh	2.2	0.0	0.1	3.8	0.0	0.1	3.9	4.3	7.7	2.7	10.4	16.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.5	0.9	0.0	0.7	1.0	17.6	20.4	2.6	24.6	28.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	0.0	35.8	60.2	0.0	35.9	58.2	24.4	27.9	54.7	31.3	36.9
LnGrp LOS	E	A	D	E	A	D	E	C	C	D	C	D
Approach Vol, veh/h		43			59			2717			3308	
Approach Delay, s/veh		46.4			47.9			26.1			33.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.9	72.1		29.0	7.8	76.2		29.0
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0
Max Q Clear Time (g_c+I1), s	7.8	50.2		25.9	4.1	67.6		25.9
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	27	39	2566	3103	2
Future Volume (veh/h)	8	27	39	2566	3103	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	28	41	2673	3232	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	15	52	56	4488	4133	1283
Arrive On Green	0.04	0.04	0.03	0.87	0.80	0.80
Sat Flow, veh/h	358	1254	1810	5358	5358	1610
Grp Volume(v), veh/h	37	0	41	2673	3232	2
Grp Sat Flow(s),veh/h/ln	1656	0	1810	1729	1729	1610
Q Serve(g_s), s	2.6	0.0	2.7	17.2	40.3	0.0
Cycle Q Clear(g_c), s	2.6	0.0	2.7	17.2	40.3	0.0
Prop In Lane	0.22	0.76	1.00			1.00
Lane Grp Cap(c), veh/h	68	0	56	4488	4133	1283
V/C Ratio(X)	0.54	0.00	0.73	0.60	0.78	0.00
Avail Cap(c_a), veh/h	469	0	302	4488	4133	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.74	0.74	0.53	0.53
Uniform Delay (d), s/veh	56.4	0.0	57.6	2.2	6.6	2.5
Incr Delay (d2), s/veh	6.5	0.0	4.9	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.3	1.5	8.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.9	0.0	62.6	2.7	7.4	2.5
LnGrp LOS	E	A	E	A	A	A
Approach Vol, veh/h	37			2714	3234	
Approach Delay, s/veh	62.9			3.6	7.4	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.2	102.8			111.0	9.0
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	4.7	42.3			19.2	4.6
Green Ext Time (p_c), s	0.0	7.5			38.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1739	10	265	1699	912	8
Future Volume (veh/h)	1739	10	265	1699	912	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1911	11	291	1867	1010	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3151	18	351	3793	1484	440
Arrive On Green	0.59	0.59	0.10	0.73	0.27	0.00
Sat Flow, veh/h	5493	31	3510	5358	5429	1610
Grp Volume(v), veh/h	1242	680	291	1867	1010	0
Grp Sat Flow(s),veh/h/ln	1729	1894	1755	1729	1810	1610
Q Serve(g_s), s	29.3	29.3	10.4	19.3	21.3	0.0
Cycle Q Clear(g_c), s	29.3	29.3	10.4	19.3	21.3	0.0
Prop In Lane		0.02	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2047	1122	351	3793	1484	440
V/C Ratio(X)	0.61	0.61	0.83	0.49	0.68	0.00
Avail Cap(c_a), veh/h	2047	1122	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.6	16.6	56.5	7.2	41.5	0.0
Incr Delay (d2), s/veh	0.7	1.4	1.9	0.5	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	11.8	4.6	5.8	9.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	18.0	58.4	7.7	44.0	0.0
LnGrp LOS	B	B	E	A	D	A
Approach Vol, veh/h	1922			2158	1010	
Approach Delay, s/veh	17.6			14.5	44.0	
Approach LOS	B			B	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.8	83.4			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	12.4	31.3			21.3	23.3
Green Ext Time (p_c), s	0.4	11.8			21.2	3.2

Intersection Summary		
HCM 6th Ctrl Delay	21.5	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	30	1082	128	0	1959
Future Vol, veh/h	0	30	1082	128	0	1959
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	-	255	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	31	1104	131	0	1999

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	552	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*645	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*645	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	645	-
HCM Lane V/C Ratio	-	-	0.047	-
HCM Control Delay (s)	-	-	10.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

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)	21	12	11	659	36	85	8	993	436	204	1693	43
Future Volume (veh/h)	21	12	11	659	36	85	8	993	436	204	1693	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	22	13	12	694	38	89	8	1045	459	215	1782	45
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	37	32	30	498	318	270	17	1929	1089	239	2372	1036
Arrive On Green	0.02	0.04	0.04	0.14	0.17	0.17	0.01	0.53	0.53	0.13	0.66	0.66
Sat Flow, veh/h	1810	909	839	3510	1900	1610	1810	3610	1610	1810	3610	1577
Grp Volume(v), veh/h	22	0	25	694	38	89	8	1045	459	215	1782	45
Grp Sat Flow(s),veh/h/ln	1810	0	1749	1755	1900	1610	1810	1805	1610	1810	1805	1577
Q Serve(g_s), s	1.7	0.0	2.0	20.0	2.4	6.9	0.6	26.7	18.2	16.5	47.1	1.4
Cycle Q Clear(g_c), s	1.7	0.0	2.0	20.0	2.4	6.9	0.6	26.7	18.2	16.5	47.1	1.4
Prop In Lane	1.00		0.48	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	0	62	498	318	270	17	1929	1089	239	2372	1036
V/C Ratio(X)	0.59	0.00	0.40	1.39	0.12	0.33	0.46	0.54	0.42	0.90	0.75	0.04
Avail Cap(c_a), veh/h	257	0	434	498	476	403	321	1929	1089	321	2372	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.5	0.0	66.5	60.5	49.9	51.7	69.5	21.5	10.3	60.2	16.4	8.5
Incr Delay (d2), s/veh	5.5	0.0	4.2	189.2	0.2	0.7	7.0	1.1	1.2	18.6	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.0	21.8	1.1	2.9	0.3	10.9	6.8	8.6	17.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	0.0	70.7	249.7	50.0	52.4	76.5	22.6	11.5	78.9	18.6	8.6
LnGrp LOS	E	A	E	F	D	D	E	C	B	E	B	A
Approach Vol, veh/h		47			821			1512			2042	
Approach Delay, s/veh		72.3			219.0			19.5			24.7	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	98.9	6.9	29.4	23.1	81.6	25.5	10.8
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.6	49.1	3.7	8.9	18.5	28.7	22.0	4.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.2	6.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	59.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1743	237	84	1593	268	125
Future Volume (veh/h)	1743	237	84	1593	268	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1915	260	92	1751	295	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3175	986	116	3705	338	301
Arrive On Green	0.61	0.61	0.06	0.71	0.19	0.19
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1915	260	92	1751	295	137
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	27.0	8.9	6.0	17.3	18.9	9.0
Cycle Q Clear(g_c), s	27.0	8.9	6.0	17.3	18.9	9.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3175	986	116	3705	338	301
V/C Ratio(X)	0.60	0.26	0.79	0.47	0.87	0.46
Avail Cap(c_a), veh/h	3175	986	304	3705	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	14.2	10.7	54.9	7.3	47.0	43.0
Incr Delay (d2), s/veh	0.9	0.7	3.8	0.4	7.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	3.0	2.8	5.1	9.2	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	11.3	58.7	7.7	54.1	44.1
LnGrp LOS	B	B	E	A	D	D
Approach Vol, veh/h	2175			1843	432	
Approach Delay, s/veh	14.6			10.2	50.9	
Approach LOS	B			B	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.1	80.0		26.8		92.2
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.0	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	19.0	29.0		20.9		19.3
Green Ext Time (p_c), s	0.1	8.6		1.4		17.5

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1683	130	223	1552	71	139	95	285	66	94	25
Future Volume (veh/h)	36	1683	130	223	1552	71	139	95	285	66	94	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1849	143	245	1705	78	153	104	313	73	103	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	2708	840	289	2939	134	197	398	337	91	573	145
Arrive On Green	0.03	0.52	0.52	0.08	0.58	0.58	0.06	0.21	0.21	0.05	0.20	0.20
Sat Flow, veh/h	1810	5187	1608	3510	5078	232	3510	1900	1610	1810	2852	723
Grp Volume(v), veh/h	40	1849	143	245	1161	622	153	104	313	73	64	66
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1755	1729	1852	1755	1900	1610	1810	1805	1770
Q Serve(g_s), s	3.6	43.9	7.7	11.4	35.3	35.4	7.1	7.6	31.7	6.6	4.9	5.1
Cycle Q Clear(g_c), s	3.6	43.9	7.7	11.4	35.3	35.4	7.1	7.6	31.7	6.6	4.9	5.1
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	52	2708	840	289	2001	1072	197	398	337	91	363	356
V/C Ratio(X)	0.77	0.68	0.17	0.85	0.58	0.58	0.78	0.26	0.93	0.80	0.18	0.19
Avail Cap(c_a), veh/h	218	2708	840	423	2001	1072	423	497	421	218	478	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.1	29.5	20.8	75.1	22.2	22.2	77.3	54.9	64.4	78.0	54.9	55.0
Incr Delay (d2), s/veh	6.5	1.1	0.3	7.1	1.2	2.3	2.4	0.3	22.8	5.9	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	1.8	17.7	0.1	5.4	14.0	15.3	3.3	3.7	14.9	3.3	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.5	30.5	21.1	82.3	23.4	24.5	79.7	55.2	87.2	83.9	55.2	55.3
LnGrp LOS	F	C	C	F	C	C	E	E	F	F	E	E
Approach Vol, veh/h		2032			2028			570			203	
Approach Delay, s/veh		30.9			30.8			79.4			65.5	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	93.9	14.3	39.2	9.3	103.3	12.9	40.6
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	20.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	13.4	45.9	9.1	7.1	5.6	37.4	8.6	33.7
Green Ext Time (p_c), s	0.2	10.0	0.2	0.7	0.0	12.5	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

* HCM 6th 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)	22	24	79	147	26	21	14	369	152	73	417	27
Future Volume (veh/h)	22	24	79	147	26	21	14	369	152	73	417	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	23	25	82	153	27	22	15	384	158	76	434	28
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	70	34	112	179	143	116	29	1547	628	97	2254	145
Arrive On Green	0.04	0.09	0.09	0.10	0.15	0.15	0.02	0.62	0.62	0.05	0.66	0.66
Sat Flow, veh/h	1810	389	1276	1810	961	783	1810	2503	1016	1810	3438	221
Grp Volume(v), veh/h	23	0	107	153	0	49	15	275	267	76	227	235
Grp Sat Flow(s),veh/h/ln	1810	0	1665	1810	0	1744	1810	1805	1714	1810	1805	1854
Q Serve(g_s), s	1.6	0.0	8.1	10.8	0.0	3.2	1.1	8.9	9.1	5.4	6.4	6.5
Cycle Q Clear(g_c), s	1.6	0.0	8.1	10.8	0.0	3.2	1.1	8.9	9.1	5.4	6.4	6.5
Prop In Lane	1.00		0.77	1.00		0.45	1.00		0.59	1.00		0.12
Lane Grp Cap(c), veh/h	70	0	146	179	0	259	29	1116	1060	97	1183	1216
V/C Ratio(X)	0.33	0.00	0.73	0.85	0.00	0.19	0.52	0.25	0.25	0.78	0.19	0.19
Avail Cap(c_a), veh/h	278	0	410	278	0	429	278	1116	1060	278	1183	1216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	0.0	57.8	57.6	0.0	48.5	63.5	11.2	11.2	60.8	8.8	8.8
Incr Delay (d2), s/veh	1.0	0.0	6.9	8.9	0.0	0.4	5.2	0.5	0.6	5.1	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.7	5.4	0.0	1.4	0.5	3.5	3.4	2.6	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	0.0	64.7	66.5	0.0	48.9	68.6	11.7	11.8	65.9	9.2	9.2
LnGrp LOS	E	A	E	E	A	D	E	B	B	E	A	A
Approach Vol, veh/h		130			202			557			538	
Approach Delay, s/veh		64.2			62.2			13.3			17.2	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	86.1	16.9	16.0	6.1	91.0	9.0	23.9
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	7.4	11.1	12.8	10.1	3.1	8.5	3.6	5.2
Green Ext Time (p_c), s	0.1	3.1	0.1	0.5	0.0	2.5	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

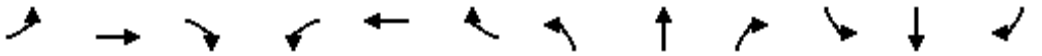
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	202	3	4	134	46	6	8	31	82	4	9
Future Vol, veh/h	10	202	3	4	134	46	6	8	31	82	4	9
Conflicting Peds, #/hr	0	0	0	0	0	3	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	253	4	5	168	58	8	10	39	103	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	257	0	0	496	520	256	517	493	200
Stage 1	-	-	-	-	-	-	281	281	-	210	210	-
Stage 2	-	-	-	-	-	-	215	239	-	307	283	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1351	-	-	1320	-	-	487	463	788	472	480	846
Stage 1	-	-	-	-	-	-	730	682	-	797	732	-
Stage 2	-	-	-	-	-	-	792	711	-	707	681	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1347	-	-	1320	-	-	471	455	787	435	471	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	455	-	435	471	-
Stage 1	-	-	-	-	-	-	722	674	-	786	727	-
Stage 2	-	-	-	-	-	-	773	706	-	654	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	11.1	15.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	646	1347	-	-	1320	-	-	457
HCM Lane V/C Ratio	0.087	0.009	-	-	0.004	-	-	0.26
HCM Control Delay (s)	11.1	7.7	0	-	7.7	0	-	15.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	52	118	26	20	7	64	350	118	58	288	100
Future Volume (veh/h)	145	52	118	26	20	7	64	350	118	58	288	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	158	57	128	28	22	8	70	380	128	63	313	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	282	87	195	146	222	81	91	1733	576	82	1706	583
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.05	0.65	0.65	0.05	0.65	0.65
Sat Flow, veh/h	1397	518	1163	1213	1328	483	1810	2661	885	1810	2640	902
Grp Volume(v), veh/h	158	0	185	28	0	30	70	256	252	63	212	210
Grp Sat Flow(s),veh/h/ln	1397	0	1681	1213	0	1811	1810	1805	1741	1810	1805	1737
Q Serve(g_s), s	11.4	0.0	10.9	2.3	0.0	1.5	4.1	6.1	6.3	3.7	5.0	5.2
Cycle Q Clear(g_c), s	12.9	0.0	10.9	13.3	0.0	1.5	4.1	6.1	6.3	3.7	5.0	5.2
Prop In Lane	1.00		0.69	1.00		0.27	1.00		0.51	1.00		0.52
Lane Grp Cap(c), veh/h	282	0	282	146	0	303	91	1176	1134	82	1167	1123
V/C Ratio(X)	0.56	0.00	0.66	0.19	0.00	0.10	0.77	0.22	0.22	0.77	0.18	0.19
Avail Cap(c_a), veh/h	470	0	507	309	0	547	341	1176	1134	341	1167	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	42.8	0.0	41.3	47.5	0.0	37.3	49.7	7.5	7.5	50.0	7.5	7.5
Incr Delay (d2), s/veh	1.7	0.0	2.6	0.6	0.0	0.1	5.1	0.4	0.5	4.9	0.3	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	4.1	0.0	4.7	0.7	0.0	0.7	1.9	2.1	2.1	1.7	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.6	0.0	43.9	48.1	0.0	37.5	54.8	7.9	8.0	54.9	7.8	7.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		343			58			578			485	
Approach Delay, s/veh		44.2			42.6			13.6			13.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	74.8		22.4	9.3	74.3		22.4				
Change Period (Y+Rc), s	4.0	5.8		4.6	4.0	5.8		4.6				
Max Green Setting (Gmax), s	20.0	40.0		32.0	20.0	40.0		32.0				
Max Q Clear Time (g_c+I1), s	5.7	8.3		14.9	6.1	7.2		15.3				
Green Ext Time (p_c), s	0.0	2.9		1.5	0.1	2.4		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			22.0									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	68	0	532	432	0
Future Vol, veh/h	0	68	0	532	432	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	71	0	554	450	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	225	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*963	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*963	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	963	-	-
HCM Lane V/C Ratio	-	0.074	-	-
HCM Control Delay (s)	-	9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

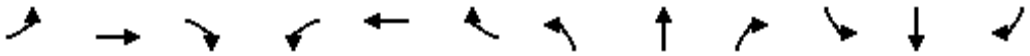
Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	4	21	45	8	15
Future Vol, veh/h	107	4	21	45	8	15
Conflicting Peds, #/hr	0	4	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	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	111	4	22	47	8	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	119	0	208	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	91	-
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	-	-	1482	-	785	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	770	937
Mov Cap-2 Maneuver	-	-	-	-	770	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	871	-	-	1476	-
HCM Lane V/C Ratio	0.028	-	-	0.015	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	11	3	476	8	48	3	2914	1110	29	1387	7
Future Volume (veh/h)	8	11	3	476	8	48	3	2914	1110	29	1387	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	12	3	512	0	51	3	3100	1181	31	1476	7
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	35	55	13	593	0	176	7	3818	1361	40	4006	19
Arrive On Green	0.02	0.02	0.02	0.11	0.00	0.11	0.00	0.74	0.74	0.02	0.75	0.75
Sat Flow, veh/h	1810	2887	693	5429	0	1610	1810	5187	1610	1810	5328	25
Grp Volume(v), veh/h	9	7	8	512	0	51	3	3100	1181	31	958	525
Grp Sat Flow(s),veh/h/ln	1810	1805	1775	1810	0	1610	1810	1729	1610	1810	1729	1895
Q Serve(g_s), s	0.9	0.7	0.8	17.3	0.0	5.4	0.3	72.9	79.3	3.2	17.7	17.7
Cycle Q Clear(g_c), s	0.9	0.7	0.8	17.3	0.0	5.4	0.3	72.9	79.3	3.2	17.7	17.7
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	35	34	34	593	0	176	7	3818	1361	40	2600	1425
V/C Ratio(X)	0.26	0.21	0.23	0.86	0.00	0.29	0.43	0.81	0.87	0.77	0.37	0.37
Avail Cap(c_a), veh/h	341	340	334	1167	0	346	195	3818	1361	389	2600	1425
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	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.9	89.8	89.9	81.5	0.0	76.2	92.4	16.1	8.4	90.4	7.9	7.9
Incr Delay (d2), s/veh	3.9	3.0	3.3	1.5	0.0	0.3	1.4	0.2	0.8	10.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.4	8.1	0.0	2.3	0.1	25.4	44.1	1.6	6.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.8	92.9	93.2	83.0	0.0	76.6	93.8	16.3	9.1	101.2	8.3	8.7
LnGrp LOS	F	F	F	F	A	E	F	B	A	F	A	A
Approach Vol, veh/h		24			563			4284			1514	
Approach Delay, s/veh		93.3			82.4			14.4			10.3	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	146.0		26.1	8.6	143.1		8.2				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.3	19.7		19.3	5.2	81.3		2.9				
Green Ext Time (p_c), s	0.0	12.4		1.0	0.0	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		19.7
HCM 6th 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)	24	1	38	76	2	69	25	3919	41	17	1820	17
Future Volume (veh/h)	24	1	38	76	2	69	25	3919	41	17	1820	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1	41	82	2	74	27	4214	44	18	1957	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1	527	63	1	527	46	2696	28	35	2667	25
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.03	0.51	0.51	0.02	0.50	0.50
Sat Flow, veh/h	1	4	1610	2	3	1610	1810	5293	55	1810	5300	49
Grp Volume(v), veh/h	27	0	41	84	0	74	27	2748	1510	18	1276	699
Grp Sat Flow(s),veh/h/ln	5	0	1610	4	0	1610	1810	1729	1890	1810	1729	1891
Q Serve(g_s), s	0.0	0.0	2.0	0.0	0.0	3.7	1.7	57.6	57.6	1.1	32.9	32.9
Cycle Q Clear(g_c), s	37.0	0.0	2.0	37.0	0.0	3.7	1.7	57.6	57.6	1.1	32.9	32.9
Prop In Lane	0.96		1.00	0.98		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	64	0	527	64	0	527	46	1761	963	35	1740	952
V/C Ratio(X)	0.42	0.00	0.08	1.31	0.00	0.14	0.59	1.56	1.57	0.52	0.73	0.73
Avail Cap(c_a), veh/h	64	0	527	64	0	527	320	1761	963	320	1740	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.40	0.40	0.40	0.90	0.90	0.90
Uniform Delay (d), s/veh	54.7	0.0	26.2	56.0	0.0	26.8	54.5	27.7	27.7	54.9	22.1	22.1
Incr Delay (d2), s/veh	4.3	0.0	0.1	214.6	0.0	0.1	1.8	253.3	257.9	4.0	2.5	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	5.7	0.0	1.4	0.8	82.8	91.7	0.5	12.6	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	0.0	26.3	270.6	0.0	26.9	56.3	281.0	285.6	58.9	24.6	26.6
LnGrp LOS	E	A	C	F	A	C	E	F	F	E	C	C
Approach Vol, veh/h		68			158			4285			1993	
Approach Delay, s/veh		39.3			156.5			281.2			25.6	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	64.7		41.6	7.4	64.0		41.6
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0
Max Q Clear Time (g_c+I1), s	13.1	59.6		39.0	3.7	34.9		39.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	197.3
HCM 6th LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	4	110	3996	1913	0
Future Volume (veh/h)	0	4	110	3996	1913	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	4	118	4297	2057	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	12	145	4656	4047	1256
Arrive On Green	0.00	0.01	0.08	0.90	0.78	0.00
Sat Flow, veh/h	0	1329	1810	5358	5358	1610
Grp Volume(v), veh/h	0	5	118	4297	2057	0
Grp Sat Flow(s),veh/h/ln	0	1661	1810	1729	1729	1610
Q Serve(g_s), s	0.0	0.4	7.7	59.3	17.3	0.0
Cycle Q Clear(g_c), s	0.0	0.4	7.7	59.3	17.3	0.0
Prop In Lane	0.00	0.80	1.00			1.00
Lane Grp Cap(c), veh/h	0	15	145	4656	4047	1256
V/C Ratio(X)	0.00	0.34	0.82	0.92	0.51	0.00
Avail Cap(c_a), veh/h	0	471	302	4656	4047	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.09	0.09	0.84	0.00
Uniform Delay (d), s/veh	0.0	59.1	54.3	3.7	4.8	0.0
Incr Delay (d2), s/veh	0.0	12.7	0.4	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	3.4	0.2	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	71.8	54.7	4.1	5.2	0.0
LnGrp LOS	A	E	D	A	A	A
Approach Vol, veh/h	5			4415	2057	
Approach Delay, s/veh	71.8			5.4	5.2	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	100.8			114.9	5.1
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	19.7	19.3			61.3	2.4
Green Ext Time (p_c), s	0.1	18.5			13.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1052	27	114	2326	1823	10
Future Volume (veh/h)	1052	27	114	2326	1823	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1143	29	124	2528	1992	0
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	3336	85	179	3793	1484	440
Arrive On Green	0.64	0.64	0.05	0.73	0.27	0.00
Sat Flow, veh/h	5373	132	3510	5358	5429	1610
Grp Volume(v), veh/h	760	412	124	2528	1992	0
Grp Sat Flow(s),veh/h/ln	1729	1876	1755	1729	1810	1610
Q Serve(g_s), s	12.9	12.9	4.4	32.7	35.0	0.0
Cycle Q Clear(g_c), s	12.9	12.9	4.4	32.7	35.0	0.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2217	1203	179	3793	1484	440
V/C Ratio(X)	0.34	0.34	0.69	0.67	1.34	0.00
Avail Cap(c_a), veh/h	2217	1203	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.6	10.6	59.7	9.0	46.5	0.0
Incr Delay (d2), s/veh	0.4	0.7	1.8	0.9	158.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.0	2.0	9.8	36.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	11.2	61.5	10.0	205.0	0.0
LnGrp LOS	B	B	E	A	F	A
Approach Vol, veh/h	1172			2652	1992	
Approach Delay, s/veh	11.0			12.4	205.0	
Approach LOS	B			B	F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.5	89.7			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	6.4	14.9			34.7	37.0
Green Ext Time (p_c), s	0.2	8.2			31.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay	78.1	
HCM 6th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

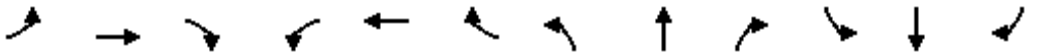
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	30	1878	96	0	1058
Future Vol, veh/h	0	30	1878	96	0	1058
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	32	1998	102	0	1126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1000	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*315	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*314	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	314	-
HCM Lane V/C Ratio	-	-	0.102	-
HCM Control Delay (s)	-	-	17.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

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)	64	35	11	658	36	56	3	1850	563	214	915	18
Future Volume (veh/h)	64	35	11	658	36	56	3	1850	563	214	915	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	37	12	700	38	60	3	1968	599	228	973	19
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	87	63	21	498	286	242	7	1865	1060	252	2354	1028
Arrive On Green	0.05	0.05	0.05	0.14	0.15	0.15	0.00	0.52	0.52	0.14	0.65	0.65
Sat Flow, veh/h	1810	1374	446	3510	1900	1607	1810	3610	1609	1810	3610	1577
Grp Volume(v), veh/h	68	0	49	700	38	60	3	1968	599	228	973	19
Grp Sat Flow(s),veh/h/ln	1810	0	1820	1755	1900	1607	1810	1805	1609	1810	1805	1577
Q Serve(g_s), s	5.2	0.0	3.7	20.0	2.4	4.6	0.2	72.8	28.6	17.5	18.1	0.6
Cycle Q Clear(g_c), s	5.2	0.0	3.7	20.0	2.4	4.6	0.2	72.8	28.6	17.5	18.1	0.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	0	84	498	286	242	7	1865	1060	252	2354	1028
V/C Ratio(X)	0.78	0.00	0.58	1.41	0.13	0.25	0.42	1.06	0.57	0.90	0.41	0.02
Avail Cap(c_a), veh/h	257	0	452	498	476	402	321	1865	1060	321	2354	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.4	0.0	65.9	60.5	51.9	52.8	70.1	34.1	13.1	59.8	11.7	8.6
Incr Delay (d2), s/veh	5.6	0.0	6.3	194.4	0.2	0.5	14.0	37.2	2.2	21.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.9	22.2	1.2	1.9	0.1	38.9	10.9	9.3	6.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	0.0	72.2	254.9	52.1	53.4	84.1	71.2	15.3	81.0	12.2	8.7
LnGrp LOS	E	A	E	F	D	D	F	F	B	F	B	A
Approach Vol, veh/h		117			798			2570			1220	
Approach Delay, s/veh		72.1			230.1			58.2			25.0	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	98.1	10.8	27.0	24.1	79.0	25.5	12.3
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.2	20.1	7.2	6.6	19.5	74.8	22.0	5.7
Green Ext Time (p_c), s	0.0	6.1	0.1	0.3	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	79.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1097	119	65	2160	132	66
Future Volume (veh/h)	1097	119	65	2160	132	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1180	128	70	2323	142	71
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3704	1150	90	4160	179	159
Arrive On Green	0.71	0.71	0.05	0.80	0.10	0.10
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1180	128	70	2323	142	71
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	10.0	2.9	4.5	19.1	9.1	4.9
Cycle Q Clear(g_c), s	10.0	2.9	4.5	19.1	9.1	4.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3704	1150	90	4160	179	159
V/C Ratio(X)	0.32	0.11	0.77	0.56	0.79	0.45
Avail Cap(c_a), veh/h	3704	1150	304	4160	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.65	0.65	1.00	1.00
Uniform Delay (d), s/veh	6.3	5.3	55.9	4.2	52.4	50.5
Incr Delay (d2), s/veh	0.2	0.2	3.4	0.4	7.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.8	2.1	4.0	4.6	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.5	5.5	59.3	4.6	60.1	52.5
LnGrp LOS	A	A	E	A	E	D
Approach Vol, veh/h	1308			2393	213	
Approach Delay, s/veh	6.4			6.2	57.6	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.4	92.2		16.4		102.6
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.0	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	6.5	12.0		11.1		21.1
Green Ext Time (p_c), s	0.0	9.1		0.7		26.9

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1071	64	358	2117	77	145	150	194	65	126	29
Future Volume (veh/h)	37	1071	64	358	2117	77	145	150	194	65	126	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1152	69	385	2276	83	156	161	209	70	135	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	2813	873	423	3272	119	200	291	247	88	416	93
Arrive On Green	0.03	0.54	0.54	0.12	0.64	0.64	0.06	0.15	0.15	0.05	0.14	0.14
Sat Flow, veh/h	1810	5187	1609	3510	5138	187	3510	1900	1610	1810	2928	654
Grp Volume(v), veh/h	40	1152	69	385	1528	831	156	161	209	70	82	84
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1755	1729	1866	1755	1900	1610	1810	1805	1777
Q Serve(g_s), s	3.6	21.7	3.4	18.0	47.7	48.3	7.3	13.0	21.0	6.4	6.8	7.1
Cycle Q Clear(g_c), s	3.6	21.7	3.4	18.0	47.7	48.3	7.3	13.0	21.0	6.4	6.8	7.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	52	2813	873	423	2202	1189	200	291	247	88	256	252
V/C Ratio(X)	0.77	0.41	0.08	0.91	0.69	0.70	0.78	0.55	0.85	0.80	0.32	0.33
Avail Cap(c_a), veh/h	218	2813	873	423	2202	1189	423	497	421	218	478	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.1	22.4	18.2	72.1	19.6	19.7	77.3	65.0	68.4	78.1	64.0	64.2
Incr Delay (d2), s/veh	8.2	0.4	0.2	23.1	1.8	3.4	2.5	1.6	7.8	6.0	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.7	1.3	9.3	18.3	20.5	3.3	6.4	9.1	3.1	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.2	22.8	18.3	95.2	21.4	23.1	79.7	66.7	76.2	84.1	64.7	64.9
LnGrp LOS	F	C	B	F	C	C	E	E	E	F	E	E
Approach Vol, veh/h		1261			2744			526			236	
Approach Delay, s/veh		24.6			32.3			74.3			70.6	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	97.2	14.4	29.4	9.3	112.9	12.6	31.2
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	10.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	11.6	23.7	9.3	9.1	5.6	50.3	8.4	23.0
Green Ext Time (p_c), s	0.0	9.1	0.2	1.0	0.0	8.6	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

* HCM 6th 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)	19	26	56	86	12	70	17	460	130	23	353	15
Future Volume (veh/h)	19	26	56	86	12	70	17	460	130	23	353	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	31	66	101	14	82	20	541	153	27	415	18
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	70	45	96	125	27	161	36	1894	533	43	2416	105
Arrive On Green	0.04	0.08	0.08	0.07	0.11	0.11	0.02	0.68	0.68	0.02	0.69	0.69
Sat Flow, veh/h	1810	538	1146	1810	240	1403	1810	2779	783	1810	3525	153
Grp Volume(v), veh/h	22	0	97	101	0	96	20	351	343	27	212	221
Grp Sat Flow(s),veh/h/ln	1810	0	1684	1810	0	1643	1810	1805	1757	1810	1805	1872
Q Serve(g_s), s	1.5	0.0	7.3	7.2	0.0	7.1	1.4	10.0	10.1	1.9	5.4	5.5
Cycle Q Clear(g_c), s	1.5	0.0	7.3	7.2	0.0	7.1	1.4	10.0	10.1	1.9	5.4	5.5
Prop In Lane	1.00		0.68	1.00		0.85	1.00		0.45	1.00		0.08
Lane Grp Cap(c), veh/h	70	0	142	125	0	189	36	1230	1197	43	1237	1284
V/C Ratio(X)	0.32	0.00	0.69	0.81	0.00	0.51	0.56	0.29	0.29	0.62	0.17	0.17
Avail Cap(c_a), veh/h	278	0	415	278	0	404	278	1230	1197	278	1237	1284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	0.0	57.9	59.7	0.0	54.1	63.2	8.2	8.2	62.9	7.3	7.3
Incr Delay (d2), s/veh	1.0	0.0	5.8	4.6	0.0	2.1	5.0	0.6	0.6	5.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.3	3.4	0.0	3.1	0.7	3.7	3.6	0.9	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	0.0	63.6	64.2	0.0	56.2	68.1	8.8	8.8	68.2	7.6	7.6
LnGrp LOS	E	A	E	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		119			197			714			460	
Approach Delay, s/veh		63.3			60.3			10.5			11.1	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	94.4	13.0	15.5	6.6	94.9	9.0	19.5
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	3.5	12.1	9.2	9.3	3.4	7.5	3.5	9.1
Green Ext Time (p_c), s	0.0	4.1	0.1	0.5	0.0	2.4	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

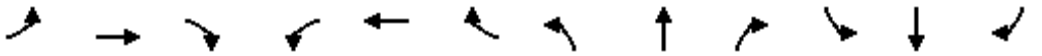
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	63	10	26	209	173	3	8	4	90	7	6
Future Vol, veh/h	7	63	10	26	209	173	3	8	4	90	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	76	12	31	252	208	4	10	5	108	8	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	460	0	0	88	0	0	524	620	83	525	522	356
Stage 1	-	-	-	-	-	-	98	98	-	418	418	-
Stage 2	-	-	-	-	-	-	426	522	-	107	104	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1112	-	-	1520	-	-	467	407	982	466	462	693
Stage 1	-	-	-	-	-	-	913	818	-	616	594	-
Stage 2	-	-	-	-	-	-	610	534	-	903	813	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1112	-	-	1520	-	-	443	392	981	442	445	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	443	392	-	442	445	-
Stage 1	-	-	-	-	-	-	906	811	-	611	577	-
Stage 2	-	-	-	-	-	-	578	519	-	880	806	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	12.8	16
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	480	1112	-	-	1520	-	-	452
HCM Lane V/C Ratio	0.038	0.008	-	-	0.021	-	-	0.275
HCM Control Delay (s)	12.8	8.3	0	-	7.4	0	-	16
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	17	93	12	24	3	139	420	12	33	268	245
Future Volume (veh/h)	48	17	93	12	24	3	139	420	12	33	268	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	19	104	13	27	3	156	472	13	37	301	275
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	26	142	106	172	19	187	2622	72	57	1190	1059
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.73	0.73	0.03	0.66	0.66
Sat Flow, veh/h	1401	255	1394	1288	1680	187	1810	3588	99	1810	1807	1609
Grp Volume(v), veh/h	54	0	123	13	0	30	156	237	248	37	301	275
Grp Sat Flow(s),veh/h/ln	1401	0	1649	1288	0	1866	1810	1805	1882	1810	1805	1610
Q Serve(g_s), s	3.9	0.0	7.7	1.0	0.0	1.6	9.0	4.3	4.3	2.1	7.2	7.5
Cycle Q Clear(g_c), s	5.4	0.0	7.7	8.7	0.0	1.6	9.0	4.3	4.3	2.1	7.2	7.5
Prop In Lane	1.00		0.85	1.00		0.10	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	191	0	168	106	0	191	187	1319	1375	57	1189	1060
V/C Ratio(X)	0.28	0.00	0.73	0.12	0.00	0.16	0.83	0.18	0.18	0.65	0.25	0.26
Avail Cap(c_a), veh/h	470	0	498	364	0	563	341	1319	1375	341	1189	1060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	45.9	0.0	46.2	50.4	0.0	43.4	46.6	4.4	4.4	50.8	7.4	7.5
Incr Delay (d2), s/veh	0.8	0.0	6.0	0.5	0.0	0.4	3.7	0.3	0.3	3.6	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	3.4	0.4	0.0	0.7	4.1	1.3	1.4	1.0	2.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	0.0	52.1	50.9	0.0	43.8	50.3	4.7	4.7	54.4	7.8	7.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		177			43			641			613	
Approach Delay, s/veh		50.5			46.0			15.8			10.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	83.3		15.4	15.0	75.6		15.4				
Change Period (Y+Rc), s	4.0	5.8		4.6	4.0	5.8		4.6				
Max Green Setting (Gmax), s	20.0	40.0		32.0	20.0	40.0		32.0				
Max Q Clear Time (g_c+I1), s	4.1	6.3		9.7	11.0	9.5		10.7				
Green Ext Time (p_c), s	0.0	2.7		0.9	0.1	3.5		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	570	371	2
Future Vol, veh/h	0	20	0	570	371	2
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	22	0	633	412	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	210	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*987	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*984	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	984	-	-
HCM Lane V/C Ratio	-	0.023	-	-
HCM Control Delay (s)	-	8.7	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

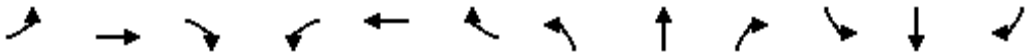
Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	2	17	40	7	17
Future Vol, veh/h	70	2	17	40	7	17
Conflicting Peds, #/hr	0	3	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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	2	19	45	8	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	85	0	167	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	83	-
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	-	-	1524	-	828	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1520	-	815	978
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	924	-	-	1520	-
HCM Lane V/C Ratio	0.03	-	-	0.013	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	4	7	555	7	24	5	2435	726	58	3030	10
Future Volume (veh/h)	11	4	7	555	7	24	5	2435	726	58	3030	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	4	7	583	0	25	5	2536	756	60	3156	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	33	29	676	0	200	11	3641	1331	76	3924	12
Arrive On Green	0.02	0.02	0.02	0.12	0.00	0.12	0.01	0.70	0.70	0.04	0.74	0.74
Sat Flow, veh/h	1810	1805	1610	5429	0	1606	1810	5187	1610	1810	5338	17
Grp Volume(v), veh/h	11	4	7	583	0	25	5	2536	756	60	2043	1123
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	0	1606	1810	1729	1610	1810	1729	1897
Q Serve(g_s), s	1.1	0.4	0.8	19.6	0.0	2.6	0.5	53.0	28.6	6.1	71.2	71.5
Cycle Q Clear(g_c), s	1.1	0.4	0.8	19.6	0.0	2.6	0.5	53.0	28.6	6.1	71.2	71.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	33	33	29	676	0	200	11	3641	1331	76	2542	1394
V/C Ratio(X)	0.33	0.12	0.24	0.86	0.00	0.13	0.45	0.70	0.57	0.79	0.80	0.81
Avail Cap(c_a), veh/h	341	340	303	1167	0	345	195	3641	1331	389	2542	1394
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	0.00	1.00	0.34	0.34	0.34	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.2	89.8	90.0	79.9	0.0	72.4	92.1	16.2	5.3	88.3	16.0	16.0
Incr Delay (d2), s/veh	5.8	1.6	4.1	1.3	0.0	0.1	3.6	0.4	0.6	6.7	2.8	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.4	9.2	0.0	1.1	0.2	19.4	16.8	3.0	25.7	29.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	91.5	94.1	81.2	0.0	72.5	95.7	16.6	5.9	95.0	18.8	21.0
LnGrp LOS	F	F	F	F	A	E	F	B	A	F	B	C
Approach Vol, veh/h		22			608			3297			3226	
Approach Delay, s/veh		94.5			80.8			14.2			21.0	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	142.9		29.0	12.3	136.7		8.0				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.5	73.5		21.6	8.1	55.0		3.1				
Green Ext Time (p_c), s	0.0	0.0		1.1	0.1	0.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th 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)	21	0	27	34	0	32	39	3094	34	99	3493	19
Future Volume (veh/h)	21	0	27	34	0	32	39	3094	34	99	3493	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	0	28	35	0	33	41	3223	35	103	3639	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	0	399	72	0	399	58	2838	31	129	3066	17
Arrive On Green	0.25	0.00	0.25	0.25	0.00	0.25	0.03	0.54	0.54	0.07	0.58	0.58
Sat Flow, veh/h	35	0	1610	35	0	1610	1810	5290	57	1810	5324	29
Grp Volume(v), veh/h	22	0	28	35	0	33	41	2103	1155	103	2361	1298
Grp Sat Flow(s),veh/h/ln	35	0	1610	35	0	1610	1810	1729	1890	1810	1729	1895
Q Serve(g_s), s	0.7	0.0	1.5	0.7	0.0	1.8	2.5	60.6	60.6	6.3	65.1	65.1
Cycle Q Clear(g_c), s	28.0	0.0	1.5	28.0	0.0	1.8	2.5	60.6	60.6	6.3	65.1	65.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	72	0	399	72	0	399	58	1855	1014	129	1992	1091
V/C Ratio(X)	0.30	0.00	0.07	0.48	0.00	0.08	0.71	1.13	1.14	0.80	1.19	1.19
Avail Cap(c_a), veh/h	184	0	527	184	0	527	320	1855	1014	320	1992	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.67	0.67	0.67	0.44	0.44	0.44
Uniform Delay (d), s/veh	56.4	0.0	32.5	56.4	0.0	32.6	54.2	26.2	26.2	51.7	24.0	24.0
Incr Delay (d2), s/veh	2.3	0.0	0.1	4.9	0.0	0.1	3.9	65.1	71.3	1.9	86.0	89.4
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	0.7	0.0	0.6	1.1	0.0	0.7	1.2	38.3	43.6	2.8	46.2	51.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	0.0	32.6	61.3	0.0	32.7	58.1	91.3	97.5	53.5	110.0	113.3
LnGrp LOS	E	A	C	E	A	C	E	F	F	D	F	F
Approach Vol, veh/h		50			68			3299			3762	
Approach Delay, s/veh		44.1			47.4			93.1			109.6	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.6	67.1		33.3	8.1	71.6		33.3
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0
Max Q Clear Time (g_c+I1), s	19.3	62.6		30.0	4.5	67.1		30.0
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.1

Intersection Summary		
HCM 6th Ctrl Delay		100.9
HCM 6th LOS		F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	27	39	3119	3536	2
Future Volume (veh/h)	8	27	39	3119	3536	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	28	41	3249	3683	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	15	52	56	4488	4133	1283
Arrive On Green	0.04	0.04	0.03	0.87	0.80	0.80
Sat Flow, veh/h	358	1254	1810	5358	5358	1610
Grp Volume(v), veh/h	37	0	41	3249	3683	2
Grp Sat Flow(s),veh/h/ln	1656	0	1810	1729	1729	1610
Q Serve(g_s), s	2.6	0.0	2.7	27.1	59.7	0.0
Cycle Q Clear(g_c), s	2.6	0.0	2.7	27.1	59.7	0.0
Prop In Lane	0.22	0.76	1.00			1.00
Lane Grp Cap(c), veh/h	68	0	56	4488	4133	1283
V/C Ratio(X)	0.54	0.00	0.73	0.72	0.89	0.00
Avail Cap(c_a), veh/h	469	0	302	4488	4133	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.57	0.57	0.33	0.33
Uniform Delay (d), s/veh	56.4	0.0	57.6	2.9	8.5	2.5
Incr Delay (d2), s/veh	6.5	0.0	3.8	0.6	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.3	2.3	13.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.9	0.0	61.5	3.5	9.7	2.5
LnGrp LOS	E	A	E	A	A	A
Approach Vol, veh/h	37			3290	3685	
Approach Delay, s/veh	62.9			4.2	9.7	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.2	102.8			111.0	9.0
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	4.7	61.7			29.1	4.6
Green Ext Time (p_c), s	0.0	0.0			40.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2021	26	293	2147	1021	10
Future Volume (veh/h)	2021	26	293	2147	1021	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2221	29	322	2359	1132	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3077	40	383	3793	1484	440
Arrive On Green	0.58	0.58	0.11	0.73	0.27	0.00
Sat Flow, veh/h	5448	69	3510	5358	5429	1610
Grp Volume(v), veh/h	1455	795	322	2359	1132	0
Grp Sat Flow(s),veh/h/ln	1729	1888	1755	1729	1810	1610
Q Serve(g_s), s	38.7	38.9	11.5	28.7	24.5	0.0
Cycle Q Clear(g_c), s	38.7	38.9	11.5	28.7	24.5	0.0
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2016	1101	383	3793	1484	440
V/C Ratio(X)	0.72	0.72	0.84	0.62	0.76	0.00
Avail Cap(c_a), veh/h	2016	1101	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.36	0.36	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.2	19.2	55.9	8.5	42.7	0.0
Incr Delay (d2), s/veh	0.8	1.5	1.9	0.8	3.8	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	14.1	15.6	5.0	8.6	11.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	20.7	57.9	9.3	46.4	0.0
LnGrp LOS	C	C	E	A	D	A
Approach Vol, veh/h	2250			2681	1132	
Approach Delay, s/veh	20.3			15.1	46.4	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	82.2			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	13.5	40.9			30.7	26.5
Green Ext Time (p_c), s	0.4	7.6			29.7	3.1

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.1

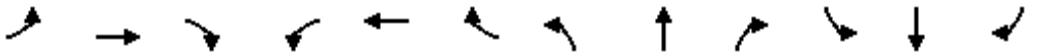
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	1209	142	0	2172
Future Vol, veh/h	0	33	1209	142	0	2172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	34	1234	145	0	2216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	617	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*601	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*601	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	601	-
HCM Lane V/C Ratio	-	-	0.056	-
HCM Control Delay (s)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

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)	23	14	12	730	41	109	9	1097	482	234	1870	47
Future Volume (veh/h)	23	14	12	730	41	109	9	1097	482	234	1870	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	15	13	768	43	115	9	1155	507	246	1968	49
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	39	33	29	498	316	268	19	1869	1062	270	2369	1035
Arrive On Green	0.02	0.04	0.04	0.14	0.17	0.17	0.01	0.52	0.52	0.15	0.66	0.66
Sat Flow, veh/h	1810	939	814	3510	1900	1610	1810	3610	1610	1810	3610	1577
Grp Volume(v), veh/h	24	0	28	768	43	115	9	1155	507	246	1968	49
Grp Sat Flow(s),veh/h/ln	1810	0	1753	1755	1900	1610	1810	1805	1610	1810	1805	1577
Q Serve(g_s), s	1.9	0.0	2.2	20.0	2.7	9.0	0.7	32.0	22.1	18.9	58.1	1.6
Cycle Q Clear(g_c), s	1.9	0.0	2.2	20.0	2.7	9.0	0.7	32.0	22.1	18.9	58.1	1.6
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	0	62	498	316	268	19	1869	1062	270	2369	1035
V/C Ratio(X)	0.61	0.00	0.45	1.54	0.14	0.43	0.47	0.62	0.48	0.91	0.83	0.05
Avail Cap(c_a), veh/h	257	0	435	498	476	403	321	1869	1062	321	2369	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.4	0.0	66.7	60.5	50.1	52.8	69.4	24.1	11.9	59.1	18.3	8.6
Incr Delay (d2), s/veh	5.7	0.0	5.0	253.9	0.2	1.1	6.6	1.5	1.5	24.5	3.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	26.3	1.3	3.8	0.4	13.2	8.3	10.2	22.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	0.0	71.7	314.4	50.3	53.9	76.0	25.7	13.5	83.6	21.9	8.7
LnGrp LOS	E	A	E	F	D	D	E	C	B	F	C	A
Approach Vol, veh/h		52			926			1671			2263	
Approach Delay, s/veh		72.8			269.8			22.2			28.3	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	98.7	7.0	29.3	25.5	79.2	25.5	10.8
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.7	60.1	3.9	11.0	20.9	34.0	22.0	4.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.1	4.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	72.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2026	261	92	2032	295	138
Future Volume (veh/h)	2026	261	92	2032	295	138
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2226	287	101	2233	324	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3060	950	126	3619	368	327
Arrive On Green	0.59	0.59	0.07	0.70	0.20	0.20
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	2226	287	101	2233	324	152
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	36.7	10.6	6.5	27.2	20.7	9.9
Cycle Q Clear(g_c), s	36.7	10.6	6.5	27.2	20.7	9.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3060	950	126	3619	368	327
V/C Ratio(X)	0.73	0.30	0.80	0.62	0.88	0.46
Avail Cap(c_a), veh/h	3060	950	304	3619	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.68	0.68	1.00	1.00
Uniform Delay (d), s/veh	17.5	12.2	54.5	9.5	46.0	41.7
Incr Delay (d2), s/veh	1.5	0.8	3.0	0.5	7.0	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	18.1	3.6	3.0	8.3	10.1	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.1	13.0	57.5	10.1	53.0	42.7
LnGrp LOS	B	B	E	B	D	D
Approach Vol, veh/h	2513			2334	476	
Approach Delay, s/veh	18.4			12.1	49.7	
Approach LOS	B			B	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.8	77.4		28.8		90.2
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.3	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	8.5	38.7		22.7		29.2
Green Ext Time (p_c), s	0.1	1.2		1.5		22.4

Intersection Summary		
HCM 6th Ctrl Delay		18.4
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1951	143	258	1986	79	162	109	331	82	115	28
Future Volume (veh/h)	40	1951	143	258	1986	79	162	109	331	82	115	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			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	2144	157	284	2182	87	178	120	364	90	126	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	2445	758	327	2741	109	222	455	385	110	675	161
Arrive On Green	0.03	0.47	0.47	0.09	0.54	0.54	0.06	0.24	0.24	0.06	0.23	0.23
Sat Flow, veh/h	1810	5187	1608	3510	5113	203	3510	1900	1610	1810	2890	691
Grp Volume(v), veh/h	44	2144	157	284	1472	797	178	120	364	90	77	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1755	1729	1858	1755	1900	1610	1810	1805	1776
Q Serve(g_s), s	4.0	61.8	9.5	13.2	57.1	57.8	8.3	8.5	36.9	8.2	5.7	6.0
Cycle Q Clear(g_c), s	4.0	61.8	9.5	13.2	57.1	57.8	8.3	8.5	36.9	8.2	5.7	6.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	57	2445	758	327	1854	996	222	455	385	110	422	415
V/C Ratio(X)	0.77	0.88	0.21	0.87	0.79	0.80	0.80	0.26	0.94	0.82	0.18	0.19
Avail Cap(c_a), veh/h	218	2445	758	423	1854	996	423	497	421	218	478	471
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)	0.57	0.57	0.57	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.8	39.5	25.7	74.3	31.1	31.3	76.7	51.3	62.1	77.1	50.9	51.0
Incr Delay (d2), s/veh	4.6	2.8	0.4	11.9	3.6	6.7	2.4	0.3	27.9	5.6	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	25.7	3.7	6.4	23.5	26.4	3.8	4.1	17.8	4.0	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	42.4	26.1	86.1	34.7	38.0	79.1	51.6	90.0	82.7	51.1	51.3
LnGrp LOS	F	D	C	F	C	D	E	D	F	F	D	D
Approach Vol, veh/h		2345			2553			662			247	
Approach Delay, s/veh		42.1			41.5			80.1			62.7	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	85.4	15.5	44.6	9.7	96.2	14.6	45.5
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	20.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	15.2	63.8	10.3	8.0	6.0	59.8	10.2	38.9
Green Ext Time (p_c), s	0.2	0.0	0.2	0.9	0.0	0.7	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	47.0
HCM 6th LOS	D

Notes

* HCM 6th 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)	25	26	89	162	29	27	15	433	167	84	482	31
Future Volume (veh/h)	25	26	89	162	29	27	15	433	167	84	482	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	27	93	169	30	28	16	451	174	88	502	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	36	123	195	148	138	31	1514	579	111	2195	140
Arrive On Green	0.04	0.10	0.10	0.11	0.17	0.17	0.02	0.59	0.59	0.06	0.64	0.64
Sat Flow, veh/h	1810	374	1289	1810	897	837	1810	2551	976	1810	3441	219
Grp Volume(v), veh/h	26	0	120	169	0	58	16	318	307	88	263	271
Grp Sat Flow(s),veh/h/ln	1810	0	1663	1810	0	1734	1810	1805	1721	1810	1805	1855
Q Serve(g_s), s	1.8	0.0	9.1	11.9	0.0	3.8	1.1	11.3	11.5	6.2	8.0	8.1
Cycle Q Clear(g_c), s	1.8	0.0	9.1	11.9	0.0	3.8	1.1	11.3	11.5	6.2	8.0	8.1
Prop In Lane	1.00		0.77	1.00		0.48	1.00		0.57	1.00		0.12
Lane Grp Cap(c), veh/h	70	0	159	195	0	286	31	1072	1022	111	1152	1183
V/C Ratio(X)	0.37	0.00	0.75	0.87	0.00	0.20	0.52	0.30	0.30	0.79	0.23	0.23
Avail Cap(c_a), veh/h	278	0	409	278	0	427	278	1072	1022	278	1152	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	0.0	57.3	57.1	0.0	46.9	63.4	13.0	13.1	60.2	10.0	10.0
Incr Delay (d2), s/veh	1.2	0.0	7.0	13.5	0.0	0.3	5.1	0.7	0.8	4.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.1	6.2	0.0	1.6	0.6	4.5	4.4	3.0	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.0	64.3	70.5	0.0	47.2	68.5	13.7	13.8	65.0	10.4	10.4
LnGrp LOS	E	A	E	E	A	D	E	B	B	E	B	B
Approach Vol, veh/h		146			227			641			622	
Approach Delay, s/veh		63.9			64.6			15.1			18.2	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	83.0	18.0	17.0	6.2	88.7	9.0	26.1
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	10.2	13.5	13.9	11.1	3.1	10.1	3.8	5.8
Green Ext Time (p_c), s	0.1	3.6	0.1	0.6	0.0	3.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

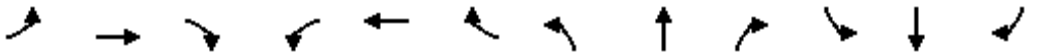
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	224	3	4	148	51	7	9	34	90	4	10
Future Vol, veh/h	11	224	3	4	148	51	7	9	34	90	4	10
Conflicting Peds, #/hr	0	0	0	0	0	3	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	280	4	5	185	64	9	11	43	113	5	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	252	0	0	284	0	0	546	572	283	568	542	220
Stage 1	-	-	-	-	-	-	310	310	-	230	230	-
Stage 2	-	-	-	-	-	-	236	262	-	338	312	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1325	-	-	1290	-	-	452	433	761	437	450	825
Stage 1	-	-	-	-	-	-	705	663	-	777	718	-
Stage 2	-	-	-	-	-	-	772	695	-	681	661	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1321	-	-	1290	-	-	435	424	760	397	441	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	424	-	397	441	-
Stage 1	-	-	-	-	-	-	696	654	-	765	712	-
Stage 2	-	-	-	-	-	-	751	689	-	623	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	11.6	17.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	609	1321	-	-	1290	-	-	419
HCM Lane V/C Ratio	0.103	0.01	-	-	0.004	-	-	0.31
HCM Control Delay (s)	11.6	7.8	0	-	7.8	0	-	17.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	1.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	57	132	29	22	8	71	414	130	64	341	110
Future Volume (veh/h)	162	57	132	29	22	8	71	414	130	64	341	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	62	143	32	24	9	77	450	141	70	371	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	92	212	148	239	89	100	1715	533	91	1689	539
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.06	0.63	0.63	0.05	0.63	0.63
Sat Flow, veh/h	1393	508	1172	1192	1316	493	1810	2711	842	1810	2691	859
Grp Volume(v), veh/h	176	0	205	32	0	33	77	298	293	70	247	244
Grp Sat Flow(s),veh/h/ln	1393	0	1680	1192	0	1809	1810	1805	1748	1810	1805	1745
Q Serve(g_s), s	12.8	0.0	12.1	2.7	0.0	1.6	4.5	7.7	7.8	4.1	6.3	6.4
Cycle Q Clear(g_c), s	14.4	0.0	12.1	14.8	0.0	1.6	4.5	7.7	7.8	4.1	6.3	6.4
Prop In Lane	1.00		0.70	1.00		0.27	1.00		0.48	1.00		0.49
Lane Grp Cap(c), veh/h	299	0	305	148	0	328	100	1142	1106	91	1133	1095
V/C Ratio(X)	0.59	0.00	0.67	0.22	0.00	0.10	0.77	0.26	0.26	0.77	0.22	0.22
Avail Cap(c_a), veh/h	467	0	507	292	0	546	341	1142	1106	341	1133	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	42.2	0.0	40.5	47.4	0.0	36.2	49.4	8.6	8.6	49.7	8.5	8.5
Incr Delay (d2), s/veh	1.8	0.0	2.6	0.7	0.0	0.1	4.7	0.6	0.6	4.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	5.2	0.8	0.0	0.7	2.1	2.8	2.7	1.9	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	0.0	43.0	48.1	0.0	36.3	54.2	9.1	9.2	54.1	8.9	8.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		381			65			668			561	
Approach Delay, s/veh		43.5			42.1			14.3			14.5	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	72.9		23.8	9.8	72.3		23.8				
Change Period (Y+Rc), s	4.0	5.8		4.6	4.0	5.8		4.6				
Max Green Setting (Gmax), s	20.0	40.0		32.0	20.0	40.0		32.0				
Max Q Clear Time (g_c+I1), s	6.1	9.8		16.4	6.5	8.4		16.8				
Green Ext Time (p_c), s	0.1	3.5		1.6	0.1	2.8		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		22.1	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	75	0	615	502	0
Future Vol, veh/h	0	75	0	615	502	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	78	0	641	523	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	262	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*939	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*939	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	939	-	-
HCM Lane V/C Ratio	-	0.083	-	-
HCM Control Delay (s)	-	9.2	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

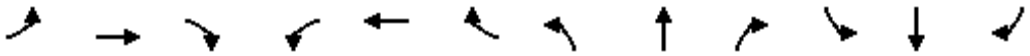
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	4	22	50	8	16
Future Vol, veh/h	120	4	22	50	8	16
Conflicting Peds, #/hr	0	4	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	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	125	4	23	52	8	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	133	0	229	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	98	-
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	-	-	1464	-	764	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1458	-	749	920
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	916	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	855	-	-	1458	-
HCM Lane V/C Ratio	0.029	-	-	0.016	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	11	3	482	8	48	3	2943	1130	29	1395	7
Future Volume (veh/h)	8	11	3	482	8	48	3	2943	1130	29	1395	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	9	12	3	519	0	51	3	3131	1202	31	1484	7
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	35	55	13	600	0	178	7	3811	1361	40	3999	19
Arrive On Green	0.02	0.02	0.02	0.11	0.00	0.11	0.00	0.73	0.73	0.02	0.75	0.75
Sat Flow, veh/h	1810	2887	693	5429	0	1610	1810	5187	1610	1810	5328	25
Grp Volume(v), veh/h	9	7	8	519	0	51	3	3131	1202	31	963	528
Grp Sat Flow(s),veh/h/ln	1810	1805	1775	1810	0	1610	1810	1729	1610	1810	1729	1895
Q Serve(g_s), s	0.9	0.7	0.8	17.5	0.0	5.4	0.3	75.2	84.8	3.2	17.9	17.9
Cycle Q Clear(g_c), s	0.9	0.7	0.8	17.5	0.0	5.4	0.3	75.2	84.8	3.2	17.9	17.9
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	35	34	34	600	0	178	7	3811	1361	40	2595	1422
V/C Ratio(X)	0.26	0.21	0.23	0.87	0.00	0.29	0.43	0.82	0.88	0.77	0.37	0.37
Avail Cap(c_a), veh/h	341	340	334	1167	0	346	195	3811	1361	389	2595	1422
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	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.9	89.8	89.9	81.4	0.0	76.0	92.4	16.5	8.8	90.4	8.0	8.0
Incr Delay (d2), s/veh	3.9	3.0	3.3	1.5	0.0	0.3	1.4	0.2	0.9	10.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.4	0.4	8.2	0.0	2.3	0.1	26.2	47.5	1.6	6.2	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.8	92.9	93.2	82.9	0.0	76.3	93.8	16.7	9.7	101.2	8.4	8.8
LnGrp LOS	F	F	F	F	A	E	F	B	A	F	A	A
Approach Vol, veh/h		24			570			4336			1522	
Approach Delay, s/veh		93.3			82.3			14.8			10.4	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	145.8		26.3	8.6	142.8		8.2				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.3	19.9		19.5	5.2	86.8		2.9				
Green Ext Time (p_c), s	0.0	12.5		1.1	0.0	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		20.0
HCM 6th 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)	24	1	38	76	2	69	25	3968	41	17	1834	17
Future Volume (veh/h)	24	1	38	76	2	69	25	3968	41	17	1834	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1	41	82	2	74	27	4267	44	18	1972	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	63	1	527	63	1	527	46	2696	28	35	2667	24
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.03	0.51	0.51	0.02	0.50	0.50
Sat Flow, veh/h	1	4	1610	2	3	1610	1810	5294	54	1810	5301	48
Grp Volume(v), veh/h	27	0	41	84	0	74	27	2782	1529	18	1286	704
Grp Sat Flow(s),veh/h/ln	5	0	1610	4	0	1610	1810	1729	1890	1810	1729	1891
Q Serve(g_s), s	0.0	0.0	2.0	0.0	0.0	3.7	1.7	57.6	57.6	1.1	33.2	33.3
Cycle Q Clear(g_c), s	37.0	0.0	2.0	37.0	0.0	3.7	1.7	57.6	57.6	1.1	33.2	33.3
Prop In Lane	0.96		1.00	0.98		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	64	0	527	64	0	527	46	1761	963	35	1740	952
V/C Ratio(X)	0.42	0.00	0.08	1.31	0.00	0.14	0.59	1.58	1.59	0.52	0.74	0.74
Avail Cap(c_a), veh/h	64	0	527	64	0	527	320	1761	963	320	1740	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.38	0.38	0.38	0.90	0.90	0.90
Uniform Delay (d), s/veh	54.7	0.0	26.2	56.0	0.0	26.8	54.5	27.7	27.7	54.9	22.2	22.2
Incr Delay (d2), s/veh	4.3	0.0	0.1	214.6	0.0	0.1	1.7	262.0	266.5	4.0	2.6	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	5.7	0.0	1.4	0.8	84.9	94.0	0.5	12.7	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	0.0	26.3	270.6	0.0	26.9	56.2	289.7	294.2	58.9	24.8	26.9
LnGrp LOS	E	A	C	F	A	C	E	F	F	E	C	C
Approach Vol, veh/h		68			158			4338			2008	
Approach Delay, s/veh		39.3			156.5			289.8			25.8	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	64.7		41.6	7.4	64.0		41.6
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0
Max Q Clear Time (g_c+I1), s	13.1	59.6		39.0	3.7	35.3		39.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay		203.4
HCM 6th LOS		F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	4	110	4045	1927	0
Future Volume (veh/h)	0	4	110	4045	1927	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	4	118	4349	2072	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	0	12	145	4656	4047	1256
Arrive On Green	0.00	0.01	0.08	0.90	0.78	0.00
Sat Flow, veh/h	0	1329	1810	5358	5358	1610
Grp Volume(v), veh/h	0	5	118	4349	2072	0
Grp Sat Flow(s),veh/h/ln	0	1661	1810	1729	1729	1610
Q Serve(g_s), s	0.0	0.4	7.7	63.7	17.5	0.0
Cycle Q Clear(g_c), s	0.0	0.4	7.7	63.7	17.5	0.0
Prop In Lane	0.00	0.80	1.00			1.00
Lane Grp Cap(c), veh/h	0	15	145	4656	4047	1256
V/C Ratio(X)	0.00	0.34	0.82	0.93	0.51	0.00
Avail Cap(c_a), veh/h	0	471	302	4656	4047	1256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.09	0.09	0.84	0.00
Uniform Delay (d), s/veh	0.0	59.1	54.3	3.9	4.8	0.0
Incr Delay (d2), s/veh	0.0	12.7	0.4	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	3.4	0.2	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	71.8	54.7	4.4	5.2	0.0
LnGrp LOS	A	E	D	A	A	A
Approach Vol, veh/h	5			4467	2072	
Approach Delay, s/veh	71.8			5.7	5.2	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.1	100.8			114.9	5.1
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	19.7	19.5			65.7	2.4
Green Ext Time (p_c), s	0.1	18.6			8.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1066	27	114	2360	1838	10
Future Volume (veh/h)	1066	27	114	2360	1838	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1159	29	124	2565	2008	0
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	3337	83	179	3793	1484	440
Arrive On Green	0.64	0.64	0.05	0.73	0.27	0.00
Sat Flow, veh/h	5375	130	3510	5358	5429	1610
Grp Volume(v), veh/h	770	418	124	2565	2008	0
Grp Sat Flow(s),veh/h/ln	1729	1877	1755	1729	1810	1610
Q Serve(g_s), s	13.2	13.2	4.4	33.7	35.0	0.0
Cycle Q Clear(g_c), s	13.2	13.2	4.4	33.7	35.0	0.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2217	1203	179	3793	1484	440
V/C Ratio(X)	0.35	0.35	0.69	0.68	1.35	0.00
Avail Cap(c_a), veh/h	2217	1203	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.6	10.6	59.7	9.1	46.5	0.0
Incr Delay (d2), s/veh	0.4	0.7	1.8	1.0	163.3	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	4.6	5.1	2.0	10.2	37.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	11.3	61.5	10.1	209.8	0.0
LnGrp LOS	B	B	E	B	F	A
Approach Vol, veh/h	1188			2689	2008	
Approach Delay, s/veh	11.1			12.5	209.8	
Approach LOS	B			B	F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.5	89.7			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	10.4	15.2			35.7	37.0
Green Ext Time (p_c), s	0.2	8.4			31.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	79.5
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

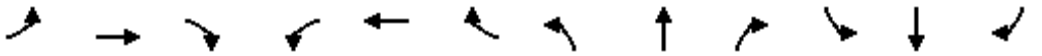
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	45	1878	98	0	1058
Future Vol, veh/h	0	45	1878	98	0	1058
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	48	1998	104	0	1126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1000	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*315	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*314	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	314	-
HCM Lane V/C Ratio	-	-	0.152	-
HCM Control Delay (s)	-	-	18.5	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.5	-

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)	64	35	11	674	36	56	3	1852	566	214	915	18
Future Volume (veh/h)	64	35	11	674	36	56	3	1852	566	214	915	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	37	12	717	38	60	3	1970	602	228	973	19
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	87	63	21	498	286	242	7	1865	1060	252	2354	1028
Arrive On Green	0.05	0.05	0.05	0.14	0.15	0.15	0.00	0.52	0.52	0.14	0.65	0.65
Sat Flow, veh/h	1810	1374	446	3510	1900	1607	1810	3610	1609	1810	3610	1577
Grp Volume(v), veh/h	68	0	49	717	38	60	3	1970	602	228	973	19
Grp Sat Flow(s),veh/h/ln	1810	0	1820	1755	1900	1607	1810	1805	1609	1810	1805	1577
Q Serve(g_s), s	5.2	0.0	3.7	20.0	2.4	4.6	0.2	72.8	28.8	17.5	18.1	0.6
Cycle Q Clear(g_c), s	5.2	0.0	3.7	20.0	2.4	4.6	0.2	72.8	28.8	17.5	18.1	0.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	0	84	498	286	242	7	1865	1060	252	2354	1028
V/C Ratio(X)	0.78	0.00	0.58	1.44	0.13	0.25	0.42	1.06	0.57	0.90	0.41	0.02
Avail Cap(c_a), veh/h	257	0	452	498	476	402	321	1865	1060	321	2354	1028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.4	0.0	65.9	60.5	51.9	52.8	70.1	34.1	13.1	59.8	11.7	8.6
Incr Delay (d2), s/veh	5.6	0.0	6.3	209.2	0.2	0.5	14.0	37.5	2.2	21.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.9	23.2	1.2	1.9	0.1	39.0	10.9	9.3	6.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	0.0	72.2	269.7	52.1	53.4	84.1	71.6	15.3	81.0	12.2	8.7
LnGrp LOS	E	A	E	F	D	D	F	F	B	F	B	A
Approach Vol, veh/h		117			815			2575			1220	
Approach Delay, s/veh		72.1			243.6			58.5			25.0	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	98.1	10.8	27.0	24.1	79.0	25.5	12.3
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.2	20.1	7.2	6.6	19.5	74.8	22.0	5.7
Green Ext Time (p_c), s	0.0	6.1	0.1	0.3	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	82.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1107	123	65	2184	142	66
Future Volume (veh/h)	1107	123	65	2184	142	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1190	132	70	2348	153	71
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3672	1140	90	4127	190	169
Arrive On Green	0.71	0.71	0.05	0.80	0.11	0.11
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1190	132	70	2348	153	71
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	10.3	3.1	4.5	20.1	9.8	4.9
Cycle Q Clear(g_c), s	10.3	3.1	4.5	20.1	9.8	4.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3672	1140	90	4127	190	169
V/C Ratio(X)	0.32	0.12	0.77	0.57	0.80	0.42
Avail Cap(c_a), veh/h	3672	1140	304	4127	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.65	0.65	1.00	1.00
Uniform Delay (d), s/veh	6.6	5.5	55.9	4.5	52.0	49.8
Incr Delay (d2), s/veh	0.2	0.2	3.4	0.4	7.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.9	2.1	4.4	4.9	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.8	5.7	59.3	4.9	59.8	51.5
LnGrp LOS	A	A	E	A	E	D
Approach Vol, veh/h	1322			2418	224	
Approach Delay, s/veh	6.7			6.5	57.1	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.4	91.4		17.1		101.9
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.0	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	6.5	12.3		11.8		22.1
Green Ext Time (p_c), s	0.0	9.2		0.7		27.0

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1071	74	368	2117	77	169	150	228	65	126	29
Future Volume (veh/h)	37	1071	74	368	2117	77	169	150	228	65	126	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	1152	80	396	2276	83	182	161	245	70	135	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	2705	839	423	3166	115	226	330	280	88	454	101
Arrive On Green	0.03	0.52	0.52	0.12	0.62	0.62	0.06	0.17	0.17	0.05	0.16	0.16
Sat Flow, veh/h	1810	5187	1609	3510	5138	187	3510	1900	1610	1810	2929	654
Grp Volume(v), veh/h	40	1152	80	396	1528	831	182	161	245	70	82	84
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1755	1729	1866	1755	1900	1610	1810	1805	1778
Q Serve(g_s), s	3.6	22.7	4.2	18.6	50.5	51.1	8.5	12.7	24.6	6.4	6.7	7.0
Cycle Q Clear(g_c), s	3.6	22.7	4.2	18.6	50.5	51.1	8.5	12.7	24.6	6.4	6.7	7.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	52	2705	839	423	2131	1150	226	330	280	88	280	276
V/C Ratio(X)	0.77	0.43	0.10	0.94	0.72	0.72	0.81	0.49	0.87	0.80	0.29	0.31
Avail Cap(c_a), veh/h	218	2705	839	423	2131	1150	423	497	421	218	478	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.1	24.4	20.0	72.4	21.9	22.0	76.6	61.9	66.8	78.1	62.1	62.2
Incr Delay (d2), s/veh	8.2	0.5	0.2	28.0	2.1	3.9	2.5	1.1	12.3	6.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.2	1.6	9.8	19.7	22.1	3.9	6.2	10.9	3.1	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.2	24.9	20.2	100.3	24.0	26.0	79.1	63.0	79.1	84.1	62.6	62.8
LnGrp LOS	F	C	C	F	C	C	E	E	E	F	E	E
Approach Vol, veh/h		1272			2755			588			236	
Approach Delay, s/veh		26.6			35.6			74.7			69.1	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	93.8	15.7	31.6	9.3	109.5	12.6	34.7
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	10.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	10.6	24.7	10.5	9.0	5.6	53.1	8.4	26.6
Green Ext Time (p_c), s	0.0	9.1	0.2	1.0	0.0	6.5	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

* HCM 6th 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)	33	26	62	86	12	70	20	460	130	23	363	19
Future Volume (veh/h)	33	26	62	86	12	70	20	460	130	23	363	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	31	73	101	14	82	24	541	153	27	427	22
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	70	44	104	125	29	167	40	1882	530	43	2371	122
Arrive On Green	0.04	0.09	0.09	0.07	0.12	0.12	0.02	0.68	0.68	0.02	0.68	0.68
Sat Flow, veh/h	1810	500	1178	1810	240	1404	1810	2779	783	1810	3493	180
Grp Volume(v), veh/h	39	0	104	101	0	96	24	351	343	27	220	229
Grp Sat Flow(s),veh/h/ln	1810	0	1678	1810	0	1643	1810	1805	1757	1810	1805	1868
Q Serve(g_s), s	2.8	0.0	7.8	7.2	0.0	7.1	1.7	10.1	10.2	1.9	5.8	5.8
Cycle Q Clear(g_c), s	2.8	0.0	7.8	7.2	0.0	7.1	1.7	10.1	10.2	1.9	5.8	5.8
Prop In Lane	1.00		0.70	1.00		0.85	1.00		0.45	1.00		0.10
Lane Grp Cap(c), veh/h	70	0	148	125	0	196	40	1222	1190	43	1225	1267
V/C Ratio(X)	0.56	0.00	0.70	0.81	0.00	0.49	0.59	0.29	0.29	0.62	0.18	0.18
Avail Cap(c_a), veh/h	278	0	413	278	0	404	278	1222	1190	278	1225	1267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.4	0.0	57.6	59.7	0.0	53.6	63.0	8.4	8.4	62.9	7.6	7.6
Incr Delay (d2), s/veh	2.6	0.0	5.9	4.6	0.0	1.9	5.1	0.6	0.6	5.3	0.3	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	1.3	0.0	3.5	3.4	0.0	3.0	0.8	3.7	3.6	0.9	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	0.0	63.5	64.2	0.0	55.5	68.1	9.0	9.0	68.2	8.0	8.0
LnGrp LOS	E	A	E	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		143			197			718			476	
Approach Delay, s/veh		63.6			60.0			11.0			11.4	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	93.8	13.0	16.1	6.9	94.0	9.0	20.1
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	3.8	12.2	9.2	9.8	3.7	7.8	4.8	9.1
Green Ext Time (p_c), s	0.0	4.1	0.1	0.5	0.0	2.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

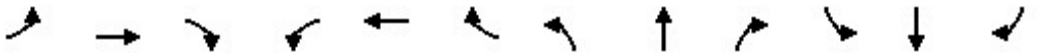
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↰	↑			↕			↕	
Traffic Vol, veh/h	7	87	3	16	237	173	5	0	44	90	0	6
Future Vol, veh/h	7	87	3	16	237	173	5	0	44	90	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	105	4	19	286	208	6	0	53	108	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	494	0	0	109	0	0	555	655	108	579	553	390
Stage 1	-	-	-	-	-	-	123	123	-	428	428	-
Stage 2	-	-	-	-	-	-	432	532	-	151	125	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1080	-	-	1494	-	-	445	388	951	429	444	663
Stage 1	-	-	-	-	-	-	886	798	-	609	588	-
Stage 2	-	-	-	-	-	-	606	529	-	856	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1080	-	-	1494	-	-	433	380	950	398	435	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	433	380	-	398	435	-
Stage 1	-	-	-	-	-	-	879	792	-	604	580	-
Stage 2	-	-	-	-	-	-	592	522	-	801	790	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	9.6	17.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	847	1080	-	-	1494	-	-	408
HCM Lane V/C Ratio	0.07	0.008	-	-	0.013	-	-	0.283
HCM Control Delay (s)	9.6	8.4	0	-	7.4	-	-	17.3
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	17	113	12	24	3	139	434	12	33	270	263
Future Volume (veh/h)	92	17	113	12	24	3	139	434	12	33	270	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	103	19	127	13	27	3	156	488	13	37	303	296
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	499	68	456	386	536	60	187	1846	49	57	797	711
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.10	0.51	0.51	0.03	0.44	0.44
Sat Flow, veh/h	1401	214	1429	1262	1680	187	1810	3592	96	1810	1805	1610
Grp Volume(v), veh/h	103	0	146	13	0	30	156	245	256	37	303	296
Grp Sat Flow(s),veh/h/ln	1401	0	1643	1262	0	1866	1810	1805	1883	1810	1805	1610
Q Serve(g_s), s	5.8	0.0	7.0	0.8	0.0	1.2	9.0	8.1	8.1	2.1	11.9	13.3
Cycle Q Clear(g_c), s	7.0	0.0	7.0	7.9	0.0	1.2	9.0	8.1	8.1	2.1	11.9	13.3
Prop In Lane	1.00		0.87	1.00		0.10	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	499	0	524	386	0	595	187	928	968	57	797	711
V/C Ratio(X)	0.21	0.00	0.28	0.03	0.00	0.05	0.83	0.26	0.26	0.65	0.38	0.42
Avail Cap(c_a), veh/h	499	0	524	386	0	595	341	928	968	341	797	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	27.4	0.0	27.0	29.9	0.0	25.0	46.6	14.5	14.5	50.8	19.8	20.2
Incr Delay (d2), s/veh	0.9	0.0	1.3	0.0	0.0	0.0	3.7	0.7	0.7	3.6	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	3.0	0.3	0.0	0.5	4.1	3.2	3.4	1.0	4.9	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	0.0	28.3	30.0	0.0	25.0	50.3	15.2	15.2	54.4	20.9	21.6
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	C	C
Approach Vol, veh/h		249			43			657			636	
Approach Delay, s/veh		28.3			26.5			23.5			23.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	60.3		38.4	15.0	52.6		38.4				
Change Period (Y+Rc), s	4.0	5.8		4.6	4.0	5.8		4.6				
Max Green Setting (Gmax), s	20.0	38.2		33.8	20.0	38.2		33.8				
Max Q Clear Time (g_c+I1), s	4.1	10.1		9.0	11.0	15.3		9.9				
Green Ext Time (p_c), s	0.0	2.7		1.2	0.1	3.5		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	584	395	0
Future Vol, veh/h	0	10	0	584	395	0
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	0	649	439	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	220	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*939	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %		1		-	-	
Mov Cap-1 Maneuver	-	*939	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	939	-
HCM Lane V/C Ratio	-	0.012	-
HCM Control Delay (s)	-	8.9	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

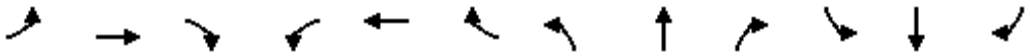
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	70	2	17	40	7	7	0	17	20	0	15
Future Vol, veh/h	2	70	2	17	40	7	7	0	17	20	0	15
Conflicting Peds, #/hr	0	0	3	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	155	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	80	2	19	45	8	8	0	19	23	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	85	0	0	184	179	84	182	176	49
Stage 1	-	-	-	-	-	-	88	88	-	87	87	-
Stage 2	-	-	-	-	-	-	96	91	-	95	89	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1566	-	-	1524	-	-	781	718	981	784	721	1025
Stage 1	-	-	-	-	-	-	925	826	-	926	827	-
Stage 2	-	-	-	-	-	-	916	823	-	917	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1520	-	-	758	707	978	760	709	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	758	707	-	760	709	-
Stage 1	-	-	-	-	-	-	921	823	-	925	817	-
Stage 2	-	-	-	-	-	-	890	813	-	898	822	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2	9.1	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	902	1566	-	-	1520	-	-	855
HCM Lane V/C Ratio	0.03	0.001	-	-	0.013	-	-	0.047
HCM Control Delay (s)	9.1	7.3	-	-	7.4	-	-	9.4
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	4	7	570	7	24	5	2449	736	58	3053	10
Future Volume (veh/h)	11	4	7	570	7	24	5	2449	736	58	3053	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	4	7	599	0	25	5	2551	767	60	3180	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	33	29	692	0	205	11	3625	1331	76	3908	12
Arrive On Green	0.02	0.02	0.02	0.13	0.00	0.13	0.01	0.70	0.70	0.04	0.73	0.73
Sat Flow, veh/h	1810	1805	1610	5429	0	1606	1810	5187	1610	1810	5338	17
Grp Volume(v), veh/h	11	4	7	599	0	25	5	2551	767	60	2059	1131
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	0	1606	1810	1729	1610	1810	1729	1897
Q Serve(g_s), s	1.1	0.4	0.8	20.1	0.0	2.6	0.5	54.2	29.4	6.1	73.3	73.6
Cycle Q Clear(g_c), s	1.1	0.4	0.8	20.1	0.0	2.6	0.5	54.2	29.4	6.1	73.3	73.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	33	33	29	692	0	205	11	3625	1331	76	2531	1389
V/C Ratio(X)	0.33	0.12	0.24	0.87	0.00	0.12	0.45	0.70	0.58	0.79	0.81	0.81
Avail Cap(c_a), veh/h	341	340	303	1167	0	345	195	3625	1331	389	2531	1389
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	0.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.2	89.8	90.0	79.6	0.0	71.9	92.1	16.6	5.4	88.3	16.5	16.5
Incr Delay (d2), s/veh	5.8	1.6	4.1	1.7	0.0	0.1	3.5	0.4	0.6	6.7	3.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.4	9.4	0.0	1.1	0.2	19.9	17.5	3.0	26.7	30.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	91.5	94.1	81.3	0.0	72.0	95.6	17.0	6.0	95.0	19.5	21.9
LnGrp LOS	F	F	F	F	A	E	F	B	A	F	B	C
Approach Vol, veh/h		22			624			3323			3250	
Approach Delay, s/veh		94.5			80.9			14.6			21.7	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	142.4		29.5	12.3	136.2		8.0				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.5	75.6		22.1	8.1	56.2		3.1				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.1	0.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		23.8	
HCM 6th 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)	21	0	27	34	0	32	39	3118	34	99	3531	19
Future Volume (veh/h)	21	0	27	34	0	32	39	3118	34	99	3531	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	0	28	35	0	33	41	3248	35	103	3678	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	72	0	399	72	0	399	58	2839	30	129	3066	17
Arrive On Green	0.25	0.00	0.25	0.25	0.00	0.25	0.03	0.54	0.54	0.07	0.58	0.58
Sat Flow, veh/h	35	0	1610	35	0	1610	1810	5291	57	1810	5324	29
Grp Volume(v), veh/h	22	0	28	35	0	33	41	2119	1164	103	2387	1311
Grp Sat Flow(s),veh/h/ln	35	0	1610	35	0	1610	1810	1729	1890	1810	1729	1895
Q Serve(g_s), s	0.7	0.0	1.5	0.7	0.0	1.8	2.5	60.6	60.6	6.3	65.1	65.1
Cycle Q Clear(g_c), s	28.0	0.0	1.5	28.0	0.0	1.8	2.5	60.6	60.6	6.3	65.1	65.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	72	0	399	72	0	399	58	1855	1014	129	1992	1091
V/C Ratio(X)	0.30	0.00	0.07	0.48	0.00	0.08	0.71	1.14	1.15	0.80	1.20	1.20
Avail Cap(c_a), veh/h	184	0	527	184	0	527	320	1855	1014	320	1992	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.43	0.43	0.43
Uniform Delay (d), s/veh	56.4	0.0	32.5	56.4	0.0	32.6	54.2	26.2	26.2	51.7	24.0	24.0
Incr Delay (d2), s/veh	2.3	0.0	0.1	4.9	0.0	0.1	3.9	68.7	74.8	1.8	91.5	94.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	1.1	0.0	0.7	1.2	39.3	44.6	2.8	47.7	53.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	0.0	32.6	61.3	0.0	32.7	58.0	94.9	101.0	53.5	115.5	118.7
LnGrp LOS	E	A	C	E	A	C	E	F	F	D	F	F
Approach Vol, veh/h		50			68			3324			3801	
Approach Delay, s/veh		44.1			47.4			96.6			114.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.6	67.1		33.3	8.1	71.6		33.3
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0
Max Q Clear Time (g_c+I1), s	19.3	62.6		30.0	4.5	67.1		30.0
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.1

Intersection Summary		
HCM 6th Ctrl Delay		105.4
HCM 6th LOS		F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	27	39	3143	3574	2
Future Volume (veh/h)	8	27	39	3143	3574	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	28	41	3274	3723	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	15	52	56	4488	4133	1283
Arrive On Green	0.04	0.04	0.03	0.87	0.80	0.80
Sat Flow, veh/h	358	1254	1810	5358	5358	1610
Grp Volume(v), veh/h	37	0	41	3274	3723	2
Grp Sat Flow(s),veh/h/ln	1656	0	1810	1729	1729	1610
Q Serve(g_s), s	2.6	0.0	2.7	27.7	62.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	2.7	27.7	62.0	0.0
Prop In Lane	0.22	0.76	1.00			1.00
Lane Grp Cap(c), veh/h	68	0	56	4488	4133	1283
V/C Ratio(X)	0.54	0.00	0.73	0.73	0.90	0.00
Avail Cap(c_a), veh/h	469	0	302	4488	4133	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.56	0.56	0.31	0.31
Uniform Delay (d), s/veh	56.4	0.0	57.6	3.0	8.8	2.5
Incr Delay (d2), s/veh	6.5	0.0	3.8	0.6	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.3	2.4	13.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.9	0.0	61.4	3.6	10.0	2.5
LnGrp LOS	E	A	E	A	A	A
Approach Vol, veh/h	37			3315	3725	
Approach Delay, s/veh	62.9			4.3	10.0	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.2	102.8			111.0	9.0
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	4.7	64.0			29.7	4.6
Green Ext Time (p_c), s	0.0	0.0			40.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2059	26	293	2164	1028	10
Future Volume (veh/h)	2059	26	293	2164	1028	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2263	29	322	2378	1140	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3078	39	383	3793	1484	440
Arrive On Green	0.58	0.58	0.11	0.73	0.27	0.00
Sat Flow, veh/h	5449	68	3510	5358	5429	1610
Grp Volume(v), veh/h	1482	810	322	2378	1140	0
Grp Sat Flow(s),veh/h/ln	1729	1888	1755	1729	1810	1610
Q Serve(g_s), s	40.0	40.1	11.5	29.1	24.7	0.0
Cycle Q Clear(g_c), s	40.0	40.1	11.5	29.1	24.7	0.0
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2016	1101	383	3793	1484	440
V/C Ratio(X)	0.73	0.74	0.84	0.63	0.77	0.00
Avail Cap(c_a), veh/h	2016	1101	686	3793	1484	440
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	1.00	0.00
Uniform Delay (d), s/veh	19.5	19.5	55.9	8.5	42.8	0.0
Incr Delay (d2), s/veh	0.8	1.5	1.9	0.8	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	16.2	5.0	8.7	11.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	21.0	57.9	9.3	46.6	0.0
LnGrp LOS	C	C	E	A	D	A
Approach Vol, veh/h	2292			2700	1140	
Approach Delay, s/veh	20.6			15.1	46.6	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	82.2			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	13.5	42.1			31.1	26.7
Green Ext Time (p_c), s	0.4	6.7			30.0	3.0

Intersection Summary		
HCM 6th Ctrl Delay	23.0	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.1

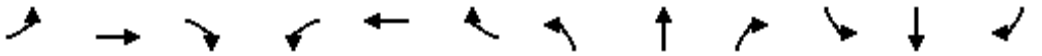
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	40	1209	147	0	2172
Future Vol, veh/h	0	40	1209	147	0	2172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	41	1234	150	0	2216

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	617	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*601	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*601	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	601	-
HCM Lane V/C Ratio	-	-	0.068	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

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)	23	14	12	738	41	109	9	1102	490	234	1870	47
Future Volume (veh/h)	23	14	12	738	41	109	9	1102	490	234	1870	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	15	13	777	43	115	9	1160	516	246	1968	49
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	39	33	29	498	316	268	19	1869	1062	270	2369	1035
Arrive On Green	0.02	0.04	0.04	0.14	0.17	0.17	0.01	0.52	0.52	0.15	0.66	0.66
Sat Flow, veh/h	1810	939	814	3510	1900	1610	1810	3610	1610	1810	3610	1577
Grp Volume(v), veh/h	24	0	28	777	43	115	9	1160	516	246	1968	49
Grp Sat Flow(s),veh/h/ln	1810	0	1753	1755	1900	1610	1810	1805	1610	1810	1805	1577
Q Serve(g_s), s	1.9	0.0	2.2	20.0	2.7	9.0	0.7	32.2	22.6	18.9	58.1	1.6
Cycle Q Clear(g_c), s	1.9	0.0	2.2	20.0	2.7	9.0	0.7	32.2	22.6	18.9	58.1	1.6
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	0	62	498	316	268	19	1869	1062	270	2369	1035
V/C Ratio(X)	0.61	0.00	0.45	1.56	0.14	0.43	0.47	0.62	0.49	0.91	0.83	0.05
Avail Cap(c_a), veh/h	257	0	435	498	476	403	321	1869	1062	321	2369	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.4	0.0	66.7	60.5	50.1	52.8	69.4	24.2	12.0	59.1	18.3	8.6
Incr Delay (d2), s/veh	5.7	0.0	5.0	261.9	0.2	1.1	6.6	1.6	1.6	24.5	3.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	26.8	1.3	3.8	0.4	13.3	8.6	10.2	22.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	0.0	71.7	322.4	50.3	53.9	76.0	25.7	13.6	83.6	21.9	8.7
LnGrp LOS	E	A	E	F	D	D	E	C	B	F	C	A
Approach Vol, veh/h		52			935			1685			2263	
Approach Delay, s/veh		72.8			276.8			22.3			28.3	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	98.7	7.0	29.3	25.5	79.2	25.5	10.8
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.7	60.1	3.9	11.0	20.9	34.2	22.0	4.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.1	4.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	73.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2053	272	92	2044	300	138
Future Volume (veh/h)	2053	272	92	2044	300	138
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2256	299	101	2246	330	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3043	945	126	3602	374	332
Arrive On Green	0.59	0.59	0.07	0.69	0.21	0.21
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	2256	299	101	2246	330	152
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	37.9	11.2	6.5	27.8	21.1	9.8
Cycle Q Clear(g_c), s	37.9	11.2	6.5	27.8	21.1	9.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3043	945	126	3602	374	332
V/C Ratio(X)	0.74	0.32	0.80	0.62	0.88	0.46
Avail Cap(c_a), veh/h	3043	945	304	3602	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.67	0.67	1.00	1.00
Uniform Delay (d), s/veh	18.0	12.5	54.5	9.8	45.8	41.4
Incr Delay (d2), s/veh	1.7	0.9	3.0	0.6	7.2	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	18.6	3.9	3.0	8.5	10.3	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	13.4	57.5	10.4	53.0	42.4
LnGrp LOS	B	B	E	B	D	D
Approach Vol, veh/h	2555			2347	482	
Approach Delay, s/veh	18.9			12.4	49.6	
Approach LOS	B			B	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.8	77.0		29.2		89.8
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.3	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	8.5	39.9		23.1		29.8
Green Ext Time (p_c), s	0.1	0.1		1.5		22.4

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1951	170	283	1986	79	174	109	347	82	115	28
Future Volume (veh/h)	40	1951	170	283	1986	79	174	109	347	82	115	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			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	2144	187	311	2182	87	191	120	381	90	126	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	57	2358	731	354	2694	107	235	472	400	110	691	165
Arrive On Green	0.03	0.45	0.45	0.10	0.53	0.53	0.07	0.25	0.25	0.06	0.24	0.24
Sat Flow, veh/h	1810	5187	1608	3510	5113	203	3510	1900	1610	1810	2890	691
Grp Volume(v), veh/h	44	2144	187	311	1472	797	191	120	381	90	77	80
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1755	1729	1858	1755	1900	1610	1810	1805	1776
Q Serve(g_s), s	4.0	63.8	11.9	14.5	58.2	58.9	8.9	8.4	38.7	8.2	5.7	5.9
Cycle Q Clear(g_c), s	4.0	63.8	11.9	14.5	58.2	58.9	8.9	8.4	38.7	8.2	5.7	5.9
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	57	2358	731	354	1822	979	235	472	400	110	432	425
V/C Ratio(X)	0.77	0.91	0.26	0.88	0.81	0.81	0.81	0.25	0.95	0.82	0.18	0.19
Avail Cap(c_a), veh/h	218	2358	731	423	1822	979	423	497	421	218	478	471
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)	0.54	0.54	0.54	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.8	42.1	27.9	73.6	32.4	32.5	76.4	50.0	61.4	77.1	50.2	50.3
Incr Delay (d2), s/veh	4.4	3.8	0.5	15.0	4.0	7.4	2.4	0.3	29.8	5.6	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	26.8	4.7	7.2	24.1	27.2	4.1	4.0	18.8	4.0	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.2	45.9	28.4	88.6	36.3	39.9	78.8	50.3	91.2	82.7	50.4	50.5
LnGrp LOS	F	D	C	F	D	D	E	D	F	F	D	D
Approach Vol, veh/h		2375			2580			692			247	
Approach Delay, s/veh		45.2			43.7			80.7			62.2	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.7	82.7	16.1	45.5	9.7	94.7	14.6	47.0
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	20.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	16.5	65.8	10.9	7.9	6.0	60.9	10.2	40.7
Green Ext Time (p_c), s	0.2	0.0	0.2	0.9	0.0	0.0	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	26	92	162	29	27	23	433	167	84	487	41
Future Volume (veh/h)	32	26	92	162	29	27	23	433	167	84	487	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	33	27	96	169	30	28	24	451	174	88	507	43
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	70	36	127	195	150	140	40	1509	577	111	2120	179
Arrive On Green	0.04	0.10	0.10	0.11	0.17	0.17	0.02	0.59	0.59	0.06	0.63	0.63
Sat Flow, veh/h	1810	365	1297	1810	897	837	1810	2551	976	1810	3362	284
Grp Volume(v), veh/h	33	0	123	169	0	58	24	318	307	88	271	279
Grp Sat Flow(s),veh/h/ln	1810	0	1662	1810	0	1734	1810	1805	1721	1810	1805	1841
Q Serve(g_s), s	2.3	0.0	9.4	11.9	0.0	3.7	1.7	11.4	11.5	6.2	8.5	8.6
Cycle Q Clear(g_c), s	2.3	0.0	9.4	11.9	0.0	3.7	1.7	11.4	11.5	6.2	8.5	8.6
Prop In Lane	1.00		0.78	1.00		0.48	1.00		0.57	1.00		0.15
Lane Grp Cap(c), veh/h	70	0	162	195	0	290	40	1068	1019	111	1138	1161
V/C Ratio(X)	0.47	0.00	0.76	0.87	0.00	0.20	0.59	0.30	0.30	0.79	0.24	0.24
Avail Cap(c_a), veh/h	278	0	409	278	0	427	278	1068	1019	278	1138	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.2	0.0	57.2	57.1	0.0	46.7	63.0	13.1	13.2	60.2	10.4	10.4
Incr Delay (d2), s/veh	1.9	0.0	7.1	13.5	0.0	0.3	5.1	0.7	0.8	4.8	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.2	6.2	0.0	1.6	0.8	4.5	4.4	3.0	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	0.0	64.2	70.5	0.0	47.0	68.1	13.9	13.9	65.0	10.9	10.9
LnGrp LOS	E	A	E	E	A	D	E	B	B	E	B	B
Approach Vol, veh/h		156			227			649			638	
Approach Delay, s/veh		64.0			64.5			15.9			18.4	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	82.7	18.0	17.3	6.9	87.8	9.0	26.3
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	10.2	13.5	13.9	11.4	3.7	10.6	4.3	5.7
Green Ext Time (p_c), s	0.1	3.6	0.1	0.6	0.0	3.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

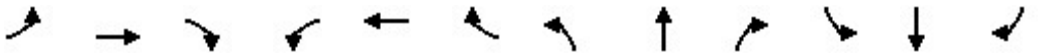
Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	333	8	42	152	51	2	0	22	90	0	10
Future Vol, veh/h	11	333	8	42	152	51	2	0	22	90	0	10
Conflicting Peds, #/hr	0	0	0	0	0	3	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	416	10	53	190	64	3	0	28	113	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	0	426	0	0	784	812	422	795	785	225
Stage 1	-	-	-	-	-	-	449	449	-	331	331	-
Stage 2	-	-	-	-	-	-	335	363	-	464	454	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1320	-	-	1144	-	-	313	315	636	308	327	819
Stage 1	-	-	-	-	-	-	593	576	-	687	649	-
Stage 2	-	-	-	-	-	-	683	628	-	582	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1144	-	-	294	295	635	280	307	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	294	295	-	280	307	-
Stage 1	-	-	-	-	-	-	585	568	-	675	617	-
Stage 2	-	-	-	-	-	-	641	597	-	548	565	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.4	11.6	25.3
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	579	1316	-	-	1144	-	-	300
HCM Lane V/C Ratio	0.052	0.01	-	-	0.046	-	-	0.417
HCM Control Delay (s)	11.6	7.8	0	-	8.3	-	-	25.3
HCM Lane LOS	B	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	57	207	29	22	8	71	421	130	64	351	152
Future Volume (veh/h)	183	57	207	29	22	8	71	421	130	64	351	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	62	225	32	24	9	77	458	141	70	382	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	820	195	709	569	716	269	192	862	263	90	596	254
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.11	0.32	0.32	0.05	0.24	0.24
Sat Flow, veh/h	1396	359	1303	1108	1317	494	1810	2723	832	1810	2464	1049
Grp Volume(v), veh/h	199	0	287	32	0	33	77	302	297	70	278	269
Grp Sat Flow(s),veh/h/ln	1396	0	1662	1108	0	1810	1810	1805	1750	1810	1805	1709
Q Serve(g_s), s	7.7	0.0	9.5	1.6	0.0	0.8	4.0	13.8	14.0	3.8	13.8	14.1
Cycle Q Clear(g_c), s	8.6	0.0	9.5	11.2	0.0	0.8	4.0	13.8	14.0	3.8	13.8	14.1
Prop In Lane	1.00		0.78	1.00		0.27	1.00		0.48	1.00		0.61
Lane Grp Cap(c), veh/h	820	0	904	569	0	985	192	571	554	90	437	413
V/C Ratio(X)	0.24	0.00	0.32	0.06	0.00	0.03	0.40	0.53	0.54	0.77	0.64	0.65
Avail Cap(c_a), veh/h	820	0	904	569	0	985	192	571	554	127	437	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	12.6	0.0	12.6	15.6	0.0	10.6	41.7	28.1	28.1	46.9	34.0	34.1
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.2	0.0	0.1	0.5	3.5	3.7	9.3	5.9	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	2.5	0.0	3.7	0.4	0.0	0.4	1.7	6.2	6.1	1.9	6.5	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.5	15.8	0.0	10.7	42.2	31.6	31.8	56.3	39.8	40.6
LnGrp LOS	B	A	B	B	A	B	D	C	C	E	D	D
Approach Vol, veh/h		486			65			676			617	
Approach Delay, s/veh		13.4			13.2			32.9			42.0	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	37.5		59.0	16.5	30.0		59.0				
Change Period (Y+Rc), s	4.0	5.8		4.6	5.8	* 5.8		4.6				
Max Green Setting (Gmax), s	7.0	24.2		54.4	7.0	* 24		54.4				
Max Q Clear Time (g_c+I1), s	5.8	16.0		11.5	6.0	16.1		13.2				
Green Ext Time (p_c), s	0.0	2.1		2.8	0.0	1.9		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		30.1
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	622	587	0
Future Vol, veh/h	0	5	0	622	587	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	5	0	648	611	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	306	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*852	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %		1		-	-	
Mov Cap-1 Maneuver	-	*852	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	852	-
HCM Lane V/C Ratio	-	0.006	-
HCM Control Delay (s)	-	9.3	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

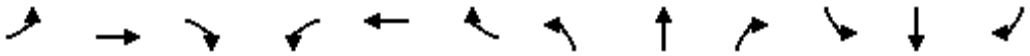
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	120	4	22	50	18	8	0	16	10	0	7
Future Vol, veh/h	5	120	4	22	50	18	8	0	16	10	0	7
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	155	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	125	4	23	52	19	8	0	17	10	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	133	0	0	252	258	131	254	251	62
Stage 1	-	-	-	-	-	-	141	141	-	108	108	-
Stage 2	-	-	-	-	-	-	111	117	-	146	143	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1542	-	-	1464	-	-	706	650	924	703	656	1009
Stage 1	-	-	-	-	-	-	867	784	-	902	810	-
Stage 2	-	-	-	-	-	-	899	803	-	861	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1458	-	-	688	635	920	681	641	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	635	-	681	641	-
Stage 1	-	-	-	-	-	-	861	779	-	899	797	-
Stage 2	-	-	-	-	-	-	878	790	-	843	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.8	9.5	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	827	1542	-	-	1458	-	-	786
HCM Lane V/C Ratio	0.03	0.003	-	-	0.016	-	-	0.023
HCM Control Delay (s)	9.5	7.3	-	-	7.5	-	-	9.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	20	4	500	8	50	4	3060	1166	30	1445	8
Future Volume (veh/h)	12	20	4	500	8	50	4	3060	1166	30	1445	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	13	21	4	532	0	53	4	3221	1227	32	1521	8
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	42	70	13	613	0	182	9	3773	1353	42	3955	21
Arrive On Green	0.02	0.02	0.02	0.11	0.00	0.11	0.01	0.73	0.73	0.02	0.74	0.74
Sat Flow, veh/h	1810	3042	562	5429	0	1610	1810	5187	1610	1810	5325	28
Grp Volume(v), veh/h	13	12	13	532	0	53	4	3221	1227	32	988	541
Grp Sat Flow(s),veh/h/ln	1810	1805	1799	1810	0	1610	1810	1729	1610	1810	1729	1895
Q Serve(g_s), s	1.3	1.2	1.3	17.9	0.0	5.6	0.4	83.1	95.0	3.3	19.1	19.1
Cycle Q Clear(g_c), s	1.3	1.2	1.3	17.9	0.0	5.6	0.4	83.1	95.0	3.3	19.1	19.1
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	42	42	42	613	0	182	9	3773	1353	42	2569	1408
V/C Ratio(X)	0.31	0.29	0.31	0.87	0.00	0.29	0.44	0.85	0.91	0.77	0.38	0.38
Avail Cap(c_a), veh/h	341	340	338	1167	0	346	195	3773	1353	389	2569	1408
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	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.4	89.4	89.4	81.1	0.0	75.7	92.3	18.2	10.0	90.4	8.6	8.6
Incr Delay (d2), s/veh	4.1	3.8	4.1	1.5	0.0	0.3	1.1	0.2	1.1	10.4	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.6	0.7	8.4	0.0	2.4	0.2	29.2	53.6	1.6	6.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.5	93.2	93.5	82.6	0.0	76.0	93.4	18.5	11.1	100.8	9.1	9.4
LnGrp LOS	F	F	F	F	A	E	F	B	B	F	A	A
Approach Vol, veh/h		38			585			4452			1561	
Approach Delay, s/veh		93.4			82.0			16.5			11.1	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	144.4		26.8	8.8	141.5		8.9				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.4	21.1		19.9	5.3	97.0		3.3				
Green Ext Time (p_c), s	0.0	13.0		1.1	0.0	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.4
HCM 6th 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)	25	1	38	80	2	72	26	4115	43	17	1832	17
Future Volume (veh/h)	25	1	38	80	2	72	26	4115	43	17	1832	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1	40	84	2	76	27	4332	45	18	1928	18
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	63	1	527	63	1	527	46	2696	28	35	2666	25
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.03	0.51	0.51	0.02	0.50	0.50
Sat Flow, veh/h	1	4	1610	1	2	1610	1810	5293	55	1810	5300	49
Grp Volume(v), veh/h	27	0	40	86	0	76	27	2825	1552	18	1258	688
Grp Sat Flow(s),veh/h/ln	5	0	1610	4	0	1610	1810	1729	1890	1810	1729	1891
Q Serve(g_s), s	0.0	0.0	1.9	0.0	0.0	3.8	1.7	57.5	57.5	1.1	32.1	32.1
Cycle Q Clear(g_c), s	37.0	0.0	1.9	37.0	0.0	3.8	1.7	57.5	57.5	1.1	32.1	32.1
Prop In Lane	0.96		1.00	0.98		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	64	0	527	64	0	527	46	1761	963	35	1740	951
V/C Ratio(X)	0.42	0.00	0.08	1.34	0.00	0.14	0.59	1.60	1.61	0.52	0.72	0.72
Avail Cap(c_a), veh/h	64	0	527	64	0	527	320	1761	963	320	1740	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.36	0.36	0.36	0.89	0.89	0.89
Uniform Delay (d), s/veh	54.7	0.0	26.2	56.0	0.0	26.8	54.5	27.7	27.7	54.9	21.9	21.9
Incr Delay (d2), s/veh	4.3	0.0	0.1	227.2	0.0	0.1	1.6	272.8	277.3	4.0	2.4	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	5.9	0.0	1.5	0.8	87.6	96.9	0.5	12.3	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	0.0	26.3	283.3	0.0	27.0	56.1	300.5	305.1	58.9	24.3	26.2
LnGrp LOS	E	A	C	F	A	C	E	F	F	E	C	C
Approach Vol, veh/h		67			162			4404			1964	
Approach Delay, s/veh		39.5			163.0			300.6			25.3	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	64.7		41.6	7.4	64.0		41.6				
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6				
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0				
Max Q Clear Time (g_c+I1), s	3.1	59.5		39.0	3.7	34.1		39.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	212.6	
HCM 6th LOS	F	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	4	110	4196	1920	0
Future Volume (veh/h)	0	4	110	4196	1920	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	4	116	4417	2021	0
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	0	12	143	4656	4053	1258
Arrive On Green	0.00	0.01	0.08	0.90	0.78	0.00
Sat Flow, veh/h	0	1329	1810	5358	5358	1610
Grp Volume(v), veh/h	0	5	116	4417	2021	0
Grp Sat Flow(s),veh/h/ln	0	1661	1810	1729	1729	1610
Q Serve(g_s), s	0.0	0.4	7.6	70.4	16.7	0.0
Cycle Q Clear(g_c), s	0.0	0.4	7.6	70.4	16.7	0.0
Prop In Lane	0.00	0.80	1.00			1.00
Lane Grp Cap(c), veh/h	0	15	143	4656	4053	1258
V/C Ratio(X)	0.00	0.34	0.81	0.95	0.50	0.00
Avail Cap(c_a), veh/h	0	471	302	4656	4053	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.09	0.09	0.85	0.00
Uniform Delay (d), s/veh	0.0	59.1	54.4	4.2	4.7	0.0
Incr Delay (d2), s/veh	0.0	12.7	0.4	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	3.4	0.3	4.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	71.8	54.8	4.9	5.1	0.0
LnGrp LOS	A	E	D	A	A	A
Approach Vol, veh/h	5			4533	2021	
Approach Delay, s/veh	71.8			6.1	5.1	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	101.0			114.9	5.1
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	9.6	18.7			72.4	2.4
Green Ext Time (p_c), s	0.1	18.3			2.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1105	28	120	2442	1914	11
Future Volume (veh/h)	1105	28	120	2442	1914	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1163	29	126	2571	2026	0
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	3334	83	181	3793	1484	440
Arrive On Green	0.64	0.64	0.05	0.73	0.27	0.00
Sat Flow, veh/h	5376	130	3510	5358	5429	1610
Grp Volume(v), veh/h	773	419	126	2571	2026	0
Grp Sat Flow(s),veh/h/ln	1729	1877	1755	1729	1810	1610
Q Serve(g_s), s	13.2	13.2	4.5	33.8	35.0	0.0
Cycle Q Clear(g_c), s	13.2	13.2	4.5	33.8	35.0	0.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2215	1202	181	3793	1484	440
V/C Ratio(X)	0.35	0.35	0.70	0.68	1.36	0.00
Avail Cap(c_a), veh/h	2215	1202	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.6	10.6	59.7	9.2	46.5	0.0
Incr Delay (d2), s/veh	0.4	0.7	1.8	1.0	168.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	5.1	2.0	10.2	38.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	11.3	61.5	10.2	215.1	0.0
LnGrp LOS	B	B	E	B	F	A
Approach Vol, veh/h	1192			2697	2026	
Approach Delay, s/veh	11.1			12.6	215.1	
Approach LOS	B			B	F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	41.6	89.6			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	10.5	15.2			35.8	37.0
Green Ext Time (p_c), s	0.2	8.4			31.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.6
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

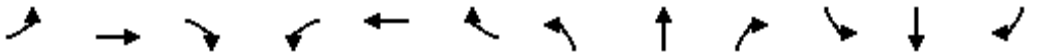
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	1972	101	0	1060
Future Vol, veh/h	0	36	1972	101	0	1060
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	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	38	2076	106	0	1116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1039	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*270	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*270	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	270	-
HCM Lane V/C Ratio	-	-	0.14	-
HCM Control Delay (s)	-	-	20.5	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.5	-

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)	71	35	12	691	38	59	4	1943	591	225	931	20
Future Volume (veh/h)	71	35	12	691	38	59	4	1943	591	225	931	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	37	13	727	40	62	4	2045	622	237	980	21
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	95	63	22	498	279	236	9	1845	1051	261	2347	1025
Arrive On Green	0.05	0.05	0.05	0.14	0.15	0.15	0.01	0.51	0.51	0.14	0.65	0.65
Sat Flow, veh/h	1810	1343	472	3510	1900	1607	1810	3610	1609	1810	3610	1577
Grp Volume(v), veh/h	75	0	50	727	40	62	4	2045	622	237	980	21
Grp Sat Flow(s),veh/h/ln	1810	0	1815	1755	1900	1607	1810	1805	1609	1810	1805	1577
Q Serve(g_s), s	5.8	0.0	3.8	20.0	2.6	4.8	0.3	72.1	30.8	18.2	18.4	0.7
Cycle Q Clear(g_c), s	5.8	0.0	3.8	20.0	2.6	4.8	0.3	72.1	30.8	18.2	18.4	0.7
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	95	0	85	498	279	236	9	1845	1051	261	2347	1025
V/C Ratio(X)	0.79	0.00	0.59	1.46	0.14	0.26	0.43	1.11	0.59	0.91	0.42	0.02
Avail Cap(c_a), veh/h	257	0	451	498	476	402	321	1845	1051	321	2347	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.0	0.0	65.9	60.5	52.4	53.4	69.9	34.5	13.8	59.4	11.8	8.7
Incr Delay (d2), s/veh	5.3	0.0	6.3	217.9	0.2	0.6	11.2	57.2	2.5	22.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	1.9	23.8	1.2	2.0	0.2	43.7	11.8	9.8	6.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.3	0.0	72.2	278.4	52.7	54.0	81.1	91.7	16.3	82.3	12.4	8.8
LnGrp LOS	E	A	E	F	D	D	F	F	B	F	B	A
Approach Vol, veh/h		125			829			2671			1238	
Approach Delay, s/veh		71.7			250.7			74.1			25.7	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	97.9	11.4	26.5	24.8	78.3	25.5	12.4
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.3	20.4	7.8	6.8	20.2	74.1	22.0	5.8
Green Ext Time (p_c), s	0.0	6.2	0.1	0.3	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	91.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1152	125	68	2268	139	69
Future Volume (veh/h)	1152	125	68	2268	139	69
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1213	132	72	2387	146	73
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	3685	1144	93	4148	183	163
Arrive On Green	0.71	0.71	0.05	0.80	0.10	0.10
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1213	132	72	2387	146	73
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	10.5	3.1	4.7	20.3	9.4	5.1
Cycle Q Clear(g_c), s	10.5	3.1	4.7	20.3	9.4	5.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3685	1144	93	4148	183	163
V/C Ratio(X)	0.33	0.12	0.78	0.58	0.80	0.45
Avail Cap(c_a), veh/h	3685	1144	304	4148	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.59	0.59	1.00	1.00
Uniform Delay (d), s/veh	6.5	5.4	55.8	4.4	52.3	50.3
Incr Delay (d2), s/veh	0.2	0.2	3.1	0.3	7.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.9	2.1	4.3	4.7	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.7	5.6	58.8	4.8	60.0	52.3
LnGrp LOS	A	A	E	A	E	D
Approach Vol, veh/h	1345			2459	219	
Approach Delay, s/veh	6.6			6.4	57.4	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.6	91.7		16.6		102.4
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.0	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	6.7	12.5		11.4		22.3
Green Ext Time (p_c), s	0.0	9.4		0.7		27.5

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1082	64	403	2223	105	152	158	204	74	132	30
Future Volume (veh/h)	44	1082	64	403	2223	105	152	158	204	74	132	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	46	1139	67	424	2340	111	160	166	215	78	139	32
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	60	2768	859	423	3169	149	204	298	252	97	437	98
Arrive On Green	0.03	0.53	0.53	0.12	0.62	0.62	0.06	0.16	0.16	0.05	0.15	0.15
Sat Flow, veh/h	1810	5187	1609	3510	5076	239	3510	1900	1610	1810	2927	656
Grp Volume(v), veh/h	46	1139	67	424	1589	862	160	166	215	78	84	87
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1755	1729	1857	1755	1900	1610	1810	1805	1777
Q Serve(g_s), s	4.2	21.8	3.4	20.0	53.0	54.1	7.5	13.4	21.6	7.1	6.9	7.2
Cycle Q Clear(g_c), s	4.2	21.8	3.4	20.0	53.0	54.1	7.5	13.4	21.6	7.1	6.9	7.2
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	60	2768	859	423	2159	1159	204	298	252	97	269	265
V/C Ratio(X)	0.77	0.41	0.08	1.00	0.74	0.74	0.78	0.56	0.85	0.81	0.31	0.33
Avail Cap(c_a), veh/h	218	2768	859	423	2159	1159	423	497	421	218	478	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.6	23.1	18.8	73.0	21.7	21.9	77.2	64.7	68.1	77.7	63.0	63.2
Incr Delay (d2), s/veh	7.3	0.4	0.2	44.4	2.3	4.3	2.5	1.6	8.4	5.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	8.7	1.3	11.4	20.6	23.2	3.4	6.6	9.3	3.5	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.9	23.6	19.0	117.4	24.0	26.2	79.7	66.3	76.5	83.5	63.7	63.9
LnGrp LOS	F	C	B	F	C	C	E	E	E	F	E	E
Approach Vol, veh/h		1252			2875			541			249	
Approach Delay, s/veh		25.6			38.4			74.3			70.0	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	95.8	14.6	30.6	10.0	110.8	13.4	31.8
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	10.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	22.0	23.8	9.5	9.2	6.2	56.1	9.1	23.6
Green Ext Time (p_c), s	0.0	9.0	0.2	1.0	0.0	4.1	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

* HCM 6th 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)	20	28	59	87	13	74	18	483	137	27	403	19
Future Volume (veh/h)	20	28	59	87	13	74	18	483	137	27	403	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	29	62	92	14	78	19	508	144	28	424	20
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	70	43	92	115	26	147	35	1917	540	44	2440	115
Arrive On Green	0.04	0.08	0.08	0.06	0.11	0.11	0.02	0.69	0.69	0.02	0.70	0.70
Sat Flow, veh/h	1810	536	1147	1810	250	1394	1810	2779	783	1810	3510	165
Grp Volume(v), veh/h	21	0	91	92	0	92	19	329	323	28	218	226
Grp Sat Flow(s),veh/h/ln	1810	0	1683	1810	0	1644	1810	1805	1757	1810	1805	1870
Q Serve(g_s), s	1.5	0.0	6.8	6.5	0.0	6.9	1.4	9.0	9.1	2.0	5.4	5.5
Cycle Q Clear(g_c), s	1.5	0.0	6.8	6.5	0.0	6.9	1.4	9.0	9.1	2.0	5.4	5.5
Prop In Lane	1.00		0.68	1.00		0.85	1.00		0.45	1.00		0.09
Lane Grp Cap(c), veh/h	70	0	136	115	0	174	35	1245	1212	44	1255	1300
V/C Ratio(X)	0.30	0.00	0.67	0.80	0.00	0.53	0.55	0.26	0.27	0.63	0.17	0.17
Avail Cap(c_a), veh/h	278	0	414	278	0	405	278	1245	1212	278	1255	1300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	0.0	58.1	60.0	0.0	55.1	63.2	7.7	7.7	62.8	6.9	6.9
Incr Delay (d2), s/veh	0.9	0.0	5.6	4.7	0.0	2.5	5.0	0.5	0.5	5.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.1	3.1	0.0	3.0	0.7	3.3	3.2	1.0	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	0.0	63.7	64.7	0.0	57.5	68.2	8.2	8.2	68.3	7.2	7.2
LnGrp LOS	E	A	E	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		112			184			671			472	
Approach Delay, s/veh		63.4			61.1			9.9			10.8	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	95.5	12.3	15.1	6.5	96.2	9.0	18.4
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	4.0	11.1	8.5	8.8	3.4	7.5	3.5	8.9
Green Ext Time (p_c), s	0.0	3.9	0.1	0.4	0.0	2.4	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

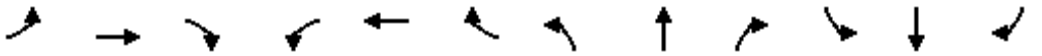
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	66	11	27	219	182	3	8	4	95	7	6
Future Vol, veh/h	7	66	11	27	219	182	3	8	4	95	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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	7	69	12	28	231	192	3	8	4	100	7	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	423	0	0	81	0	0	479	568	76	479	478	327
Stage 1	-	-	-	-	-	-	89	89	-	383	383	-
Stage 2	-	-	-	-	-	-	390	479	-	96	95	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1147	-	-	1529	-	-	500	435	991	500	489	719
Stage 1	-	-	-	-	-	-	923	825	-	644	616	-
Stage 2	-	-	-	-	-	-	638	558	-	916	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1147	-	-	1529	-	-	478	422	990	479	474	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	478	422	-	479	474	-
Stage 1	-	-	-	-	-	-	917	820	-	640	601	-
Stage 2	-	-	-	-	-	-	609	544	-	896	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	12.3	14.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	512	1147	-	-	1529	-	-	488
HCM Lane V/C Ratio	0.031	0.006	-	-	0.019	-	-	0.233
HCM Control Delay (s)	12.3	8.2	0	-	7.4	0	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	18	94	14	25	3	146	441	13	33	327	257
Future Volume (veh/h)	50	18	94	14	25	3	146	441	13	33	327	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	19	99	15	26	3	154	464	14	35	344	271
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	189	27	139	108	168	19	185	2624	79	55	1281	991
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.73	0.73	0.03	0.66	0.66
Sat Flow, veh/h	1403	266	1385	1294	1672	193	1810	3578	108	1810	1937	1498
Grp Volume(v), veh/h	53	0	118	15	0	29	154	234	244	35	320	295
Grp Sat Flow(s),veh/h/ln	1403	0	1651	1294	0	1865	1810	1805	1880	1810	1805	1630
Q Serve(g_s), s	3.8	0.0	7.3	1.2	0.0	1.5	8.9	4.2	4.2	2.0	7.7	7.9
Cycle Q Clear(g_c), s	5.3	0.0	7.3	8.5	0.0	1.5	8.9	4.2	4.2	2.0	7.7	7.9
Prop In Lane	1.00		0.84	1.00		0.10	1.00		0.06	1.00		0.92
Lane Grp Cap(c), veh/h	189	0	166	108	0	187	185	1324	1379	55	1194	1078
V/C Ratio(X)	0.28	0.00	0.71	0.14	0.00	0.15	0.83	0.18	0.18	0.64	0.27	0.27
Avail Cap(c_a), veh/h	471	0	498	369	0	563	341	1324	1379	341	1194	1078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	46.0	0.0	46.2	50.3	0.0	43.6	46.7	4.3	4.3	50.8	7.4	7.4
Incr Delay (d2), s/veh	0.8	0.0	5.5	0.6	0.0	0.4	3.7	0.3	0.3	3.5	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	3.3	0.4	0.0	0.7	4.0	1.3	1.3	0.9	2.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	51.7	50.9	0.0	43.9	50.3	4.6	4.6	54.3	7.8	7.9
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		171			44			632			650	
Approach Delay, s/veh		50.2			46.3			15.8			10.4	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	83.5		15.3	14.9	75.9		15.3				
Change Period (Y+Rc), s	4.0	5.8		4.6	4.0	5.8		4.6				
Max Green Setting (Gmax), s	20.0	40.0		32.0	20.0	40.0		32.0				
Max Q Clear Time (g_c+I1), s	4.0	6.2		9.3	10.9	9.9		10.5				
Green Ext Time (p_c), s	0.0	2.6		0.8	0.1	3.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		18.2	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	0	599	432	2
Future Vol, veh/h	0	21	0	599	432	2
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	22	0	631	455	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	232	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*963	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*960	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	960	-	-
HCM Lane V/C Ratio	-	0.023	-	-
HCM Control Delay (s)	-	8.8	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

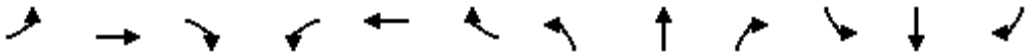
Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	2	17	41	7	17
Future Vol, veh/h	71	2	17	41	7	17
Conflicting Peds, #/hr	0	3	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	75	2	18	43	7	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	158	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1531	-	838	987
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1527	-	825	984
Mov Cap-2 Maneuver	-	-	-	-	825	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	938	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	932	-	-	1527	-
HCM Lane V/C Ratio	0.027	-	-	0.012	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	5	8	615	11	25	8	2557	762	61	3182	13
Future Volume (veh/h)	14	5	8	615	11	25	8	2557	762	61	3182	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	5	8	649	0	26	8	2664	794	64	3315	14
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	37	37	33	742	0	220	16	3553	1323	80	3826	16
Arrive On Green	0.02	0.02	0.02	0.14	0.00	0.14	0.01	0.68	0.68	0.04	0.72	0.72
Sat Flow, veh/h	1810	1805	1610	5429	0	1607	1810	5187	1610	1810	5331	22
Grp Volume(v), veh/h	15	5	8	649	0	26	8	2664	794	64	2149	1180
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	0	1607	1810	1729	1610	1810	1729	1896
Q Serve(g_s), s	1.5	0.5	0.9	21.8	0.0	2.6	0.8	61.9	32.3	6.5	86.2	86.7
Cycle Q Clear(g_c), s	1.5	0.5	0.9	21.8	0.0	2.6	0.8	61.9	32.3	6.5	86.2	86.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	37	37	33	742	0	220	16	3553	1323	80	2481	1360
V/C Ratio(X)	0.40	0.13	0.24	0.87	0.00	0.12	0.49	0.75	0.60	0.80	0.87	0.87
Avail Cap(c_a), veh/h	341	340	303	1167	0	346	195	3553	1323	389	2481	1360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.24	0.24	0.24	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.0	89.5	89.7	78.7	0.0	70.5	91.7	19.0	5.8	88.0	19.6	19.7
Incr Delay (d2), s/veh	6.9	1.6	3.7	3.0	0.0	0.1	2.0	0.4	0.5	6.5	4.4	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.4	10.3	0.0	1.1	0.4	23.0	19.8	3.2	32.2	36.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.9	91.1	93.4	81.7	0.0	70.5	93.7	19.3	6.3	94.6	24.0	27.3
LnGrp LOS	F	F	F	F	A	E	F	B	A	F	C	C
Approach Vol, veh/h		28			675			3466			3393	
Approach Delay, s/veh		94.8			81.3			16.5			26.5	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	139.7		31.2	12.8	133.6		8.4				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.8	88.7		23.8	8.5	63.9		3.5				
Green Ext Time (p_c), s	0.0	0.0		1.3	0.1	0.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.1	
HCM 6th 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)	21	0	28	36	0	34	39	3249	36	104	3668	20
Future Volume (veh/h)	21	0	28	36	0	34	39	3249	36	104	3668	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	0	29	38	0	35	41	3384	38	108	3821	21
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	73	0	420	73	0	420	58	2752	31	135	2996	16
Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.26	0.03	0.52	0.52	0.07	0.56	0.56
Sat Flow, veh/h	35	0	1610	36	0	1610	1810	5288	59	1810	5324	29
Grp Volume(v), veh/h	22	0	29	38	0	35	41	2209	1213	108	2480	1362
Grp Sat Flow(s),veh/h/ln	35	0	1610	36	0	1610	1810	1729	1889	1810	1729	1895
Q Serve(g_s), s	0.7	0.0	1.5	0.7	0.0	1.9	2.5	58.8	58.8	6.6	63.6	63.6
Cycle Q Clear(g_c), s	29.5	0.0	1.5	29.5	0.0	1.9	2.5	58.8	58.8	6.6	63.6	63.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	73	0	420	73	0	420	58	1799	983	135	1946	1066
V/C Ratio(X)	0.30	0.00	0.07	0.52	0.00	0.08	0.71	1.23	1.23	0.80	1.27	1.28
Avail Cap(c_a), veh/h	166	0	527	166	0	527	320	1799	983	320	1946	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.62	0.62	0.62	0.30	0.30	0.30
Uniform Delay (d), s/veh	56.3	0.0	31.4	56.4	0.0	31.6	54.2	27.1	27.1	51.5	24.7	24.7
Incr Delay (d2), s/veh	2.3	0.0	0.1	5.6	0.0	0.1	3.6	105.6	111.1	1.3	124.6	127.2
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	0.7	0.0	0.6	1.2	0.0	0.7	1.2	47.6	53.5	2.9	55.8	61.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	0.0	31.5	62.0	0.0	31.6	57.8	132.7	138.2	52.7	149.3	151.9
LnGrp LOS	E	A	C	E	A	C	E	F	F	D	F	F
Approach Vol, veh/h		51			73			3463			3950	
Approach Delay, s/veh		43.2			47.5			133.7			147.5	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	65.3		34.8	8.1	70.1		34.8
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0
Max Q Clear Time (g_c+I1), s	19.6	60.8		31.5	4.5	65.6		31.5
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	139.5
HCM 6th LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	27	39	3275	3713	2
Future Volume (veh/h)	8	27	39	3275	3713	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	28	41	3411	3868	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	15	52	56	4488	4133	1283
Arrive On Green	0.04	0.04	0.03	0.87	0.80	0.80
Sat Flow, veh/h	358	1254	1810	5358	5358	1610
Grp Volume(v), veh/h	37	0	41	3411	3868	2
Grp Sat Flow(s),veh/h/ln	1656	0	1810	1729	1729	1610
Q Serve(g_s), s	2.6	0.0	2.7	31.0	71.5	0.0
Cycle Q Clear(g_c), s	2.6	0.0	2.7	31.0	71.5	0.0
Prop In Lane	0.22	0.76	1.00			1.00
Lane Grp Cap(c), veh/h	68	0	56	4488	4133	1283
V/C Ratio(X)	0.54	0.00	0.73	0.76	0.94	0.00
Avail Cap(c_a), veh/h	469	0	302	4488	4133	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.57	0.57	0.23	0.23
Uniform Delay (d), s/veh	56.4	0.0	57.6	3.2	9.7	2.5
Incr Delay (d2), s/veh	6.5	0.0	3.8	0.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.3	2.7	15.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.9	0.0	61.5	3.9	11.1	2.5
LnGrp LOS	E	A	E	A	B	A
Approach Vol, veh/h	37			3452	3870	
Approach Delay, s/veh	62.9			4.6	11.1	
Approach LOS	E			A	B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.2	102.8			111.0	9.0
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	4.7	73.5			33.0	4.6
Green Ext Time (p_c), s	0.0	0.0			38.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2122	27	307	2254	1037	11
Future Volume (veh/h)	2122	27	307	2254	1037	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2234	28	323	2373	1103	0
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	3077	39	384	3793	1484	440
Arrive On Green	0.58	0.58	0.11	0.73	0.27	0.00
Sat Flow, veh/h	5451	66	3510	5358	5429	1610
Grp Volume(v), veh/h	1462	800	323	2373	1103	0
Grp Sat Flow(s),veh/h/ln	1729	1888	1755	1729	1810	1610
Q Serve(g_s), s	39.1	39.2	11.6	29.0	23.7	0.0
Cycle Q Clear(g_c), s	39.1	39.2	11.6	29.0	23.7	0.0
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2015	1100	384	3793	1484	440
V/C Ratio(X)	0.73	0.73	0.84	0.63	0.74	0.00
Avail Cap(c_a), veh/h	2015	1100	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.27	0.27	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	19.3	55.9	8.5	42.4	0.0
Incr Delay (d2), s/veh	0.6	1.2	1.9	0.8	3.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	15.7	5.1	8.7	10.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	20.5	57.9	9.3	45.8	0.0
LnGrp LOS	B	C	E	A	D	A
Approach Vol, veh/h	2262			2696	1103	
Approach Delay, s/veh	20.1			15.1	45.8	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	82.2			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	13.6	41.2			31.0	25.7
Green Ext Time (p_c), s	0.4	7.3			29.9	3.1

Intersection Summary		
HCM 6th Ctrl Delay	22.6	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.1

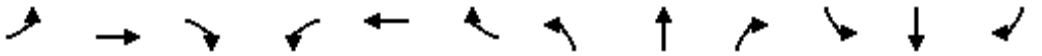
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	45	1270	143	0	2280
Future Vol, veh/h	0	45	1270	143	0	2280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	46	1296	146	0	2327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	648	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*579	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*579	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	579	-
HCM Lane V/C Ratio	-	-	0.079	-
HCM Control Delay (s)	-	-	11.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	15	13	767	43	114	9	1118	506	246	1964	49
Future Volume (veh/h)	25	15	13	767	43	114	9	1118	506	246	1964	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	16	14	807	45	120	9	1177	533	259	2067	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	33	29	498	314	266	19	1844	1051	282	2369	1035
Arrive On Green	0.02	0.04	0.04	0.14	0.17	0.17	0.01	0.51	0.51	0.16	0.66	0.66
Sat Flow, veh/h	1810	935	818	3510	1900	1610	1810	3610	1610	1810	3610	1577
Grp Volume(v), veh/h	26	0	30	807	45	120	9	1177	533	259	2067	52
Grp Sat Flow(s),veh/h/ln	1810	0	1753	1755	1900	1610	1810	1805	1610	1810	1805	1577
Q Serve(g_s), s	2.0	0.0	2.4	20.0	2.9	9.5	0.7	33.4	24.2	19.9	64.9	1.7
Cycle Q Clear(g_c), s	2.0	0.0	2.4	20.0	2.9	9.5	0.7	33.4	24.2	19.9	64.9	1.7
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	41	0	62	498	314	266	19	1844	1051	282	2369	1035
V/C Ratio(X)	0.63	0.00	0.48	1.62	0.14	0.45	0.47	0.64	0.51	0.92	0.87	0.05
Avail Cap(c_a), veh/h	257	0	435	498	476	403	321	1844	1051	321	2369	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	66.7	60.5	50.3	53.1	69.4	25.0	12.7	58.6	19.5	8.6
Incr Delay (d2), s/veh	5.9	0.0	5.7	288.4	0.2	1.2	6.6	1.7	1.8	26.7	4.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	28.7	1.4	4.0	0.4	13.9	9.2	10.9	25.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	0.0	72.4	348.9	50.5	54.3	76.0	26.8	14.5	85.3	24.3	8.7
LnGrp LOS	E	A	E	F	D	D	E	C	B	F	C	A
Approach Vol, veh/h		56			972			1719			2378	
Approach Delay, s/veh		73.3			298.7			23.2			30.6	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	98.7	7.2	29.1	26.5	78.2	25.5	10.8
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.7	66.9	4.0	11.5	21.9	35.4	22.0	4.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.1	3.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	79.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2127	274	97	2134	310	145
Future Volume (veh/h)	2127	274	97	2134	310	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2239	288	102	2246	326	153
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	3051	947	127	3613	370	329
Arrive On Green	0.59	0.59	0.07	0.70	0.20	0.20
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	2239	288	102	2246	326	153
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	37.2	10.7	6.6	27.6	20.8	9.9
Cycle Q Clear(g_c), s	37.2	10.7	6.6	27.6	20.8	9.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3051	947	127	3613	370	329
V/C Ratio(X)	0.73	0.30	0.80	0.62	0.88	0.47
Avail Cap(c_a), veh/h	3051	947	304	3613	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.66	0.66	1.00	1.00
Uniform Delay (d), s/veh	17.7	12.3	54.5	9.7	45.9	41.6
Incr Delay (d2), s/veh	1.6	0.8	2.9	0.5	6.9	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	18.3	3.7	3.0	8.4	10.1	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.4	13.1	57.4	10.2	52.9	42.7
LnGrp LOS	B	B	E	B	D	D
Approach Vol, veh/h	2527			2348	479	
Approach Delay, s/veh	18.6			12.3	49.6	
Approach LOS	B			B	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	77.2		28.9		90.1
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.0	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	19.6	39.2		22.8		29.6
Green Ext Time (p_c), s	0.1	0.7		1.5		22.5

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	2049	150	271	2085	99	170	111	348	86	121	28
Future Volume (veh/h)	44	2049	150	271	2085	99	170	111	348	86	121	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	2157	158	285	2195	104	179	117	366	91	127	29
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	60	2435	755	328	2702	127	223	457	387	111	690	153
Arrive On Green	0.03	0.47	0.47	0.09	0.53	0.53	0.06	0.24	0.24	0.06	0.23	0.23
Sat Flow, veh/h	1810	5187	1608	3510	5070	239	3510	1900	1610	1810	2935	652
Grp Volume(v), veh/h	46	2157	158	285	1493	806	179	117	366	91	77	79
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1755	1729	1851	1755	1900	1610	1810	1805	1783
Q Serve(g_s), s	4.2	62.7	9.6	13.3	58.9	59.8	8.4	8.3	37.1	8.3	5.6	5.9
Cycle Q Clear(g_c), s	4.2	62.7	9.6	13.3	58.9	59.8	8.4	8.3	37.1	8.3	5.6	5.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	60	2435	755	328	1843	987	223	457	387	111	424	419
V/C Ratio(X)	0.77	0.89	0.21	0.87	0.81	0.82	0.80	0.26	0.95	0.82	0.18	0.19
Avail Cap(c_a), veh/h	218	2435	755	423	1843	987	423	497	421	218	478	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.56	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.6	40.0	25.9	74.2	31.9	32.1	76.7	51.0	62.0	77.0	50.7	50.8
Incr Delay (d2), s/veh	4.4	3.0	0.4	12.0	4.0	7.5	2.4	0.3	28.0	5.6	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	26.1	3.7	6.4	24.3	27.4	3.8	4.0	17.9	4.0	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.0	43.0	26.3	86.2	35.8	39.5	79.1	51.3	90.0	82.6	50.9	51.1
LnGrp LOS	F	D	C	F	D	D	E	D	F	F	D	D
Approach Vol, veh/h		2361			2584			662			247	
Approach Delay, s/veh		42.7			42.5			80.2			62.7	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	85.1	15.5	44.8	10.0	95.7	14.7	45.7
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	20.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	15.3	64.7	10.4	7.9	6.2	61.8	10.3	39.1
Green Ext Time (p_c), s	0.2	0.0	0.2	0.9	0.0	0.0	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	30	93	170	31	28	16	455	175	87	506	33
Future Volume (veh/h)	26	30	93	170	31	28	16	455	175	87	506	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	27	31	97	177	32	29	17	474	182	91	527	34
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	70	41	127	203	159	144	32	1488	567	114	2160	139
Arrive On Green	0.04	0.10	0.10	0.11	0.17	0.17	0.02	0.58	0.58	0.06	0.63	0.63
Sat Flow, veh/h	1810	404	1264	1810	911	826	1810	2553	973	1810	3438	221
Grp Volume(v), veh/h	27	0	128	177	0	61	17	334	322	91	276	285
Grp Sat Flow(s),veh/h/ln	1810	0	1668	1810	0	1737	1810	1805	1722	1810	1805	1854
Q Serve(g_s), s	1.9	0.0	9.7	12.5	0.0	3.9	1.2	12.3	12.5	6.4	8.7	8.8
Cycle Q Clear(g_c), s	1.9	0.0	9.7	12.5	0.0	3.9	1.2	12.3	12.5	6.4	8.7	8.8
Prop In Lane	1.00		0.76	1.00		0.48	1.00		0.57	1.00		0.12
Lane Grp Cap(c), veh/h	70	0	167	203	0	302	32	1052	1003	114	1134	1165
V/C Ratio(X)	0.39	0.00	0.76	0.87	0.00	0.20	0.53	0.32	0.32	0.80	0.24	0.24
Avail Cap(c_a), veh/h	278	0	411	278	0	427	278	1052	1003	278	1134	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.0	0.0	57.0	56.8	0.0	45.9	63.3	13.9	13.9	60.1	10.6	10.6
Incr Delay (d2), s/veh	1.3	0.0	7.1	15.6	0.0	0.3	5.0	0.8	0.8	4.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.4	6.6	0.0	1.7	0.6	4.9	4.8	3.0	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	64.1	72.4	0.0	46.3	68.4	14.7	14.8	64.8	11.1	11.1
LnGrp LOS	E	A	E	E	A	D	E	B	B	E	B	B
Approach Vol, veh/h		155			238			673			652	
Approach Delay, s/veh		63.8			65.7			16.1			18.6	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	81.6	18.6	17.6	6.3	87.5	9.0	27.2
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	10.4	14.5	14.5	11.7	3.2	10.8	3.9	5.9
Green Ext Time (p_c), s	0.1	3.8	0.1	0.6	0.0	3.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

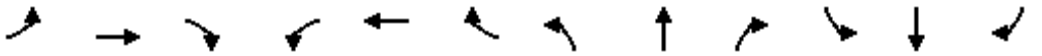
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	235	3	4	155	54	7	9	36	95	4	11
Future Vol, veh/h	12	235	3	4	155	54	7	9	36	95	4	11
Conflicting Peds, #/hr	0	0	0	0	0	3	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
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	13	247	3	4	163	57	7	9	38	100	4	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	250	0	0	483	506	250	502	479	195
Stage 1	-	-	-	-	-	-	275	275	-	203	203	-
Stage 2	-	-	-	-	-	-	208	231	-	299	276	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1358	-	-	1327	-	-	497	472	794	483	489	851
Stage 1	-	-	-	-	-	-	736	686	-	804	737	-
Stage 2	-	-	-	-	-	-	799	717	-	714	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1354	-	-	1327	-	-	482	464	793	446	481	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	482	464	-	446	481	-
Stage 1	-	-	-	-	-	-	728	678	-	793	733	-
Stage 2	-	-	-	-	-	-	781	713	-	662	677	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	11	15.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	656	1354	-	-	1327	-	-	470
HCM Lane V/C Ratio	0.083	0.009	-	-	0.003	-	-	0.246
HCM Control Delay (s)	11	7.7	0	-	7.7	0	-	15.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	60	139	30	23	8	75	435	137	67	358	116
Future Volume (veh/h)	170	60	139	30	23	8	75	435	137	67	358	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	179	63	146	32	24	8	79	458	144	71	377	122
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	302	93	215	147	249	83	102	1707	533	92	1681	537
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.06	0.63	0.63	0.05	0.62	0.62
Sat Flow, veh/h	1395	506	1173	1187	1362	454	1810	2708	845	1810	2690	859
Grp Volume(v), veh/h	179	0	209	32	0	32	79	304	298	71	251	248
Grp Sat Flow(s),veh/h/ln	1395	0	1680	1187	0	1816	1810	1805	1748	1810	1805	1745
Q Serve(g_s), s	13.0	0.0	12.3	2.7	0.0	1.6	4.6	7.9	8.0	4.1	6.4	6.6
Cycle Q Clear(g_c), s	14.5	0.0	12.3	15.1	0.0	1.6	4.6	7.9	8.0	4.1	6.4	6.6
Prop In Lane	1.00		0.70	1.00		0.25	1.00		0.48	1.00		0.49
Lane Grp Cap(c), veh/h	302	0	307	147	0	332	102	1138	1102	92	1128	1090
V/C Ratio(X)	0.59	0.00	0.68	0.22	0.00	0.10	0.77	0.27	0.27	0.77	0.22	0.23
Avail Cap(c_a), veh/h	469	0	507	288	0	548	341	1138	1102	341	1128	1090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	42.1	0.0	40.4	47.4	0.0	36.0	49.3	8.7	8.7	49.7	8.7	8.7
Incr Delay (d2), s/veh	1.8	0.0	2.7	0.7	0.0	0.1	4.6	0.6	0.6	4.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	5.3	0.8	0.0	0.7	2.1	2.9	2.8	1.9	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	0.0	43.1	48.2	0.0	36.2	54.0	9.3	9.3	54.0	9.0	9.1
LnGrp LOS	D	A	D	D	A	D	D	A	A	D	A	A
Approach Vol, veh/h		388			64			681			570	
Approach Delay, s/veh		43.5			42.2			14.5			14.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	72.6		24.0	10.0	72.0		24.0				
Change Period (Y+Rc), s	4.0	5.8		4.6	4.0	5.8		4.6				
Max Green Setting (Gmax), s	20.0	40.0		32.0	20.0	40.0		32.0				
Max Q Clear Time (g_c+I1), s	6.1	10.0		16.5	6.6	8.6		17.1				
Green Ext Time (p_c), s	0.1	3.5		1.7	0.1	2.9		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		22.2	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	79	0	646	527	0
Future Vol, veh/h	0	79	0	646	527	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	82	0	673	549	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	275	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*915	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*915	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	915	-	-
HCM Lane V/C Ratio	-	0.09	-	-
HCM Control Delay (s)	-	9.3	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

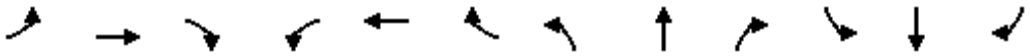
Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	121	4	22	52	8	16
Future Vol, veh/h	121	4	22	52	8	16
Conflicting Peds, #/hr	0	4	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	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	126	4	23	54	8	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	134	0	232	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	100	-
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	-	-	1463	-	761	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	746	919
Mov Cap-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	914	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	853	-	-	1457	-
HCM Lane V/C Ratio	0.029	-	-	0.016	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	20	4	506	8	50	4	3089	1186	30	1453	8
Future Volume (veh/h)	12	20	4	506	8	50	4	3089	1186	30	1453	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	13	21	4	539	0	53	4	3252	1248	32	1529	8
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	42	70	13	620	0	184	9	3766	1353	42	3948	21
Arrive On Green	0.02	0.02	0.02	0.11	0.00	0.11	0.01	0.73	0.73	0.02	0.74	0.74
Sat Flow, veh/h	1810	3042	562	5429	0	1610	1810	5187	1610	1810	5325	28
Grp Volume(v), veh/h	13	12	13	539	0	53	4	3252	1248	32	993	544
Grp Sat Flow(s),veh/h/ln	1810	1805	1799	1810	0	1610	1810	1729	1610	1810	1729	1895
Q Serve(g_s), s	1.3	1.2	1.3	18.2	0.0	5.6	0.4	85.6	102.3	3.3	19.4	19.4
Cycle Q Clear(g_c), s	1.3	1.2	1.3	18.2	0.0	5.6	0.4	85.6	102.3	3.3	19.4	19.4
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	42	42	42	620	0	184	9	3766	1353	42	2564	1405
V/C Ratio(X)	0.31	0.29	0.31	0.87	0.00	0.29	0.44	0.86	0.92	0.77	0.39	0.39
Avail Cap(c_a), veh/h	341	340	338	1167	0	346	195	3766	1353	389	2564	1405
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	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	89.4	89.4	89.4	81.0	0.0	75.4	92.3	18.7	10.5	90.4	8.7	8.7
Incr Delay (d2), s/veh	4.1	3.8	4.1	1.5	0.0	0.3	1.1	0.3	1.4	10.4	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.6	0.7	8.5	0.0	2.4	0.2	30.2	58.1	1.6	6.8	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.5	93.2	93.5	82.5	0.0	75.8	93.4	19.0	11.9	100.8	9.2	9.5
LnGrp LOS	F	F	F	F	A	E	F	B	B	F	A	A
Approach Vol, veh/h		38			592			4504			1569	
Approach Delay, s/veh		93.4			81.9			17.1			11.2	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	144.1		27.1	8.8	141.3		8.9				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.4	21.4		20.2	5.3	104.3		3.3				
Green Ext Time (p_c), s	0.0	13.1		1.1	0.0	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.8
HCM 6th 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)	25	1	38	80	2	72	26	4164	43	17	1846	17
Future Volume (veh/h)	25	1	38	80	2	72	26	4164	43	17	1846	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1	40	84	2	76	27	4383	45	18	1943	18
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	63	1	527	63	1	527	46	2696	28	35	2666	25
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.03	0.51	0.51	0.02	0.50	0.50
Sat Flow, veh/h	1	4	1610	1	2	1610	1810	5294	54	1810	5300	49
Grp Volume(v), veh/h	27	0	40	86	0	76	27	2858	1570	18	1267	694
Grp Sat Flow(s),veh/h/ln	5	0	1610	4	0	1610	1810	1729	1890	1810	1729	1891
Q Serve(g_s), s	0.0	0.0	1.9	0.0	0.0	3.8	1.7	57.5	57.5	1.1	32.5	32.5
Cycle Q Clear(g_c), s	37.0	0.0	1.9	37.0	0.0	3.8	1.7	57.5	57.5	1.1	32.5	32.5
Prop In Lane	0.96		1.00	0.98		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	64	0	527	64	0	527	46	1761	963	35	1740	951
V/C Ratio(X)	0.42	0.00	0.08	1.34	0.00	0.14	0.59	1.62	1.63	0.52	0.73	0.73
Avail Cap(c_a), veh/h	64	0	527	64	0	527	320	1761	963	320	1740	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.34	0.34	0.34	0.88	0.88	0.88
Uniform Delay (d), s/veh	54.7	0.0	26.2	56.0	0.0	26.8	54.5	27.7	27.7	54.9	22.0	22.0
Incr Delay (d2), s/veh	4.3	0.0	0.1	227.2	0.0	0.1	1.5	281.1	285.6	3.9	2.4	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	5.9	0.0	1.5	0.8	89.6	99.2	0.5	12.4	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	0.0	26.3	283.3	0.0	27.0	56.0	308.9	313.3	58.8	24.4	26.4
LnGrp LOS	E	A	C	F	A	C	E	F	F	E	C	C
Approach Vol, veh/h		67			162			4455			1979	
Approach Delay, s/veh		39.5			163.0			308.9			25.4	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	64.7		41.6	7.4	64.0		41.6				
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6				
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0				
Max Q Clear Time (g_c+I1), s	13.1	59.5		39.0	3.7	34.5		39.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	4.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		218.4
HCM 6th LOS		F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	4	110	4245	1934	0
Future Volume (veh/h)	0	4	110	4245	1934	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	4	116	4468	2036	0
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	0	12	143	4656	4053	1258
Arrive On Green	0.00	0.01	0.08	0.90	0.78	0.00
Sat Flow, veh/h	0	1329	1810	5358	5358	1610
Grp Volume(v), veh/h	0	5	116	4468	2036	0
Grp Sat Flow(s),veh/h/ln	0	1661	1810	1729	1729	1610
Q Serve(g_s), s	0.0	0.4	7.6	76.3	16.9	0.0
Cycle Q Clear(g_c), s	0.0	0.4	7.6	76.3	16.9	0.0
Prop In Lane	0.00	0.80	1.00			1.00
Lane Grp Cap(c), veh/h	0	15	143	4656	4053	1258
V/C Ratio(X)	0.00	0.34	0.81	0.96	0.50	0.00
Avail Cap(c_a), veh/h	0	471	302	4656	4053	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.09	0.09	0.85	0.00
Uniform Delay (d), s/veh	0.0	59.1	54.4	4.5	4.7	0.0
Incr Delay (d2), s/veh	0.0	12.7	0.4	0.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	3.4	0.3	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	71.8	54.8	5.3	5.1	0.0
LnGrp LOS	A	E	D	A	A	A
Approach Vol, veh/h	5			4584	2036	
Approach Delay, s/veh	71.8			6.6	5.1	
Approach LOS	E			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	101.0			114.9	5.1
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	9.6	18.9			78.3	2.4
Green Ext Time (p_c), s	0.1	18.4			0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1119	28	120	2476	1929	11
Future Volume (veh/h)	1119	28	120	2476	1929	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1178	29	126	2606	2042	0
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	3335	82	181	3793	1484	440
Arrive On Green	0.64	0.64	0.05	0.73	0.27	0.00
Sat Flow, veh/h	5378	128	3510	5358	5429	1610
Grp Volume(v), veh/h	782	425	126	2606	2042	0
Grp Sat Flow(s),veh/h/ln	1729	1877	1755	1729	1810	1610
Q Serve(g_s), s	13.5	13.5	4.5	34.7	35.0	0.0
Cycle Q Clear(g_c), s	13.5	13.5	4.5	34.7	35.0	0.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2215	1202	181	3793	1484	440
V/C Ratio(X)	0.35	0.35	0.70	0.69	1.38	0.00
Avail Cap(c_a), veh/h	2215	1202	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.7	10.7	59.7	9.3	46.5	0.0
Incr Delay (d2), s/veh	0.4	0.7	1.8	1.0	173.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	5.2	2.0	10.5	38.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.1	11.4	61.5	10.3	219.9	0.0
LnGrp LOS	B	B	E	B	F	A
Approach Vol, veh/h	1207			2732	2042	
Approach Delay, s/veh	11.2			12.7	219.9	
Approach LOS	B			B	F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	41.6	89.6			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	10.5	15.5			36.7	37.0
Green Ext Time (p_c), s	0.2	8.5			31.4	0.0

Intersection Summary		
HCM 6th Ctrl Delay	83.1	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.3

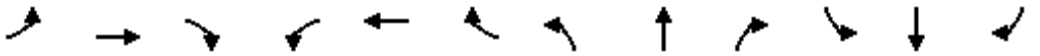
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	51	1972	103	0	1060
Future Vol, veh/h	0	51	1972	103	0	1060
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	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	54	2076	108	0	1116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1039	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*270	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*270	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	270	-
HCM Lane V/C Ratio	-	-	0.199	-
HCM Control Delay (s)	-	-	21.6	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.7	-

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)	71	35	12	707	38	59	4	1945	594	225	931	20
Future Volume (veh/h)	71	35	12	707	38	59	4	1945	594	225	931	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	37	13	744	40	62	4	2047	625	237	980	21
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	95	63	22	498	279	236	9	1845	1051	261	2347	1025
Arrive On Green	0.05	0.05	0.05	0.14	0.15	0.15	0.01	0.51	0.51	0.14	0.65	0.65
Sat Flow, veh/h	1810	1343	472	3510	1900	1607	1810	3610	1609	1810	3610	1577
Grp Volume(v), veh/h	75	0	50	744	40	62	4	2047	625	237	980	21
Grp Sat Flow(s),veh/h/ln	1810	0	1815	1755	1900	1607	1810	1805	1609	1810	1805	1577
Q Serve(g_s), s	5.8	0.0	3.8	20.0	2.6	4.8	0.3	72.1	31.1	18.2	18.4	0.7
Cycle Q Clear(g_c), s	5.8	0.0	3.8	20.0	2.6	4.8	0.3	72.1	31.1	18.2	18.4	0.7
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	95	0	85	498	279	236	9	1845	1051	261	2347	1025
V/C Ratio(X)	0.79	0.00	0.59	1.49	0.14	0.26	0.43	1.11	0.59	0.91	0.42	0.02
Avail Cap(c_a), veh/h	257	0	451	498	476	402	321	1845	1051	321	2347	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.0	0.0	65.9	60.5	52.4	53.4	69.9	34.5	13.9	59.4	11.8	8.7
Incr Delay (d2), s/veh	5.3	0.0	6.3	232.8	0.2	0.6	11.2	57.6	2.5	22.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	1.9	24.8	1.2	2.0	0.2	43.8	11.9	9.8	6.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.3	0.0	72.2	293.3	52.7	54.0	81.1	92.1	16.4	82.3	12.4	8.8
LnGrp LOS	E	A	E	F	D	D	F	F	B	F	B	A
Approach Vol, veh/h		125			846			2676			1238	
Approach Delay, s/veh		71.7			264.4			74.4			25.7	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	97.9	11.4	26.5	24.8	78.3	25.5	12.4
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.3	20.4	7.8	6.8	20.2	74.1	22.0	5.8
Green Ext Time (p_c), s	0.0	6.2	0.1	0.3	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	94.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1162	129	68	2292	149	69
Future Volume (veh/h)	1162	129	68	2292	149	69
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1223	136	72	2413	157	73
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	3653	1134	93	4115	194	173
Arrive On Green	0.70	0.70	0.05	0.79	0.11	0.11
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	1223	136	72	2413	157	73
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	10.9	3.2	4.7	21.4	10.1	5.0
Cycle Q Clear(g_c), s	10.9	3.2	4.7	21.4	10.1	5.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3653	1134	93	4115	194	173
V/C Ratio(X)	0.33	0.12	0.78	0.59	0.81	0.42
Avail Cap(c_a), veh/h	3653	1134	304	4115	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.59	0.59	1.00	1.00
Uniform Delay (d), s/veh	6.8	5.7	55.8	4.7	51.9	49.6
Incr Delay (d2), s/veh	0.2	0.2	3.1	0.4	7.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	1.0	2.1	4.7	5.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1	5.9	58.8	5.1	59.6	51.3
LnGrp LOS	A	A	E	A	E	D
Approach Vol, veh/h	1359			2485	230	
Approach Delay, s/veh	6.9			6.7	57.0	
Approach LOS	A			A	E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.6	91.0		17.4		101.6
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.0	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	6.7	12.9		12.1		23.4
Green Ext Time (p_c), s	0.0	9.4		0.7		27.5

Intersection Summary		
HCM 6th Ctrl Delay	9.6	
HCM 6th LOS	A	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1082	74	413	2223	105	176	158	238	74	132	30
Future Volume (veh/h)	44	1082	74	413	2223	105	176	158	238	74	132	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	46	1139	78	435	2340	111	185	166	251	78	139	32
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	60	2661	826	423	3063	144	229	337	286	97	476	107
Arrive On Green	0.03	0.51	0.51	0.12	0.60	0.60	0.07	0.18	0.18	0.05	0.16	0.16
Sat Flow, veh/h	1810	5187	1609	3510	5076	239	3510	1900	1610	1810	2927	656
Grp Volume(v), veh/h	46	1139	78	435	1589	862	185	166	251	78	84	87
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1755	1729	1857	1755	1900	1610	1810	1805	1778
Q Serve(g_s), s	4.2	22.7	4.1	20.0	55.9	57.0	8.6	13.1	25.2	7.1	6.8	7.1
Cycle Q Clear(g_c), s	4.2	22.7	4.1	20.0	55.9	57.0	8.6	13.1	25.2	7.1	6.8	7.1
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	60	2661	826	423	2087	1121	229	337	286	97	294	289
V/C Ratio(X)	0.77	0.43	0.09	1.03	0.76	0.77	0.81	0.49	0.88	0.81	0.29	0.30
Avail Cap(c_a), veh/h	218	2661	826	423	2087	1121	423	497	421	218	478	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.6	25.2	20.7	73.0	24.1	24.4	76.6	61.5	66.5	77.7	61.0	61.2
Incr Delay (d2), s/veh	7.3	0.5	0.2	51.3	2.7	5.1	2.5	1.1	13.2	5.8	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	9.2	1.6	11.9	22.1	24.9	3.9	6.4	11.3	3.5	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.9	25.7	20.9	124.3	26.8	29.5	79.1	62.6	79.7	83.5	61.6	61.7
LnGrp LOS	F	C	C	F	C	C	E	E	E	F	E	E
Approach Vol, veh/h		1263			2886			602			249	
Approach Delay, s/veh		27.6			42.3			74.8			68.5	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	92.4	15.8	32.8	10.0	107.4	13.4	35.3
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	10.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	11.0	24.7	10.6	9.1	6.2	59.0	9.1	27.2
Green Ext Time (p_c), s	0.0	9.0	0.2	1.0	0.0	1.4	0.1	1.5

Intersection Summary	
HCM 6th Ctrl Delay	43.8
HCM 6th LOS	D

Notes

* HCM 6th 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)	34	28	65	87	13	74	21	483	137	27	413	23
Future Volume (veh/h)	34	28	65	87	13	74	21	483	137	27	413	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	29	68	92	14	78	22	508	144	28	435	24
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	70	42	99	115	27	153	38	1906	537	44	2399	132
Arrive On Green	0.04	0.08	0.08	0.06	0.11	0.11	0.02	0.69	0.69	0.02	0.69	0.69
Sat Flow, veh/h	1810	502	1177	1810	250	1394	1810	2779	783	1810	3479	191
Grp Volume(v), veh/h	36	0	97	92	0	92	22	329	323	28	225	234
Grp Sat Flow(s),veh/h/ln	1810	0	1678	1810	0	1645	1810	1805	1757	1810	1805	1865
Q Serve(g_s), s	2.5	0.0	7.3	6.5	0.0	6.9	1.6	9.1	9.2	2.0	5.8	5.8
Cycle Q Clear(g_c), s	2.5	0.0	7.3	6.5	0.0	6.9	1.6	9.1	9.2	2.0	5.8	5.8
Prop In Lane	1.00		0.70	1.00		0.85	1.00		0.45	1.00		0.10
Lane Grp Cap(c), veh/h	70	0	141	115	0	180	38	1238	1205	44	1244	1286
V/C Ratio(X)	0.52	0.00	0.69	0.80	0.00	0.51	0.58	0.27	0.27	0.63	0.18	0.18
Avail Cap(c_a), veh/h	278	0	413	278	0	405	278	1238	1205	278	1244	1286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.3	0.0	57.9	60.0	0.0	54.6	63.1	7.8	7.8	62.8	7.2	7.2
Incr Delay (d2), s/veh	2.2	0.0	5.8	4.7	0.0	2.2	5.0	0.5	0.5	5.4	0.3	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	1.2	0.0	3.3	3.1	0.0	2.9	0.8	3.3	3.3	1.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	0.0	63.6	64.7	0.0	56.8	68.1	8.4	8.4	68.3	7.5	7.5
LnGrp LOS	E	A	E	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		133			184			674			487	
Approach Delay, s/veh		63.6			60.8			10.3			11.0	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	95.0	12.3	15.6	6.7	95.4	9.0	18.8
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	4.0	11.2	8.5	9.3	3.6	7.8	4.5	8.9
Green Ext Time (p_c), s	0.0	3.9	0.1	0.5	0.0	2.5	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

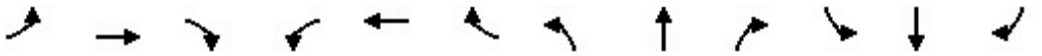
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	91	3	16	248	182	5	0	44	95	0	7
Future Vol, veh/h	7	91	3	16	248	182	5	0	44	95	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	96	3	17	261	192	5	0	46	100	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	453	0	0	99	0	0	507	599	99	527	504	357
Stage 1	-	-	-	-	-	-	112	112	-	391	391	-
Stage 2	-	-	-	-	-	-	395	487	-	136	113	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1118	-	-	1507	-	-	479	418	962	465	473	692
Stage 1	-	-	-	-	-	-	898	807	-	637	611	-
Stage 2	-	-	-	-	-	-	634	554	-	872	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1118	-	-	1507	-	-	468	410	961	436	464	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	410	-	436	464	-
Stage 1	-	-	-	-	-	-	892	801	-	633	604	-
Stage 2	-	-	-	-	-	-	620	548	-	823	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	9.4	15.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	868	1118	-	-	1507	-	-	447
HCM Lane V/C Ratio	0.059	0.007	-	-	0.011	-	-	0.24
HCM Control Delay (s)	9.4	8.2	0	-	7.4	-	-	15.6
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	18	115	14	25	3	146	455	13	33	329	275
Future Volume (veh/h)	94	18	115	14	25	3	146	455	13	33	329	275
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	99	19	121	15	26	3	154	479	14	35	346	289
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	476	67	429	368	505	58	185	1905	56	55	865	711
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.10	0.53	0.53	0.03	0.46	0.46
Sat Flow, veh/h	1403	223	1421	1269	1672	193	1810	3581	105	1810	1882	1545
Grp Volume(v), veh/h	99	0	140	15	0	29	154	241	252	35	332	303
Grp Sat Flow(s),veh/h/ln	1403	0	1644	1269	0	1865	1810	1805	1881	1810	1805	1622
Q Serve(g_s), s	5.7	0.0	6.9	1.0	0.0	1.2	8.9	7.6	7.7	2.0	12.9	13.2
Cycle Q Clear(g_c), s	6.9	0.0	6.9	7.9	0.0	1.2	8.9	7.6	7.7	2.0	12.9	13.2
Prop In Lane	1.00		0.86	1.00		0.10	1.00		0.06	1.00		0.95
Lane Grp Cap(c), veh/h	476	0	496	368	0	563	185	960	1001	55	830	746
V/C Ratio(X)	0.21	0.00	0.28	0.04	0.00	0.05	0.83	0.25	0.25	0.64	0.40	0.41
Avail Cap(c_a), veh/h	476	0	496	368	0	563	341	960	1001	102	830	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	28.7	0.0	28.2	31.2	0.0	26.2	46.7	13.4	13.4	50.8	18.9	19.0
Incr Delay (d2), s/veh	1.0	0.0	1.4	0.0	0.0	0.0	3.7	0.6	0.6	3.6	1.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.9	0.3	0.0	0.5	4.0	3.0	3.1	0.9	5.3	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	29.7	31.3	0.0	26.3	50.3	14.0	14.0	54.4	20.1	20.3
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	C	C
Approach Vol, veh/h		239			44			647			670	
Approach Delay, s/veh		29.7			28.0			22.7			22.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	62.2		36.6	14.9	54.5		36.6				
Change Period (Y+Rc), s	4.0	5.8		4.6	4.0	5.8		4.6				
Max Green Setting (Gmax), s	6.0	54.0		32.0	20.0	40.0		32.0				
Max Q Clear Time (g_c+I1), s	4.0	9.7		8.9	10.9	15.2		9.9				
Green Ext Time (p_c), s	0.0	2.8		1.1	0.1	3.8		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		23.6	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	613	457	0
Future Vol, veh/h	0	10	0	613	457	0
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	0	645	481	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	241	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*910	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %		1		-	-	
Mov Cap-1 Maneuver	-	*910	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	910	-
HCM Lane V/C Ratio	-	0.012	-
HCM Control Delay (s)	-	9	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

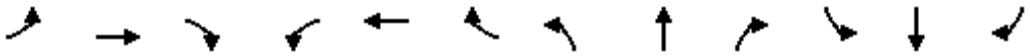
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	71	2	17	41	7	7	0	17	20	0	15
Future Vol, veh/h	2	71	2	17	41	7	7	0	17	20	0	15
Conflicting Peds, #/hr	0	0	3	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	155	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	75	2	18	43	7	7	0	18	21	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	80	0	0	174	169	79	172	167	47
Stage 1	-	-	-	-	-	-	83	83	-	83	83	-
Stage 2	-	-	-	-	-	-	91	86	-	89	84	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1570	-	-	1531	-	-	793	728	987	796	729	1028
Stage 1	-	-	-	-	-	-	930	830	-	930	830	-
Stage 2	-	-	-	-	-	-	921	827	-	923	829	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1570	-	-	1527	-	-	771	716	984	774	717	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-	771	716	-	774	717	-
Stage 1	-	-	-	-	-	-	926	827	-	929	820	-
Stage 2	-	-	-	-	-	-	896	817	-	905	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.9	9.1	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	911	1570	-	-	1527	-	-	866
HCM Lane V/C Ratio	0.028	0.001	-	-	0.012	-	-	0.043
HCM Control Delay (s)	9.1	7.3	-	-	7.4	-	-	9.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	5	8	630	11	25	8	2571	772	61	3205	13
Future Volume (veh/h)	14	5	8	630	11	25	8	2571	772	61	3205	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	15	5	8	664	0	26	8	2678	804	64	3339	14
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	37	37	33	757	0	224	16	3538	1323	80	3811	16
Arrive On Green	0.02	0.02	0.02	0.14	0.00	0.14	0.01	0.68	0.68	0.04	0.71	0.71
Sat Flow, veh/h	1810	1805	1610	5429	0	1607	1810	5187	1610	1810	5332	22
Grp Volume(v), veh/h	15	5	8	664	0	26	8	2678	804	64	2164	1189
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	0	1607	1810	1729	1610	1810	1729	1896
Q Serve(g_s), s	1.5	0.5	0.9	22.3	0.0	2.6	0.8	63.1	33.1	6.5	88.7	89.2
Cycle Q Clear(g_c), s	1.5	0.5	0.9	22.3	0.0	2.6	0.8	63.1	33.1	6.5	88.7	89.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	37	37	33	757	0	224	16	3538	1323	80	2472	1355
V/C Ratio(X)	0.40	0.13	0.24	0.88	0.00	0.12	0.49	0.76	0.61	0.80	0.88	0.88
Avail Cap(c_a), veh/h	341	340	303	1167	0	346	195	3538	1323	389	2472	1355
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	0.00	1.00	0.22	0.22	0.22	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.0	89.5	89.7	78.5	0.0	70.0	91.7	19.4	5.9	88.0	20.2	20.3
Incr Delay (d2), s/veh	6.9	1.6	3.7	3.3	0.0	0.1	1.8	0.3	0.5	6.5	4.7	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.4	10.5	0.0	1.1	0.4	23.4	20.5	3.2	33.3	38.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.9	91.1	93.4	81.8	0.0	70.1	93.5	19.8	6.4	94.6	24.9	28.6
LnGrp LOS	F	F	F	F	A	E	F	B	A	F	C	C
Approach Vol, veh/h		28			690			3490			3417	
Approach Delay, s/veh		94.8			81.4			16.9			27.5	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	139.2		31.7	12.8	133.1		8.4				
Change Period (Y+Rc), s	5.0	6.2		5.8	4.5	6.2		4.6				
Max Green Setting (Gmax), s	20.0	69.5		40.0	40.0	50.0		35.0				
Max Q Clear Time (g_c+I1), s	2.8	91.2		24.3	8.5	65.1		3.5				
Green Ext Time (p_c), s	0.0	0.0		1.3	0.1	0.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		27.7	
HCM 6th 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)	21	0	28	36	0	34	39	3273	36	104	3706	20
Future Volume (veh/h)	21	0	28	36	0	34	39	3273	36	104	3706	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	0	29	38	0	35	41	3409	38	108	3860	21
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	73	0	420	73	0	420	58	2752	31	135	2997	16
Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.26	0.03	0.52	0.52	0.07	0.56	0.56
Sat Flow, veh/h	35	0	1610	36	0	1610	1810	5289	59	1810	5324	29
Grp Volume(v), veh/h	22	0	29	38	0	35	41	2225	1222	108	2505	1376
Grp Sat Flow(s),veh/h/ln	35	0	1610	36	0	1610	1810	1729	1889	1810	1729	1895
Q Serve(g_s), s	0.7	0.0	1.5	0.7	0.0	1.9	2.5	58.8	58.8	6.6	63.6	63.6
Cycle Q Clear(g_c), s	29.5	0.0	1.5	29.5	0.0	1.9	2.5	58.8	58.8	6.6	63.6	63.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	73	0	420	73	0	420	58	1799	983	135	1946	1066
V/C Ratio(X)	0.30	0.00	0.07	0.52	0.00	0.08	0.71	1.24	1.24	0.80	1.29	1.29
Avail Cap(c_a), veh/h	166	0	527	166	0	527	320	1799	983	320	1946	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.61	0.61	0.61	0.28	0.28	0.28
Uniform Delay (d), s/veh	56.3	0.0	31.4	56.4	0.0	31.6	54.2	27.1	27.1	51.5	24.7	24.7
Incr Delay (d2), s/veh	2.3	0.0	0.1	5.6	0.0	0.1	3.6	109.5	114.9	1.2	130.3	132.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	1.2	0.0	0.7	1.2	48.5	54.5	2.9	57.3	63.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	0.0	31.5	62.0	0.0	31.6	57.7	136.6	142.0	52.6	155.0	157.5
LnGrp LOS	E	A	C	E	A	C	E	F	F	D	F	F
Approach Vol, veh/h		51			73			3488			3989	
Approach Delay, s/veh		43.2			47.5			137.6			153.0	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	65.3		34.8	8.1	70.1		34.8
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	20.0	40.0		37.0	20.0	40.0		37.0
Max Q Clear Time (g_c+I1), s	19.6	60.8		31.5	4.5	65.6		31.5
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.1

Intersection Summary		
HCM 6th Ctrl Delay		144.2
HCM 6th LOS		F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	27	39	3299	3751	2
Future Volume (veh/h)	8	27	39	3299	3751	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	28	41	3436	3907	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	15	52	56	4488	4133	1283
Arrive On Green	0.04	0.04	0.03	0.87	0.80	0.80
Sat Flow, veh/h	358	1254	1810	5358	5358	1610
Grp Volume(v), veh/h	37	0	41	3436	3907	2
Grp Sat Flow(s),veh/h/ln	1656	0	1810	1729	1729	1610
Q Serve(g_s), s	2.6	0.0	2.7	31.7	74.4	0.0
Cycle Q Clear(g_c), s	2.6	0.0	2.7	31.7	74.4	0.0
Prop In Lane	0.22	0.76	1.00			1.00
Lane Grp Cap(c), veh/h	68	0	56	4488	4133	1283
V/C Ratio(X)	0.54	0.00	0.73	0.77	0.95	0.00
Avail Cap(c_a), veh/h	469	0	302	4488	4133	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.57	0.57	0.21	0.21
Uniform Delay (d), s/veh	56.4	0.0	57.6	3.2	10.0	2.5
Incr Delay (d2), s/veh	6.5	0.0	3.8	0.7	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.3	2.7	16.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.9	0.0	61.5	4.0	11.5	2.5
LnGrp LOS	E	A	E	A	B	A
Approach Vol, veh/h	37			3477	3909	
Approach Delay, s/veh	62.9			4.6	11.5	
Approach LOS	E			A	B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.2	102.8			111.0	9.0
Change Period (Y+Rc), s	4.5	7.2			7.2	4.0
Max Green Setting (Gmax), s	20.0	50.0			74.5	34.0
Max Q Clear Time (g_c+I1), s	4.7	76.4			33.7	4.6
Green Ext Time (p_c), s	0.0	0.0			38.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2160	27	307	2271	1044	11
Future Volume (veh/h)	2160	27	307	2271	1044	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2274	28	323	2391	1110	0
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	3078	38	384	3793	1484	440
Arrive On Green	0.58	0.58	0.11	0.73	0.27	0.00
Sat Flow, veh/h	5452	65	3510	5358	5429	1610
Grp Volume(v), veh/h	1488	814	323	2391	1110	0
Grp Sat Flow(s),veh/h/ln	1729	1888	1755	1729	1810	1610
Q Serve(g_s), s	40.3	40.5	11.6	29.4	23.9	0.0
Cycle Q Clear(g_c), s	40.3	40.5	11.6	29.4	23.9	0.0
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2015	1101	384	3793	1484	440
V/C Ratio(X)	0.74	0.74	0.84	0.63	0.75	0.00
Avail Cap(c_a), veh/h	2015	1101	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	19.6	55.9	8.6	42.5	0.0
Incr Delay (d2), s/veh	0.6	1.2	1.9	0.8	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	16.2	5.1	8.8	10.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	20.7	57.9	9.4	46.0	0.0
LnGrp LOS	C	C	E	A	D	A
Approach Vol, veh/h	2302			2714	1110	
Approach Delay, s/veh	20.4			15.2	46.0	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	82.2			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	13.6	42.5			31.4	25.9
Green Ext Time (p_c), s	0.4	6.5			30.1	3.1

Intersection Summary		
HCM 6th Ctrl Delay	22.7	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

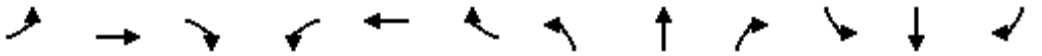
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	52	1270	148	0	2280
Future Vol, veh/h	0	52	1270	148	0	2280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	255	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	53	1296	151	0	2327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	648	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*579	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*579	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	579	-
HCM Lane V/C Ratio	-	-	0.092	-
HCM Control Delay (s)	-	-	11.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	15	13	775	43	114	9	1123	514	246	1964	49
Future Volume (veh/h)	25	15	13	775	43	114	9	1123	514	246	1964	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	16	14	816	45	120	9	1182	541	259	2067	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	33	29	498	314	266	19	1844	1051	282	2369	1035
Arrive On Green	0.02	0.04	0.04	0.14	0.17	0.17	0.01	0.51	0.51	0.16	0.66	0.66
Sat Flow, veh/h	1810	935	818	3510	1900	1610	1810	3610	1610	1810	3610	1577
Grp Volume(v), veh/h	26	0	30	816	45	120	9	1182	541	259	2067	52
Grp Sat Flow(s),veh/h/ln	1810	0	1753	1755	1900	1610	1810	1805	1610	1810	1805	1577
Q Serve(g_s), s	2.0	0.0	2.4	20.0	2.9	9.5	0.7	33.6	24.8	19.9	64.9	1.7
Cycle Q Clear(g_c), s	2.0	0.0	2.4	20.0	2.9	9.5	0.7	33.6	24.8	19.9	64.9	1.7
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	41	0	62	498	314	266	19	1844	1051	282	2369	1035
V/C Ratio(X)	0.63	0.00	0.48	1.64	0.14	0.45	0.47	0.64	0.51	0.92	0.87	0.05
Avail Cap(c_a), veh/h	257	0	435	498	476	403	321	1844	1051	321	2369	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	66.7	60.5	50.3	53.1	69.4	25.1	12.8	58.6	19.5	8.6
Incr Delay (d2), s/veh	5.9	0.0	5.7	296.4	0.2	1.2	6.6	1.7	1.8	26.7	4.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.2	29.2	1.4	4.0	0.4	13.9	9.4	10.9	25.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.2	0.0	72.4	356.9	50.5	54.3	76.0	26.8	14.6	85.3	24.3	8.7
LnGrp LOS	E	A	E	F	D	D	E	C	B	F	C	A
Approach Vol, veh/h		56			981			1732			2378	
Approach Delay, s/veh		73.3			305.9			23.3			30.6	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	98.7	7.2	29.1	26.5	78.2	25.5	10.8
Change Period (Y+Rc), s	4.5	6.2	4.0	5.8	4.5	6.2	5.5	* 5.8
Max Green Setting (Gmax), s	25.0	40.0	20.0	35.3	25.0	40.0	20.0	* 35
Max Q Clear Time (g_c+I1), s	2.7	66.9	4.0	11.5	21.9	35.6	22.0	4.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.1	3.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	81.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2154	285	97	2146	315	145
Future Volume (veh/h)	2154	285	97	2146	315	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2267	300	102	2259	332	153
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	3034	942	127	3596	376	334
Arrive On Green	0.58	0.58	0.07	0.69	0.21	0.21
Sat Flow, veh/h	5358	1610	1810	5358	1810	1610
Grp Volume(v), veh/h	2267	300	102	2259	332	153
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1729	1810	1610
Q Serve(g_s), s	38.3	11.3	6.6	28.2	21.2	9.9
Cycle Q Clear(g_c), s	38.3	11.3	6.6	28.2	21.2	9.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3034	942	127	3596	376	334
V/C Ratio(X)	0.75	0.32	0.80	0.63	0.88	0.46
Avail Cap(c_a), veh/h	3034	942	304	3596	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.65	0.65	1.00	1.00
Uniform Delay (d), s/veh	18.2	12.6	54.5	9.9	45.8	41.3
Incr Delay (d2), s/veh	1.7	0.9	2.9	0.5	7.3	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	18.8	3.9	3.0	8.7	10.3	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.9	13.5	57.3	10.5	53.0	42.3
LnGrp LOS	B	B	E	B	D	D
Approach Vol, veh/h	2567			2361	485	
Approach Delay, s/veh	19.2			12.5	49.6	
Approach LOS	B			B	D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.9	76.8		29.3		89.7
Change Period (Y+Rc), s	4.5	7.2		4.6		7.2
Max Green Setting (Gmax), s	20.3	40.0		43.0		64.5
Max Q Clear Time (g_c+I1), s	8.6	40.3		23.2		30.2
Green Ext Time (p_c), s	0.1	0.0		1.5		22.4

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	2049	177	296	2085	99	182	111	364	86	121	28
Future Volume (veh/h)	44	2049	177	296	2085	99	182	111	364	86	121	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	2157	186	312	2195	104	192	117	383	91	127	29
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	60	2348	728	354	2656	125	236	474	402	111	706	157
Arrive On Green	0.03	0.45	0.45	0.10	0.52	0.52	0.07	0.25	0.25	0.06	0.24	0.24
Sat Flow, veh/h	1810	5187	1608	3510	5070	239	3510	1900	1610	1810	2935	652
Grp Volume(v), veh/h	46	2157	186	312	1493	806	192	117	383	91	77	79
Grp Sat Flow(s),veh/h/ln	1810	1729	1608	1755	1729	1851	1755	1900	1610	1810	1805	1783
Q Serve(g_s), s	4.2	64.7	11.9	14.6	60.1	61.0	9.0	8.2	38.9	8.3	5.6	5.9
Cycle Q Clear(g_c), s	4.2	64.7	11.9	14.6	60.1	61.0	9.0	8.2	38.9	8.3	5.6	5.9
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	60	2348	728	354	1811	970	236	474	402	111	434	429
V/C Ratio(X)	0.77	0.92	0.26	0.88	0.82	0.83	0.81	0.25	0.95	0.82	0.18	0.18
Avail Cap(c_a), veh/h	218	2348	728	423	1811	970	423	497	421	218	478	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	79.6	42.6	28.1	73.6	33.1	33.3	76.4	49.8	61.3	77.0	50.0	50.1
Incr Delay (d2), s/veh	4.2	4.1	0.4	15.1	4.4	8.3	2.4	0.2	29.9	5.6	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	27.3	4.7	7.2	25.0	28.2	4.1	3.9	18.9	4.0	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.8	46.7	28.6	88.7	37.5	41.6	78.8	50.1	91.2	82.6	50.2	50.3
LnGrp LOS	F	D	C	F	D	D	E	D	F	F	D	D
Approach Vol, veh/h		2389			2611			692			247	
Approach Delay, s/veh		46.0			44.9			80.8			62.2	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	82.4	16.2	45.7	10.0	94.2	14.7	47.2
Change Period (Y+Rc), s	5.0	7.2	5.0	* 5.8	4.5	7.2	4.5	5.8
Max Green Setting (Gmax), s	20.0	60.0	20.0	* 44	20.0	60.5	20.0	43.4
Max Q Clear Time (g_c+I1), s	16.6	66.7	11.0	7.9	6.2	63.0	10.3	40.9
Green Ext Time (p_c), s	0.2	0.0	0.2	0.9	0.0	0.0	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Notes

* HCM 6th 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)	33	30	96	170	31	28	24	455	175	87	511	43
Future Volume (veh/h)	33	30	96	170	31	28	24	455	175	87	511	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	34	31	100	177	32	29	25	474	182	91	532	45
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	70	40	130	203	160	145	41	1483	565	114	2089	176
Arrive On Green	0.04	0.10	0.10	0.11	0.18	0.18	0.02	0.58	0.58	0.06	0.62	0.62
Sat Flow, veh/h	1810	394	1272	1810	911	826	1810	2553	973	1810	3363	284
Grp Volume(v), veh/h	34	0	131	177	0	61	25	334	322	91	285	292
Grp Sat Flow(s),veh/h/ln	1810	0	1667	1810	0	1737	1810	1805	1722	1810	1805	1841
Q Serve(g_s), s	2.4	0.0	10.0	12.5	0.0	3.9	1.8	12.4	12.5	6.4	9.2	9.3
Cycle Q Clear(g_c), s	2.4	0.0	10.0	12.5	0.0	3.9	1.8	12.4	12.5	6.4	9.2	9.3
Prop In Lane	1.00		0.76	1.00		0.48	1.00		0.57	1.00		0.15
Lane Grp Cap(c), veh/h	70	0	170	203	0	306	41	1049	1000	114	1121	1144
V/C Ratio(X)	0.49	0.00	0.77	0.87	0.00	0.20	0.60	0.32	0.32	0.80	0.25	0.26
Avail Cap(c_a), veh/h	278	0	410	278	0	427	278	1049	1000	278	1121	1144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.2	0.0	56.9	56.8	0.0	45.7	62.9	14.0	14.0	60.1	11.1	11.1
Incr Delay (d2), s/veh	2.0	0.0	7.1	15.6	0.0	0.3	5.2	0.8	0.9	4.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.5	6.6	0.0	1.7	0.9	5.0	4.8	3.0	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	0.0	64.0	72.4	0.0	46.1	68.1	14.8	14.9	64.8	11.6	11.6
LnGrp LOS	E	A	E	E	A	D	E	B	B	E	B	B
Approach Vol, veh/h		165			238			681			668	
Approach Delay, s/veh		63.8			65.6			16.8			18.9	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	81.3	18.6	17.9	7.0	86.5	9.0	27.5
Change Period (Y+Rc), s	4.0	5.8	4.0	4.6	4.0	5.8	4.0	4.6
Max Green Setting (Gmax), s	20.0	40.0	20.0	32.0	20.0	40.0	20.0	32.0
Max Q Clear Time (g_c+I1), s	8.4	14.5	14.5	12.0	3.8	11.3	4.4	5.9
Green Ext Time (p_c), s	0.1	3.8	0.1	0.6	0.0	3.3	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

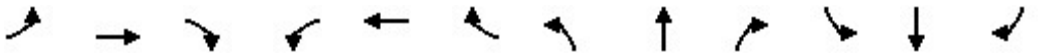
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	350	8	42	159	54	2	0	22	95	0	11
Future Vol, veh/h	12	350	8	42	159	54	2	0	22	95	0	11
Conflicting Peds, #/hr	0	0	0	0	0	3	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	368	8	44	167	57	2	0	23	100	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	227	0	0	376	0	0	688	713	373	698	689	199
Stage 1	-	-	-	-	-	-	398	398	-	287	287	-
Stage 2	-	-	-	-	-	-	290	315	-	411	402	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1353	-	-	1194	-	-	363	360	678	358	371	847
Stage 1	-	-	-	-	-	-	632	606	-	725	678	-
Stage 2	-	-	-	-	-	-	722	659	-	622	604	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1349	-	-	1194	-	-	345	342	677	332	352	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	342	-	332	352	-
Stage 1	-	-	-	-	-	-	624	599	-	714	651	-
Stage 2	-	-	-	-	-	-	686	633	-	593	597	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1.3	11	19.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	627	1349	-	-	1194	-	-	354
HCM Lane V/C Ratio	0.04	0.009	-	-	0.037	-	-	0.315
HCM Control Delay (s)	11	7.7	0	-	8.1	-	-	19.8
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	1.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	60	218	30	23	8	75	442	137	67	368	158
Future Volume (veh/h)	191	60	218	30	23	8	75	442	137	67	368	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	63	229	32	24	8	79	465	144	71	387	166
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	848	203	737	591	771	257	315	1009	310	92	569	241
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.17	0.37	0.37	0.05	0.23	0.23
Sat Flow, veh/h	1398	359	1303	1103	1363	454	1810	2719	836	1810	2469	1045
Grp Volume(v), veh/h	201	0	292	32	0	32	79	308	301	71	281	272
Grp Sat Flow(s),veh/h/ln	1398	0	1662	1103	0	1818	1810	1805	1750	1810	1805	1709
Q Serve(g_s), s	7.8	0.0	9.7	1.7	0.0	0.8	4.0	13.6	13.7	4.1	14.9	15.3
Cycle Q Clear(g_c), s	8.6	0.0	9.7	11.4	0.0	0.8	4.0	13.6	13.7	4.1	14.9	15.3
Prop In Lane	1.00		0.78	1.00		0.25	1.00		0.48	1.00		0.61
Lane Grp Cap(c), veh/h	848	0	940	591	0	1028	315	670	649	92	416	394
V/C Ratio(X)	0.24	0.00	0.31	0.05	0.00	0.03	0.25	0.46	0.46	0.78	0.68	0.69
Avail Cap(c_a), veh/h	848	0	940	591	0	1028	315	670	649	121	416	394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	12.0	0.0	12.0	15.0	0.0	10.1	37.5	25.0	25.1	49.3	36.8	37.0
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.2	0.0	0.1	0.2	2.3	2.4	12.4	7.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	3.8	0.4	0.0	0.3	1.7	5.9	5.8	2.1	7.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	12.9	15.2	0.0	10.1	37.6	27.3	27.5	61.6	44.1	45.0
LnGrp LOS	B	A	B	B	A	B	D	C	C	E	D	D
Approach Vol, veh/h		493			64			688			624	
Approach Delay, s/veh		12.8			12.7			28.6			46.5	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	44.9		64.0	24.2	30.0		64.0				
Change Period (Y+Rc), s	4.0	5.8		4.6	5.8	* 5.8		4.6				
Max Green Setting (Gmax), s	7.0	24.2		59.4	7.0	* 24		59.4				
Max Q Clear Time (g_c+I1), s	6.1	15.7		11.7	6.0	17.3		13.4				
Green Ext Time (p_c), s	0.0	2.2		2.8	0.0	1.7		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		29.8
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	653	616	0
Future Vol, veh/h	0	5	0	653	616	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	5	0	680	642	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	321	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	*852	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %		1		-	-	
Mov Cap-1 Maneuver	-	*852	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	852	-
HCM Lane V/C Ratio	-	0.006	-
HCM Control Delay (s)	-	9.3	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	121	4	22	52	18	8	0	16	10	0	7
Future Vol, veh/h	5	121	4	22	52	18	8	0	16	10	0	7
Conflicting Peds, #/hr	0	0	4	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	155	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	126	4	23	54	19	8	0	17	10	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	134	0	0	255	261	132	257	254	64
Stage 1	-	-	-	-	-	-	142	142	-	110	110	-
Stage 2	-	-	-	-	-	-	113	119	-	147	144	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1540	-	-	1463	-	-	702	647	923	700	653	1006
Stage 1	-	-	-	-	-	-	866	783	-	900	808	-
Stage 2	-	-	-	-	-	-	897	801	-	860	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1457	-	-	684	632	919	678	638	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	684	632	-	678	638	-
Stage 1	-	-	-	-	-	-	860	778	-	897	795	-
Stage 2	-	-	-	-	-	-	876	788	-	842	777	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.8	9.5	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	825	1540	-	-	1457	-	-	783
HCM Lane V/C Ratio	0.03	0.003	-	-	0.016	-	-	0.023
HCM Control Delay (s)	9.5	7.3	-	-	7.5	-	-	9.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1	38	76	2	69	25	3968	41	17	1834	17
Future Volume (veh/h)	24	1	38	76	2	69	25	3968	41	17	1834	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1	41	82	2	74	27	4267	44	18	1972	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	1	458	55	1	458	43	3026	31	33	3001	27
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.57	0.57	0.02	0.57	0.57
Sat Flow, veh/h	1	4	1610	1	3	1610	1810	5294	54	1810	5301	48
Grp Volume(v), veh/h	27	0	41	84	0	74	27	2782	1529	18	1286	704
Grp Sat Flow(s),veh/h/ln	5	0	1610	3	0	1610	1810	1729	1890	1810	1729	1891
Q Serve(g_s), s	0.0	0.0	2.4	0.0	0.0	4.5	1.9	74.3	74.3	1.3	33.4	33.4
Cycle Q Clear(g_c), s	37.0	0.0	2.4	37.0	0.0	4.5	1.9	74.3	74.3	1.3	33.4	33.4
Prop In Lane	0.96		1.00	0.98		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	56	0	458	56	0	458	43	1977	1081	33	1957	1071
V/C Ratio(X)	0.49	0.00	0.09	1.51	0.00	0.16	0.62	1.41	1.41	0.54	0.66	0.66
Avail Cap(c_a), veh/h	56	0	458	56	0	458	85	1977	1081	70	1957	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.38	0.38	0.38	0.90	0.90	0.90
Uniform Delay (d), s/veh	63.5	0.0	34.1	64.5	0.0	34.9	62.9	27.8	27.8	63.3	19.5	19.5
Incr Delay (d2), s/veh	6.4	0.0	0.1	302.4	0.0	0.2	2.1	184.6	188.8	4.5	1.6	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.0	6.5	0.0	1.8	0.9	77.6	86.1	0.6	12.6	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	0.0	34.2	366.9	0.0	35.0	64.9	212.4	216.6	67.8	21.1	22.3
LnGrp LOS	E	A	C	F	A	D	E	F	F	E	C	C
Approach Vol, veh/h		68			158			4338			2008	
Approach Delay, s/veh		48.4			211.5			213.0			21.9	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	81.5		41.6	7.6	80.8		41.6
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	5.0	71.7		37.0	6.1	70.6		37.0
Max Q Clear Time (g_c+I1), s	3.3	76.3		39.0	3.9	35.4		39.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	17.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay	152.9	
HCM 6th LOS	F	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1066	27	114	2360	1838	10
Future Volume (veh/h)	1066	27	114	2360	1838	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1159	29	124	2565	2008	0
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	2112	53	178	2585	2117	628
Arrive On Green	0.41	0.41	0.05	0.50	0.39	0.00
Sat Flow, veh/h	5375	130	3510	5358	5429	1610
Grp Volume(v), veh/h	770	418	124	2565	2008	0
Grp Sat Flow(s),veh/h/ln	1729	1877	1755	1729	1810	1610
Q Serve(g_s), s	20.4	20.4	4.2	58.9	43.0	0.0
Cycle Q Clear(g_c), s	20.4	20.4	4.2	58.9	43.0	0.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1403	762	178	2585	2117	628
V/C Ratio(X)	0.55	0.55	0.69	0.99	0.95	0.00
Avail Cap(c_a), veh/h	1403	762	234	2585	2117	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.3	27.3	56.0	29.9	35.4	0.0
Incr Delay (d2), s/veh	1.3	2.4	3.0	16.0	10.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	9.1	1.9	25.7	19.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.6	29.7	59.1	45.9	46.1	0.0
LnGrp LOS	C	C	E	D	D	A
Approach Vol, veh/h	1188			2689	2008	
Approach Delay, s/veh	29.0			46.5	46.1	
Approach LOS	C			D	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.1	55.9			67.0	53.0
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	8.3	46.8			59.8	46.8
Max Q Clear Time (g_c+I1), s	10.2	22.4			60.9	45.0
Green Ext Time (p_c), s	0.0	7.6			0.0	1.4

Intersection Summary		
HCM 6th Ctrl Delay	42.8	
HCM 6th 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)	21	0	27	34	0	32	39	3118	34	99	3531	19
Future Volume (veh/h)	21	0	27	34	0	32	39	3118	34	99	3531	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	0	28	35	0	33	41	3248	35	103	3678	20
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	64	0	386	64	0	386	54	3095	33	90	3222	17
Arrive On Green	0.24	0.00	0.24	0.24	0.00	0.24	0.03	0.58	0.58	0.05	0.61	0.61
Sat Flow, veh/h	37	0	1610	37	0	1610	1810	5291	57	1810	5324	29
Grp Volume(v), veh/h	22	0	28	35	0	33	41	2119	1164	103	2387	1311
Grp Sat Flow(s),veh/h/ln	37	0	1610	37	0	1610	1810	1729	1890	1810	1729	1895
Q Serve(g_s), s	0.8	0.0	1.7	0.8	0.0	2.1	2.9	76.0	76.0	6.5	78.7	78.7
Cycle Q Clear(g_c), s	31.2	0.0	1.7	31.2	0.0	2.1	2.9	76.0	76.0	6.5	78.7	78.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	64	0	386	64	0	386	54	2023	1105	90	2093	1147
V/C Ratio(X)	0.34	0.00	0.07	0.55	0.00	0.09	0.76	1.05	1.05	1.14	1.14	1.14
Avail Cap(c_a), veh/h	127	0	458	127	0	458	70	2023	1105	90	2093	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.43	0.43	0.43
Uniform Delay (d), s/veh	64.8	0.0	38.2	64.9	0.0	38.4	62.6	27.0	27.0	61.8	25.7	25.7
Incr Delay (d2), s/veh	3.1	0.0	0.1	7.0	0.0	0.1	15.2	30.5	37.5	104.3	66.1	69.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	1.3	0.0	0.8	1.5	35.9	41.4	5.5	47.0	52.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	0.0	38.3	71.9	0.0	38.5	77.8	57.5	64.5	166.1	91.7	95.3
LnGrp LOS	E	A	D	E	A	D	E	F	F	F	F	F
Approach Vol, veh/h		50			68			3324			3801	
Approach Delay, s/veh		51.4			55.7			60.2			95.0	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	82.4		36.6	8.4	85.1		36.6
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6
Max Green Setting (Gmax), s	6.5	70.2		37.0	5.0	71.7		37.0
Max Q Clear Time (g_c+I1), s	13.5	78.0		33.2	4.9	80.7		33.2
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	78.3
HCM 6th LOS	E

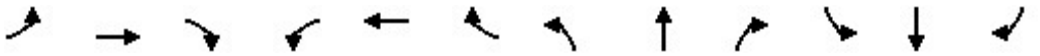
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2059	26	293	2164	1028	10
Future Volume (veh/h)	2059	26	293	2164	1028	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2263	29	322	2378	1140	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	3078	39	383	3793	1484	440
Arrive On Green	0.58	0.58	0.11	0.73	0.27	0.00
Sat Flow, veh/h	5449	68	3510	5358	5429	1610
Grp Volume(v), veh/h	1482	810	322	2378	1140	0
Grp Sat Flow(s),veh/h/ln	1729	1888	1755	1729	1810	1610
Q Serve(g_s), s	40.0	40.1	11.5	29.1	24.7	0.0
Cycle Q Clear(g_c), s	40.0	40.1	11.5	29.1	24.7	0.0
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2016	1101	383	3793	1484	440
V/C Ratio(X)	0.73	0.74	0.84	0.63	0.77	0.00
Avail Cap(c_a), veh/h	2016	1101	686	3793	1484	440
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	1.00	0.00
Uniform Delay (d), s/veh	19.5	19.5	55.9	8.5	42.8	0.0
Incr Delay (d2), s/veh	0.8	1.5	1.9	0.8	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	16.2	5.0	8.7	11.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	21.0	57.9	9.3	46.6	0.0
LnGrp LOS	C	C	E	A	D	A
Approach Vol, veh/h	2292			2700	1140	
Approach Delay, s/veh	20.6			15.1	46.6	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	82.2			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	13.5	42.1			31.1	26.7
Green Ext Time (p_c), s	0.4	6.7			30.0	3.0

Intersection Summary		
HCM 6th Ctrl Delay	23.0	
HCM 6th 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)	25	1	38	80	2	72	26	4164	43	17	1846	17
Future Volume (veh/h)	25	1	38	80	2	72	26	4164	43	17	1846	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1	40	84	2	76	27	4383	45	18	1943	18
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	54	1	458	55	1	458	43	3026	31	33	3000	28
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.57	0.57	0.02	0.57	0.57
Sat Flow, veh/h	0	4	1610	0	2	1610	1810	5294	54	1810	5300	49
Grp Volume(v), veh/h	27	0	40	86	0	76	27	2858	1570	18	1267	694
Grp Sat Flow(s),veh/h/ln	4	0	1610	3	0	1610	1810	1729	1890	1810	1729	1891
Q Serve(g_s), s	0.0	0.0	2.4	0.0	0.0	4.6	1.9	74.3	74.3	1.3	32.6	32.7
Cycle Q Clear(g_c), s	37.0	0.0	2.4	37.0	0.0	4.6	1.9	74.3	74.3	1.3	32.6	32.7
Prop In Lane	0.96		1.00	0.98		1.00	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	56	0	458	56	0	458	43	1977	1081	33	1957	1071
V/C Ratio(X)	0.49	0.00	0.09	1.55	0.00	0.17	0.62	1.45	1.45	0.54	0.65	0.65
Avail Cap(c_a), veh/h	56	0	458	56	0	458	85	1977	1081	70	1957	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.34	0.34	0.34	0.88	0.88	0.88
Uniform Delay (d), s/veh	63.5	0.0	34.1	64.5	0.0	34.9	62.9	27.8	27.8	63.3	19.3	19.3
Incr Delay (d2), s/veh	6.4	0.0	0.1	317.3	0.0	0.2	1.9	201.6	205.7	4.4	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.0	6.8	0.0	1.9	0.9	82.3	91.2	0.6	12.3	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	0.0	34.2	381.9	0.0	35.1	64.7	229.4	233.6	67.7	20.8	22.0
LnGrp LOS	E	A	C	F	A	D	E	F	F	E	C	C
Approach Vol, veh/h		67			162			4455			1979	
Approach Delay, s/veh		48.6			219.2			229.9			21.6	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	81.5		41.6	7.6	80.8		41.6				
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6				
Max Green Setting (Gmax), s	5.0	71.7		37.0	6.1	70.6		37.0				
Max Q Clear Time (g_c+I1), s	3.3	76.3		39.0	3.9	34.7		39.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	17.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			166.0									
HCM 6th LOS			F									

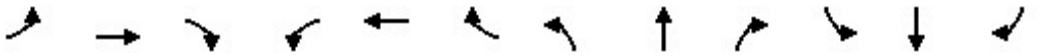
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1119	28	120	2476	1929	11
Future Volume (veh/h)	1119	28	120	2476	1929	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1178	29	126	2606	2042	0
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	2132	52	177	2586	2163	642
Arrive On Green	0.41	0.41	0.05	0.50	0.40	0.00
Sat Flow, veh/h	5378	128	3510	5358	5429	1610
Grp Volume(v), veh/h	782	425	126	2606	2042	0
Grp Sat Flow(s),veh/h/ln	1729	1877	1755	1729	1810	1610
Q Serve(g_s), s	22.4	22.5	4.6	64.8	47.2	0.0
Cycle Q Clear(g_c), s	22.4	22.5	4.6	64.8	47.2	0.0
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1416	769	177	2586	2163	642
V/C Ratio(X)	0.55	0.55	0.71	1.01	0.94	0.00
Avail Cap(c_a), veh/h	1416	769	243	2586	2163	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.3	29.3	60.8	32.6	37.7	0.0
Incr Delay (d2), s/veh	1.3	2.5	2.8	19.6	10.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	10.2	2.1	29.3	21.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.6	31.8	63.6	52.2	47.7	0.0
LnGrp LOS	C	C	E	F	D	A
Approach Vol, veh/h	1207			2732	2042	
Approach Delay, s/veh	31.0			52.8	47.7	
Approach LOS	C			D	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.6	60.4				72.0	58.0
Change Period (Y+Rc), s	5.0	7.2				7.2	6.2
Max Green Setting (Gmax), s	6.6	50.8				64.8	51.8
Max Q Clear Time (g_c+I1), s	6.6	24.5				66.8	49.2
Green Ext Time (p_c), s	0.0	8.0				0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th 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)	21	0	28	36	0	34	39	3273	36	104	3706	20
Future Volume (veh/h)	21	0	28	36	0	34	39	3273	36	104	3706	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	0	29	38	0	35	41	3409	38	108	3860	21
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	64	0	402	65	0	402	54	3042	34	90	3170	17
Arrive On Green	0.25	0.00	0.25	0.25	0.00	0.25	0.03	0.58	0.58	0.05	0.60	0.60
Sat Flow, veh/h	37	0	1610	37	0	1610	1810	5289	59	1810	5324	29
Grp Volume(v), veh/h	22	0	29	38	0	35	41	2225	1222	108	2505	1376
Grp Sat Flow(s),veh/h/ln	37	0	1610	37	0	1610	1810	1729	1889	1810	1729	1895
Q Serve(g_s), s	0.8	0.0	1.8	0.8	0.0	2.2	2.9	74.8	74.8	6.5	77.4	77.4
Cycle Q Clear(g_c), s	32.4	0.0	1.8	32.4	0.0	2.2	2.9	74.8	74.8	6.5	77.4	77.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	64	0	402	65	0	402	54	1989	1087	90	2059	1128
V/C Ratio(X)	0.34	0.00	0.07	0.59	0.00	0.09	0.76	1.12	1.12	1.19	1.22	1.22
Avail Cap(c_a), veh/h	114	0	458	114	0	458	70	1989	1087	90	2059	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.61	0.61	0.61	0.28	0.28	0.28
Uniform Delay (d), s/veh	64.8	0.0	37.3	64.9	0.0	37.4	62.6	27.6	27.6	61.8	26.3	26.3
Incr Delay (d2), s/veh	3.1	0.0	0.1	8.3	0.0	0.1	14.1	58.1	64.1	113.5	98.8	101.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	1.4	0.0	0.9	1.5	43.1	49.0	5.8	55.8	62.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	0.0	37.4	73.2	0.0	37.5	76.8	85.7	91.7	175.3	125.1	127.6
LnGrp LOS	E	A	D	E	A	D	E	F	F	F	F	F
Approach Vol, veh/h		51			73			3488			3989	
Approach Delay, s/veh		50.5			56.1			87.7			127.3	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	81.1		37.9	8.4	83.8		37.9				
Change Period (Y+Rc), s	4.5	7.2		4.6	4.5	7.2		4.6				
Max Green Setting (Gmax), s	6.5	70.2		37.0	5.0	71.7		37.0				
Max Q Clear Time (g_c+I1), s	8.5	76.8		34.4	4.9	79.4		34.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			107.9									
HCM 6th LOS			F									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2160	27	307	2271	1044	11
Future Volume (veh/h)	2160	27	307	2271	1044	11
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2274	28	323	2391	1110	0
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	3078	38	384	3793	1484	440
Arrive On Green	0.58	0.58	0.11	0.73	0.27	0.00
Sat Flow, veh/h	5452	65	3510	5358	5429	1610
Grp Volume(v), veh/h	1488	814	323	2391	1110	0
Grp Sat Flow(s),veh/h/ln	1729	1888	1755	1729	1810	1610
Q Serve(g_s), s	40.3	40.5	11.6	29.4	23.9	0.0
Cycle Q Clear(g_c), s	40.3	40.5	11.6	29.4	23.9	0.0
Prop In Lane		0.03	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2015	1101	384	3793	1484	440
V/C Ratio(X)	0.74	0.74	0.84	0.63	0.75	0.00
Avail Cap(c_a), veh/h	2015	1101	686	3793	1484	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	19.6	55.9	8.6	42.5	0.0
Incr Delay (d2), s/veh	0.6	1.2	1.9	0.8	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	16.2	5.1	8.8	10.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	20.7	57.9	9.4	46.0	0.0
LnGrp LOS	C	C	E	A	D	A
Approach Vol, veh/h	2302			2714	1110	
Approach Delay, s/veh	20.4			15.2	46.0	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	19.0	82.2			101.2	41.2
Change Period (Y+Rc), s	5.0	7.2			7.2	6.2
Max Green Setting (Gmax), s	25.0	50.0			80.0	35.0
Max Q Clear Time (g_c+I1), s	13.6	42.5			31.4	25.9
Green Ext Time (p_c), s	0.4	6.5			30.1	3.1

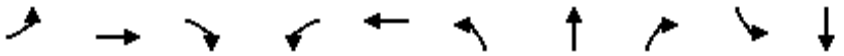
Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

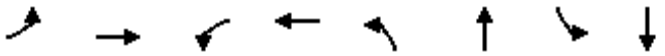
APPENDIX E

QUEUING ANALYSIS WORKSHEETS



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	40	1152	80	396	2359	182	161	245	70	166
v/c Ratio	0.45	0.42	0.09	0.77	0.71	0.66	0.73	0.60	0.60	0.42
Control Delay	91.8	25.0	5.2	78.6	22.6	86.0	88.3	13.3	95.1	64.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.8	25.0	5.2	78.6	22.6	86.0	88.3	13.3	95.1	64.5
Queue Length 50th (ft)	43	269	1	215	600	101	171	0	75	81
Queue Length 95th (ft)	85	369	35	270	822	142	246	85	130	117
Internal Link Dist (ft)		570			518		546			355
Turn Bay Length (ft)	185			300		185			155	
Base Capacity (vph)	217	2775	888	515	3341	422	497	603	217	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.42	0.09	0.77	0.71	0.43	0.32	0.41	0.32	0.18

Intersection Summary



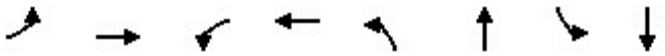
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	104	101	96	24	694	27	449
v/c Ratio	0.38	0.58	0.63	0.37	0.27	0.29	0.30	0.18
Control Delay	69.4	34.4	73.5	18.4	66.8	9.9	67.3	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.4	34.4	73.5	18.4	66.8	9.9	67.3	9.2
Queue Length 50th (ft)	32	26	84	11	20	115	22	71
Queue Length 95th (ft)	66	74	132	55	47	182	51	116
Internal Link Dist (ft)		345		360		1659		228
Turn Bay Length (ft)	95		65		150		150	
Base Capacity (vph)	276	468	276	463	276	2371	276	2444
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.22	0.37	0.21	0.09	0.29	0.10	0.18

Intersection Summary

Queuing and Blocking Report

Intersection: 10: Project Dwy 1/Internal Dwy & Plaza Dwy 2

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	14	30	79	56	72
Average Queue (ft)	1	1	17	23	36
95th Queue (ft)	7	10	58	48	64
Link Distance (ft)	468		157	153	57
Upstream Blk Time (%)					1
Queuing Penalty (veh)					0
Storage Bay Dist (ft)		55			
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	103	146	13	30	156	501	37	599
v/c Ratio	0.23	0.24	0.03	0.05	0.68	0.27	0.32	0.39
Control Delay	28.5	7.5	25.6	23.7	58.9	15.7	54.4	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	7.5	25.6	23.7	58.9	15.7	54.4	12.9
Queue Length 50th (ft)	51	9	6	13	103	103	25	77
Queue Length 95th (ft)	94	52	20	34	161	144	57	131
Internal Link Dist (ft)		165		156		213		546
Turn Bay Length (ft)	60		100		150		150	
Base Capacity (vph)	445	611	378	596	339	1862	339	1555
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.24	0.03	0.05	0.46	0.27	0.11	0.39

Intersection Summary

Queuing and Blocking Report

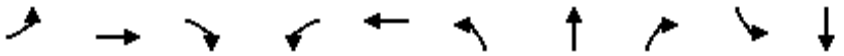
Intersection: 12: Mission Grove Pkwy & Project Dwy 2

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	9
95th Queue (ft)	30
Link Distance (ft)	179
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 13: Bayou Ln/Project Dwy 3 & Mission Village Dr

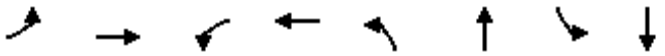
Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	56	29
Average Queue (ft)	22	20
95th Queue (ft)	49	41
Link Distance (ft)	146	133
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	44	2144	187	311	2269	191	120	381	90	157
v/c Ratio	0.48	0.73	0.20	0.78	0.69	0.68	0.57	0.86	0.66	0.39
Control Delay	92.5	30.9	12.0	84.8	23.3	86.0	79.3	34.3	95.9	61.7
Queue Delay	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.5	38.8	12.0	84.8	23.3	86.0	79.3	34.3	95.9	61.7
Queue Length 50th (ft)	47	595	46	172	545	106	128	89	97	76
Queue Length 95th (ft)	93	#902	124	220	850	147	183	209	158	105
Internal Link Dist (ft)		570			518		546			355
Turn Bay Length (ft)	185			300		185			155	
Base Capacity (vph)	217	2923	934	442	3305	422	497	644	217	942
Starvation Cap Reductn	0	755	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.99	0.20	0.70	0.69	0.45	0.24	0.59	0.41	0.17

Intersection Summary

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



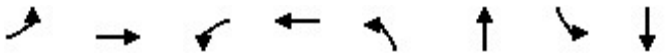
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	123	169	58	24	625	88	550
v/c Ratio	0.34	0.62	0.77	0.19	0.27	0.31	0.59	0.24
Control Delay	68.4	31.0	77.1	28.8	66.8	14.3	73.3	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	31.0	77.1	28.8	66.8	14.3	73.3	11.4
Queue Length 50th (ft)	28	22	140	23	20	121	73	100
Queue Length 95th (ft)	62	83	213	61	49	204	126	165
Internal Link Dist (ft)		345		360		1659		228
Turn Bay Length (ft)	95		65		150		150	
Base Capacity (vph)	276	479	276	450	276	2037	276	2314
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.26	0.61	0.13	0.09	0.31	0.32	0.24

Intersection Summary

Queuing and Blocking Report

Intersection: 10: Project Dwy 1/Internal Dwy & Plaza Dwy 2

Movement	EB	B115	B115	WB	WB	NB	SB
Directions Served	LTR	T		L	TR	LTR	LTR
Maximum Queue (ft)	109	32	43	52	57	71	72
Average Queue (ft)	37	2	2	14	9	22	45
95th Queue (ft)	95	12	15	41	34	58	74
Link Distance (ft)	468	200	200		157	153	57
Upstream Blk Time (%)							6
Queuing Penalty (veh)							0
Storage Bay Dist (ft)				55			
Storage Blk Time (%)				0	0		
Queuing Penalty (veh)				0	0		



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	287	32	33	77	599	70	547
v/c Ratio	0.26	0.29	0.06	0.03	0.65	0.63	0.59	0.58
Control Delay	13.3	3.8	11.2	8.6	70.2	34.6	65.6	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	3.8	11.2	8.6	70.2	34.6	65.6	31.6
Queue Length 50th (ft)	64	18	9	7	49	172	44	145
Queue Length 95th (ft)	107	57	24	21	#113	233	#100	202
Internal Link Dist (ft)		165		156		213		546
Turn Bay Length (ft)	60		100		150		150	
Base Capacity (vph)	760	1002	558	991	126	947	126	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.29	0.06	0.03	0.61	0.63	0.56	0.58

Intersection Summary

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

Queuing and Blocking Report

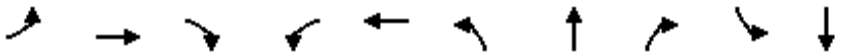
Intersection: 12: Mission Grove Pkwy & Project Dwy 2

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	30	51
Average Queue (ft)	3	1
95th Queue (ft)	16	15
Link Distance (ft)	179	252
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

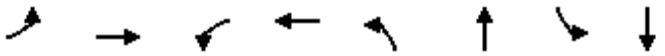
Intersection: 13: Bayou Ln/Project Dwy 3 & Mission Village Dr

Movement	WB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	30	54	30
Average Queue (ft)	2	13	15
95th Queue (ft)	13	39	38
Link Distance (ft)		146	133
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	155		
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	46	1139	78	435	2451	185	166	251	78	171
v/c Ratio	0.49	0.44	0.09	0.73	0.75	0.67	0.73	0.61	0.62	0.41
Control Delay	93.0	28.0	5.4	73.0	25.1	86.1	88.2	13.2	95.5	63.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	28.0	5.4	73.0	25.1	86.1	88.2	13.2	95.5	63.6
Queue Length 50th (ft)	50	280	0	235	664	102	177	0	84	83
Queue Length 95th (ft)	95	379	34	293	914	143	253	85	141	118
Internal Link Dist (ft)		570			518		546			355
Turn Bay Length (ft)	185			300		185			155	
Base Capacity (vph)	217	2615	841	596	3283	422	497	607	217	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.44	0.09	0.73	0.75	0.44	0.33	0.41	0.36	0.18

Intersection Summary



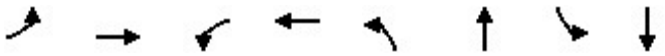
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	97	92	92	22	652	28	459
v/c Ratio	0.36	0.57	0.61	0.34	0.26	0.27	0.30	0.19
Control Delay	68.9	34.3	73.3	18.3	66.4	9.3	67.6	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	34.3	73.3	18.3	66.4	9.3	67.6	8.8
Queue Length 50th (ft)	30	24	76	11	18	104	23	70
Queue Length 95th (ft)	66	79	131	62	47	178	56	124
Internal Link Dist (ft)		345		360		1659		228
Turn Bay Length (ft)	95		65		150		150	
Base Capacity (vph)	276	464	276	461	276	2392	276	2469
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.21	0.33	0.20	0.08	0.27	0.10	0.19

Intersection Summary

Queuing and Blocking Report

Intersection: 10: Project Dwy 1/Internal Dwy & Plaza Dwy 2

Movement	EB	B115	WB	WB	NB	SB
Directions Served	LTR	T	L	TR	LTR	LTR
Maximum Queue (ft)	38	30	30	144	52	72
Average Queue (ft)	2	1	1	15	24	38
95th Queue (ft)	15	10	10	66	44	66
Link Distance (ft)	468	200		157	153	57
Upstream Blk Time (%)				0		2
Queuing Penalty (veh)				0		0
Storage Bay Dist (ft)			55			
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	99	140	15	29	154	493	35	635
v/c Ratio	0.24	0.24	0.04	0.05	0.68	0.25	0.36	0.40
Control Delay	29.9	8.1	26.9	24.8	58.9	13.8	59.5	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	8.1	26.9	24.8	58.9	13.8	59.5	14.0
Queue Length 50th (ft)	51	9	7	13	102	96	23	92
Queue Length 95th (ft)	95	54	23	35	162	130	57	152
Internal Link Dist (ft)		165		156		213		546
Turn Bay Length (ft)	60		100		150		150	
Base Capacity (vph)	421	581	361	564	339	1960	101	1601
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.04	0.05	0.45	0.25	0.35	0.40

Intersection Summary

Queuing and Blocking Report

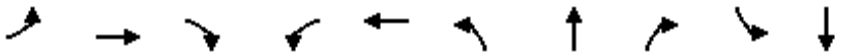
Intersection: 12: Mission Grove Pkwy & Project Dwy 2

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	179
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 13: Bayou Ln/Project Dwy 3 & Mission Village Dr

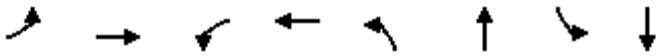
Movement	WB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	30	55	56
Average Queue (ft)	2	15	20
95th Queue (ft)	13	44	46
Link Distance (ft)		146	133
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	155		
Storage Blk Time (%)			
Queuing Penalty (veh)			



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	46	2157	186	312	2299	192	117	383	91	156
v/c Ratio	0.49	0.74	0.20	0.78	0.70	0.68	0.56	0.86	0.66	0.39
Control Delay	93.0	31.3	12.1	84.6	23.9	85.9	78.4	35.1	95.9	62.4
Queue Delay	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	40.1	12.1	84.6	23.9	85.9	78.4	35.1	95.9	62.4
Queue Length 50th (ft)	50	603	47	172	561	106	125	92	98	76
Queue Length 95th (ft)	95	#950	124	221	878	148	178	212	159	105
Internal Link Dist (ft)		570			518		546			355
Turn Bay Length (ft)	185			300		185			155	
Base Capacity (vph)	217	2915	932	443	3292	422	497	644	217	942
Starvation Cap Reductn	0	746	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.99	0.20	0.70	0.70	0.45	0.24	0.59	0.42	0.17

Intersection Summary

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



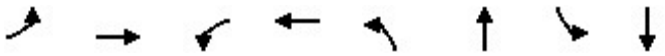
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	131	177	61	25	656	91	577
v/c Ratio	0.35	0.64	0.78	0.19	0.28	0.33	0.60	0.25
Control Delay	68.5	31.7	77.9	28.7	67.1	15.0	73.3	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.5	31.7	77.9	28.7	67.1	15.0	73.3	11.8
Queue Length 50th (ft)	28	26	146	24	21	133	76	108
Queue Length 95th (ft)	63	89	223	63	51	218	129	176
Internal Link Dist (ft)		345		360		1659		228
Turn Bay Length (ft)	95		65		150		150	
Base Capacity (vph)	276	484	276	452	276	2013	276	2295
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.27	0.64	0.13	0.09	0.33	0.33	0.25

Intersection Summary

Queuing and Blocking Report

Intersection: 10: Project Dwy 1/Internal Dwy & Plaza Dwy 2

Movement	EB	B115	B115	WB	WB	NB	SB
Directions Served	LTR	T		L	TR	LTR	LTR
Maximum Queue (ft)	276	40	18	53	115	29	72
Average Queue (ft)	86	2	1	15	10	13	51
95th Queue (ft)	217	14	6	42	54	36	83
Link Distance (ft)	468	200	200		157	153	57
Upstream Blk Time (%)							13
Queuing Penalty (veh)							0
Storage Bay Dist (ft)				55			
Storage Blk Time (%)				0	0		
Queuing Penalty (veh)				0	0		



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	201	292	32	32	79	609	71	553
v/c Ratio	0.25	0.28	0.06	0.03	0.69	0.68	0.63	0.61
Control Delay	12.6	3.5	10.6	8.3	77.8	38.4	72.0	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	3.5	10.6	8.3	77.8	38.4	72.0	35.0
Queue Length 50th (ft)	65	18	9	7	53	188	47	160
Queue Length 95th (ft)	107	56	23	20	#125	253	#108	219
Internal Link Dist (ft)		165		156		213		546
Turn Bay Length (ft)	60		100		150		150	
Base Capacity (vph)	790	1035	580	1033	120	902	120	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.28	0.06	0.03	0.66	0.68	0.59	0.61

Intersection Summary

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

Queuing and Blocking Report

Intersection: 12: Mission Grove Pkwy & Project Dwy 2

Movement	EB	NB	SB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	30	29	30	30
Average Queue (ft)	3	1	0	0
95th Queue (ft)	18	10	0	0
Link Distance (ft)	179	252	231	231
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 13: Bayou Ln/Project Dwy 3 & Mission Village Dr

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	26	31	52	29
Average Queue (ft)	1	5	21	10
95th Queue (ft)	9	24	46	33
Link Distance (ft)			146	133
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150	155		
Storage Blk Time (%)				
Queuing Penalty (veh)				

VEHICLE MILES TRAVELED ANALYSIS

ANTON MISSION GROVE

CITY OF RIVERSIDE

RIVERSIDE COUNTY, CALIFORNIA

This Vehicle Miles Traveled Analysis has been prepared under the supervision of Ambarish Mukherjee, P.E.

LSA

April 2023

VEHICLE MILES TRAVELED ANALYSIS

ANTON MISSION GROVE

CITY OF RIVERSIDE

RIVERSIDE COUNTY, CALIFORNIA

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Project No. AGV2101

LSA

April 2023

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1.0 EXECUTIVE SUMMARY

The proposed Anton Mission Grove project will be a mid-rise apartment redevelopment consisting of 347 multifamily residential units that replaces the existing defunct K-Mart store. The project will be located at the northwest corner of the intersection of Mission Grove Parkway/in the City of Riverside. The project parcel is considered as Commercial (C) in the General Plan Land Use and Commercial Retail – Specific Plan Mission Grove (CR-SP) as the Zoning. The project requires a General Plan Amendment (GPA) and Zone Change (ZC) for the project parcel. The General Plan Land Use will be changed from Commercial (C) to Mixed Use Urban (MU-U), while the Zoning will be changed from Commercial Retail – Specific Plan Mission Grove (CR-SP) to Mixed Use Urban (MU-U). The project is anticipated to be completed by year 2027.

The project can be accessed via four driveways:

- Project Driveway 1 located at Plaza Driveway;
- Project Driveway 2 on Mission Grove Parkway;
- Project Driveway 3 on Mission Village Drive; and
- Project Driveway 4 within Mission Grove Plaza.

Project Driveway 1, Project Driveway 3, and Project Driveway 4 will be full access driveways. Project Driveway 2 will be converted from a right-in-right-out (RIRO) driveway to a right-out egress only driveway. Retail customers will no longer be able to enter and exit Mission Grove Plaza via Project Driveway 2 and the driveway on Mission Village Drive upon implementation of the project, as these driveways will be gated for resident access only. Additionally, the existing full access shopping center driveway located on Mission Village Drive between Project Driveway 3 and Mission Grove Parkway will also be removed as the project is constructed.

The project is forecast to generate 128 net trips in the a.m. peak hour, 124 net trips in the p.m. peak hour, and 1,464 net daily trips.

The City adopted its *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* in July 2020. The project doesn't meet screening criteria identified in the City's guidelines. The City's guidelines recommend that a detailed VMT analysis be prepared using Riverside Traffic Analysis Model (RIVTAM) or Riverside County Transportation Model (RIVCOM) for evaluation of project VMT impacts.

Based on the VMT analysis, the project will have a significant and unavoidable transportation impact under CEQA. Therefore, the project is required to identify mitigation measures that will offset the project's VMT impact. To offset the project's VMT impact, appropriate mitigation measures related to Travel Demand Management (TDM) measures and any other mitigation measure need to be identified. TDM measures and strategies aim to promote overall mobility with the goal of reducing the number of single-occupancy vehicle trips and reducing greenhouse gas emissions. Implementation of the mitigation measures identified in this analysis may result in a reduction of the project's VMT by approximately 17.7 percent. The proposed measures and strategies should be

monitored for their usage and effectiveness. The mitigation measures and strategies can help offset some of the VMT impacts of the project but will not reduce the impact to less than significant.

2.0 VEHICLE MILES TRAVELED ANALYSIS

2.1 BACKGROUND

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (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 adopted its Senate Bill 743 (SB 743) guidelines / VMT analysis guidelines (guidelines) in July 2020. Therefore, for purposes of this analysis, the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated July 2020) have been used.

2.2 METHODOLOGY

2.2.1 Project VMT screening analysis

The City's guidelines include multiple screening criteria for small land use projects to be screened out of a detailed VMT analysis. The screening thresholds and their applicability to the project site are as follows:

- Transit Priority Area Screening: The project is not located in a Transit Priority Area, therefore this screening criteria does not apply and a VMT analysis would be required.

- Low VMT Area Screening: Per the online WRCOG VMT Screening Tool, the project is located in a traffic analysis zone (TAZ) with a VMT per capita of 16.3. The City jurisdictional average is 12.2. To meet the City's threshold of project generated VMT/capita that is 15 percent below the current jurisdictional average, the project VMT/capita would need to be reduced by 57 percent. The project is required to prepare a VMT analysis using this criteria.

- Project Type Screening: This applies to local serving projects, projects with 100% affordable housing and projects generating fewer than 110 daily vehicle trips. The project does not meet this screening criteria and a VMT analysis would be required.

- Mixed-Use Projects: The project is a single use and therefore does not meet this criteria and a VMT analysis would be required.

- Redevelopment Projects: The project is a redevelopment project that is replacing commercial uses with residential uses. However, the commercial uses at the project site were not operational for more than past 5 years and therefore the project would not replace any land use currently generating VMT. Therefore, this criteria would not apply to the project and a VMT analysis would be required.

As noted above, the project doesn't meet any of the screening criteria identified in the guidelines and so a detailed VMT analysis was conducted to evaluate the project VMT impact.

The City's guidelines provide guidance regarding VMT analysis based on land use types. The proposed project is a multifamily development which falls under "residential land use project" category. Therefore, pursuant to the City's VMT analysis guidelines for "residential projects", a significant VMT impact would occur according to the following criteria:

- The project would result in a significant project-generated VMT impact if the baseline or cumulative project-generated VMT per capita exceeds 15% below the current jurisdictional baseline VMT per capita.

- The project's effect on VMT would be considered significant if the baseline or cumulative link-level boundary VMT per capita (City) to increase under the plus project condition compared to the no project condition.

Most recent version of the regional travel demand model - Riverside County Transportation Model version 3.0 (RIVCOM 3) has been used to estimate the project and jurisdictional VMT per capita. Both base line (2018) and cumulative (2045) scenarios were analyzed to estimate project generated and project's effect on VMT as recommended in the guidelines.

2.2.2 Project Traffic Analysis Zone Update

To calculate the project VMT, the first step 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 doesn't include ability to split or add new TAZs, however, the model includes few empty zones. One empty zone was borrowed to model the project.

The proposed project involves demolition of existing retail development and construction of the residential units. Based on our understanding, the retail development has been shut down for a few years. The model baseline reflects 2018 and so it was assumed that the retail development was active in 2018. Therefore, the employment for the retail development was removed from the project location TAZ. The project land use was added to the borrowed TAZ. 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.

2.3 VMT ANALYSIS

Outputs from the above-mentioned model runs (with project related land use changes) were used to develop project generated and project's effect on VMT for both baseline and cumulative scenarios. 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. As shown in Table 2-A, the project VMT per capita is higher than jurisdictional threshold or 85% of baseline or cumulative jurisdictional VMT per capita. Therefore, the project constitutes a significant impact for project generated VMT.

The link-level jurisdictional boundary VMT was compared for without and with project conditions for both baseline and cumulative scenarios. As shown in Table 2-B, the link-level boundary VMT is higher under with project conditions compared to without project conditions in the cumulative scenario. Therefore, pursuant to the criteria contained in the City's VMT analysis guidelines, the

project's effect on VMT would be considered significant. Detailed VMT calculation for the project is included in Appendix A.

2.4 VMT REDUCTION MEASURES – PROJECT DESIGN FEATURES AND MITIGATION MEASURES

When a lead agency identifies a significant CEQA impact, the agency must identify feasible mitigation measures in order to avoid or substantially reduce that impact. VMT impacts can be mitigated through more behavioral changes. Enforcement of mitigation measures will be subject to the mitigation monitoring requirements under CEQA, as well as the regular police powers of the agency. These measures can also be incorporated as a part of plans, policies, regulations, or project designs. The City's TIA Guidelines state that to mitigate VMT impacts, the following may be considered for implementation:

1. Modify the project's built environment characteristics to reduce VMT generated by the project.

2. Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project.

3. Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels.

At this time a VMT fee program and/or VMT mitigation exchange/banking program do not exist within the City. Therefore, the project would not be subject to any VMT fees as part of a VMT fee program and/or VMT mitigation exchange/bank.

The City's TIA Guidelines identify a WRCOG study that lists appropriate TDM measures for the region (https://www.fehrandpeers.com/wp-content/uploads/2019/12/TDM-Strategies-Evaluation.pdf). There are seven measures identified in the WRCOG guidance that are identified as likely to be effective in a rural or suburban setting, such as the WRCOG area. The measures include both modifications to the project's built environment and TDM measures and are taken from Quantifying Greenhouse Gas Mitigation Measure[1]. Strategies are grouped into 5 categories: Land Use/Location, Neighborhood Site Enhancements, Transit System, Parking or Road Pricing/ Management, and Commute Trip Reduction. It should be noted that Quantifying Greenhouse Gas Mitigation Measures has been updated as of December, 2021. Some of the measures identified in the 2010 CAPCOA guidance have been removed or reclassified in the updated 2021 CAPCOA guidance[2]. In order to maintain consistency with the City's TIA Guidelines, the mitigation strategies discussed below are taken from the WRCOG and 2010 CAPCOA documents. However, the calculation methodology from the 2021 CAPCOA guidance was used to determine the effectiveness of the mitigation measures

[1] *Quantifying Greenhouse Gas Mitigation Measures*, California Air Pollution Control Officers Association (CAPCOA), August 2010

[2] *Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity,* California Air Pollution Control Officers Association (CAPCOA), December 2021.

that are determined to be feasible. The following strategies were considered for mitigation of project VMT impacts:

1. Increase Diversity of Land Uses (LUT-3). This measure recognizes that VMT can be reduced by including different types of land uses within or near a development since trips between land use types are shorter and may be accommodated by non-auto modes of transportation. For example, when residential areas are proximate to employment uses, then a resident could make the commute trip via walking or bicycling.

In order for the above measure to apply, the suburban project will have at least three of the following on site and/or offsite within ¼-mile: Residential Development, Retail Development, Park, Open Space, or Office. The mixed-use development should encourage walking and other non-auto modes of transport from residential to office/commercial locations (and vice versa). The project should minimize the need for external trips by including services/facilities for day care, banking/ATM, restaurants, vehicle refueling, and shopping.

The project proposes construction of 347 multifamily residential units, which does not include a mix of land uses on-site. However, the project is an infill development to be located within an existing shopping center which currently includes restaurants, day care center, movie theater, drug/grocery store, banking/ATM, gas station, and other commercial uses. Therefore, the project location increases the potential for people to walk and bike to those destinations. According to the WRCOG guidance, this TDM measure could provide a maximum reduction of 4 percent. This measure is not included in the 2021 CAPCOA guidance, however, a similar measure, T 31-A Locate Project in Area with High Destination Accessibility, is included in the 2021 guidance. This measure is noted as a "Supporting or Non-Quantified GHG Reduction Measure" in the 2021 CAPCOA guidance, meaning that it would be a complementary measure and could increase the effectiveness of other measures, but would not result in a reduction in GHG or VMT by itself.

2.Provide Pedestrian Network Improvements (SDT-1). Creating a connected pedestrian network with the development and connecting to nearby destination could encourage walking for local trips. This leads to a reduction in VMT due to a mode shift from driving to walking for shorter trips (typically less than ¼ mile and no greater than ½ mile). This measure is also included in the 2021 CAPCOA guidance as Measure T-18.

The project proposes to provide pedestrian improvements/sidewalks to connect the residential development to the retail land uses in the surroundings. The project pedestrian improvements also connect to the existing sidewalk infrastructure. As indicated above, CAPCOA 2021 transportation measure "T-18. Provide Pedestrian Network Improvement" was used to estimate the VMT reduction due to project related enhancements in pedestrian access and connectivity. The CAPCOA methodology requires existing sidewalk length in the project study area in addition to the length of sidewalk being provided by the project. In order to estimate the existing sidewalk length, a survey was conducted along the proposed project frontage. Based on the survey, the project study area includes 9.85 miles of centerline or 19.7 miles of sidewalk (9.85*2 for both sides of the street). The project proposes to add approximately another 0.57 miles of sidewalk/pedestrian access. Therefore, this mitigation measure may reduce the project's VMT by approximately 0.14%.

3.Provide Traffic Calming Measures (SDT-2). This measure would encourage walking and bicycling instead of using a vehicle through the implementation of pedestrian and bicycle safety and traffic calming measures. Traffic calming would reduce motor vehicle speeds through features such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, count-down signal timers, curb extensions, speed tables, raised crosswalks, on-street parking, planter strips with street trees, chicanes/chokers, and similar improvements. This measure is also in the 2021 CAPCOA guidance as Measure T-35. Although the 2010 guidance notes a potential decrease in VMT of up to 1 percent, the 2021 guidance includes traffic calming as a supporting, non-quantified measure.

4. Implement Car-Sharing Program (TRT-9). A car sharing program would allow residents to have on-demand access to a shared fleet of vehicles on an as-needed basis. Costs are typically paid by the user via an annual membership or on a per-use basis. This method is applicable to the proposed project because car sharing programs could be more effective when implemented on high-density residential area. The maximum reduction in VMT that could be achieved by a car sharing program in the WRCOG region is 1.6 percent. This measure is included in the 2021 Guidance as Measure T-21-A, however according to the 2021 update the maximum reduction in VMT is reduced to 0.15%. The project doesn't propose to implement a car-sharing program and as such no VMT reduction has been estimated.

5. Increase Transit Service Frequency/Speed (TST-4). This measure is achieved through the addition of additional busses along an existing bus route, the addition of additional routes, or by adding rapid/express bus service that would provide service to activity areas with fewer local stops. This measure is included in the 2021 CAPCOA guidance as Measure T-26.

Implementation of this measure would be by the local transit authority with funding from local developments. This measure is not as applicable to a single development, but would be achieved through multiple funding sources, including development fees. According to the 2021 CAPCOA guidance a maximum VMT reduction of 11.3 percent can be achieved. However, the maximum achievable VMT reduction in the WRCOG area from this measure is 6.3 percent. As indicated in CAPCOA, this measure is not applicable to single development projects and as such no VMT reduction has been estimated for this measure.

6. Encourage Telecommuting and Alternative Work Schedules (TRT-6). This measure would encourage employers to allow employees to work from home or work a flexible schedule or compressed work week, thereby reducing the number of days that residents would commute to their workplace.

This measure is commonly implemented by employers as part of a commute trip reduction program, so it is not applicable for the proposed project. The maximum achievable reduction in VMT in the WRCOG region due to telecommuting and alternative work schedules is 4.5 percent. It should be noted that this measure is included in the 2021 CAPCOA guidance as T-42, however the 2021 CAPCOA guidance indicates that some recent studies show that Telecommuting and Alternative Work Schedules could result in total VMT increases and other disbenefits and recommends that the latest literature be reviewed before implementing a telecommute program for VMT reduction.

7. Provide Ride-Sharing Programs (TRT-3). A ride-sharing program would increase vehicle occupancy by matching commuters with others who live and work within close proximity to one another. This strategy is generally implemented by employers through a Transportation Management Association or on a regionwide basis through a regional ride-share matching program. The maximum achievable VMT reduction from ridesharing programs in the WRCOG region is 8.3 percent. This measure is also included in the 2021 CAPCOA guidance as Measure T-8. According to the latest guidance, the maximum VMT reduction from Ride-sharing programs is 8 percent. The project doesn't propose to implement ride sharing program and so, no VMT reduction has been estimated for this measure.

Additional project design features/mitigation measures (in addition to above mentioned 7 from WRCOG), can be explored to mitigate the project VMT impacts. Applicable measures from CAPCOA or measures recommended by the City were used to analyze and estimate VMT reductions that can be achieved through these additional measures.

As per information provided by the applicant, the project intends to implement the following additional project design features that will help reduce project VMT. VMT reduction that can be achieved by these measures have been estimated using the most CAPCOA 2021 handbook.

- **Parcel Lockers:** A package locker system will be implemented at the property, which will include 75 package lockers. Parcels would be delivered to these secure lockers via an integrated touch screen. Deliveries can be accepted by all delivery services including UPS, FedEx, etc. Lockers would be provided in a variety of sizes to accommodate different parcel sizes. Once a parcel has been delivered into a locker, the system would notify residents via an app. The resident can pick up the parcel at their convenience using their phone or a secure passcode to unlock the locker. The presence of locker system can potentially help reduce VMT by the delivery trucks. Delivery of parcels to a single known location will help reduce delivery trucks driving within the development. Also, presence of a secure locker system might minimize requirements for signature confirmation or return receipt types of deliveries where the recipient should be present to receive the mail/shipment. Signature confirmation and return receipt types of deliveries have potential to increase VMT where multiple delivery attempts will be made in case the recipient is not present. While this feature has potential to reduce project VMT, no quantification methodology is available and therefore no VMT reductions are accounted for this project feature as a conservative approach.

- **Bike racks:** The project proposes to include 32 short term bike lockers and 35 long term bike lockers at the project site. These bike racks can potentially encourage use of bikes as a mode of transportation for short trips. CAPCOA includes mitigation measure "T-10. Provide End-of-Trip Bicycle Facilities" that helps to quantify the amount of VMT reduction due to inclusion of bike facilities. CAPCOA includes this measure for employment related land uses. While it is understood that bike facilities at employment related uses will mainly reduce commute VMT, provision of bike related facilities may have the potential to reduce VMT irrespective of destination land use. The project would be located adjacent to a shopping center and the provision of such bike lockers would provide residents the incentive to use bikes to visit the shopping center which would result in some reduction in project's VMT. However, according to

CAPCOA, this measure is applicable to employment related uses. Therefore, no quantification of VMT reduction for this project feature was considered as a conservative approach.

- **Provide Electric Vehicle (EV) Parking and EV Charging Infrastructure:** Accessible EV parking and preferred parking for EVs at the project site will encourage the use of EVs. Conductive or inductive EV charging stations installed at EV parking spots provide incentives for using EV to access the project. Designating EV parking with charging stations at favorable locations (e.g. near main entrances or major access points) can raise awareness about using EV to reduce GHG emissions. The latest California Green Building Standards (CALGreen), California Building Code, requires provision of electric vehicle infrastructure for new construction projects such as apartments, condos, hotels, and motels. CALGreen code requires apartments to provide EV charging stations for 5% of the total project parking with an additional 35% that would be EV capable and EV ready. While it is understood that provision of electric charging stations might not reduce VMT, it will reduce GHG which can be considered equivalent to reduction in VMT. The project proposes to include a total of 513 parking spaces and would therefore be required to provide a minimum of 26 electric charging stations and another 180 EV capable and EV ready spaces per CALGreen code. Additional electric charging stations, in addition to CALGreen requirements, can be considered as a GHG/VMT mitigation measure according to CAPCOA. As mentioned before, CAPCOA transportation measure "T-14. Provide Electric Vehicle Charging Infrastructure" was used to quantify VMT reduction due to this feature. Number of additional electric chargers required to achieve maximum GHG reduction and therefore VMT reduction, were estimated using methodology identified in CAPCOA. It was estimated that an additional 15 electric charging stations would achieve 11.9% reduction in GHG/VMT, the maximum allowable reduction for the measure. Therefore, the project proposes to provide a total of 41 electric charging stations (26 CALGreen requirement + 15 additional) which may help in achieving a VMT reduction of up to 11.9%.

- **Unbundle Residential Parking Costs from Property Cost**: The project includes different types of apartments – studios, 1 bedroom, 1 bedroom plus Den, 2 bedroom, and 3 bedroom apartments. The project proposes to provide 1 parking stall for each apartment at no-cost. However, tenants would be charged a monthly fee of $75 for studio and 1 bedroom apartments in case they desire an extra parking space. According to CAPCOA, increase in costs of owning a vehicle will decrease or discourage vehicle ownership and therefore reduces VMT and GHG. CAPCOA transportation measure "T-16. Unbundle Residential Parking Costs from Property Cost" was used to estimate the amount of VMT reduction that can be achieved by charging for the additional parking stall for studio and 1 bedroom apartments. As indicated before, the project proposes to charge $75 per month for additional parking space. Therefore, based on $75 additional parking cost, this measure may reduce project VMT by up to 3.9%.

- **Implement Subsidized or Discounted Transit Program (TRT-4).** This measure is not included in the WRCOG report and is not identified as a measure that would achieve meaningful reduction within the WRCOG region. The measure is included in the 2021 CAPCOA guidance as T-9, which indicates that up to 5.5% reduction in VMT can be achieved.

At the City's request, LSA evaluated a transit pass subsidy program to mitigate the project's VMT impact. Riverside Transit Routes 20 and 22 serve the project site with a stop at the conner of Mission Village Drive and Mission Grove Parkway. Because the site is served by transit, a subsidized or discounted transit program could be effective in reducing project VMT.

To encourage use of transit and reduce the VMT/capita of the project, the project shall implement a subsidized transit pass program. The project applicant shall establish an account in the amount of $136,000, to be administered by the apartment property owner through the leasing office/property management to provide free or reduced cost transit passes to project residents for a period of at least 10 years from project occupancy. The program shall provide up to $60 for a Riverside Transit Agency monthly pass or up to $100 for a Metrolink monthly pass to qualified residents who request transit reimbursement from the leasing office/property management. Residents who participate in the subsidized transit pass program would also be eligible to receive reimbursement for use of a ride sharing service (i.e., Uber or Lyft) for an emergency ride home.

The leasing office/property management shall provide an annual report of the transit pass program that includes the number of reimbursement requests, the amount disbursed to residents, and the remaining amount in the transit pass account. If the program experiences low participation, the City shall have the discretion to direct the leasing office/property management to redirect the funds to implementation another measure intended to reduce vehicle miles traveled by project residents. Such measures could include, but are not limited to, offsite or onsite pedestrian, bicycle or transit improvements, funding toward a bikeshare station on or near the site, implementation of further traffic calming measures, or other feasible and implementable transportation demand management (TDM) measures.

The subsidized transit pass program would be administered by the leasing office/property management and would rely on a fund, established by the project applicant, to purchase transit passes for project residents. The amount required by the fund was determined using the project's projected population, the regional transit mode share and the cost of Riverside Transit Agency (RTA) and Metrolink monthly passes. The project population was estimated from the regional travel model (RIVCOM) to be 829 persons using an average household size of 2.39 persons per household. According to the Handbook for Analyzing GHG Emission Reductions, Assessing Climate Vulnerabilities and Advancing Health and Equity (California Air Pollution Control Officers Association, 2021), the average transit mode share in the Riverside-San Bernardino-Ontario statistical area is 1.37%. Based on the project population and average transit mode share, the project would generate a demand for 829*1.37%=11 passes per month, or approximately 136 passes per year. The fund value is estimated using an average cost of transit pass of $100. Over a 10-year period, the cost of transit passes would be $136,000 (136 passes * $100/pass * 10 years).

The calculation methodology for VMT reduction was referenced from the California Air Resources Board Quantification Methodology[3] with input on trip lengths from Riverside Transit

[3] California Air Resources Board (CARB), *Quantification Methodology California Department of Transportation Low*

Authority (RTA). According to the methodology, the annual auto VMT displaced from the project is calculated according to the following equation:

- $AutoVMT_{yr} = R_{yr} * A * L$ where,

  R_{yr} = Annual increase in unlinked passenger trips directly associated with the first or final year. R_{yr} was calculated using the Transit Mode Share for the Riverside-San Bernardino-Ontario Statistical Area from the CAPCOA Handbook for Analyzing GHG Emission Reduction[4] (Table T-3.1). According to this source, the average transit mode share for all trips is 1.37%. The daily project trip generation would be 2,339 daily trips[5]. Therefore, the expected transit trips would be 2,339 x 1.37% or 32 trips. Because VMT is a measure of per capita trips per day, R_{yr} was not calculated on a yearly basis, as would be required for GHG reduction calculation.

  A = Adjustment factor (provided in Appendix A of the CARB guidance) – 0.561 for fixed route service and 0.705 for Commuter link (express) service.

  L = Estimated length of trip (per RTA 9.3 miles for fixed route and 23.3 miles for Commuter link service).

The expected VMT reduction due to providing transit pass subsidy would be:

- Fixed Route = 32 X 0.561 X 9.3 = 167 VMT or 167/829=0.20 VMT/capita
- Commuter link = 32 X 0.705 X 23.3 = 525 or 525/829=0.63 VMT/capita

VMT per capita was calculated by multiplying the VMT reduction by the expected population of the project (829 persons using an average household size of 2.39 persons per RIVCOM). Based on a project VMT/capita of 24.8 (see Table 2-A), the maximum VMT reduction assuming all transit trips would be on Commuter link trips would be 0.63/24.8 =2.55 percent. A bus pass program would generally be implemented as part of an employer commute trip reduction program. However, implementation of a bus pass subsidy for a multi-family residential development could be implemented by the leasing office/property management.

- **Implement Commute Trip Reduction Marketing (2010 Guidance TRT-7, 2021 Guidance T-7).** This measure would implement a marketing strategy intended to reduce commute trips through promotion of an employer's commute trip reduction program (CTR). CTR marketing would educate employees (or residents) about their travel choices beyond driving such as carpooling, transit, walking and bicycling. A CTR Marketing program is generally implemented by an employer and could result in a reduction in VMT of up to 4 percent. There is no guidance for calculating the benefit when implemented by a residential project, therefore this measure

Carbon Transit Operations Program, December 20, 2019.

[4] California Air Pollution Control Officers Association, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, December 2021.

[5] Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition, 2021*. Trip rates of 6.74 trips per dwelling units based on land use code 220 Multifamily Housing (Low-Rise) Not Close to Rail Transit.

would be considered a supportive measure to other resident-based programs, such as the subsidized/discounted transit program. The project doesn't propose implementation of a CTR marketing program and therefore no VMT mitigation was estimated for the project.

- **Implement a School Pool Program (2010 Guidance TRT-10, 2021 Guidance T-41).** This measure is not included in the WRCOG guidance but was included at the request of the City. A School Pool program would entail creating a ridesharing program for school children and is generally implemented on a District-wide basis. Implementation of a school pool by an individual development project would not be effective due to the limited number of potential school students utilizing the program. According to the 2021 CAPCOA guidance, school pool program would help match parents to transport students to private schools or to schools where students cannot walk or bike and do not meet the requirements for bussing. While implementation of a School Pool Program has the potential to reduce VMT for residential projects, the 2021 CAPCOA guidance indicates School Pool programs as a supporting measure and does not provide a method for calculating the reduction in VMT for School Pool programs. The project doesn't propose implementation of a school pool program and therefore no VMT mitigation was estimated for the project.

Table 2-C illustrates the potential VMT reduction strategies considered for the project (7 WRCOG measures and additional applicable mitigation measures), maximum VMT reduction achievable, and their feasibility for the project.

Table 2-D provides methodology, assumptions, and parameters used in the estimation/calculation of VMT reduction for the project along with the potential amount of VMT reduction that can be achieved.

In conclusion, VMT mitigation measures and strategies aim to promote overall mobility with the goal of reducing VMT and reducing greenhouse gas emissions. Implementation of the above project design features and mitigation measures may possibly reduce the project's VMT by approximately up to 17.7 percent. The proposed measures and strategies should be monitored for their usage and effectiveness. The mitigation measures and strategies can help offset some of the VMT impacts of the project but will not reduce the impact to a less than significant level. Therefore, the project will have a significant and unavoidable transportation impact under CEQA.

2.4 LIST OF CHAPTER 2.0 FIGURES AND TABLES

- Table 2-A: Regional and Project VMT per capita
- Table 2-B: Project's Effect on VMT – City of Riverside
- Table 2-C: Potential VMT Reduction Strategies
- Table 2-D: Calculated VMT Reduction with Project Mitigation

Table 2-A: Regional and Project VMT per capita

2018	Anton Mission Grove (Project)	City of Riverside Threshold (85% of baseline)*	Difference	% Difference
VMT per capita	24.8	13.9	10.9	78.7%

2045	Anton Mission Grove (Project)	City of Riverside Threshold (85% of baseline)*	Difference	% Difference
VMT per capita	22.9	13.6	9.3	68.1%

Source: RIVCOM 3

**: VMT per capita threshold for City of Riverside was obtained from LSA No project model runs*

Table 2-B: Project's Effect on VMT – City of Riverside

Roadway VMT within City of Riverside	With Project	Without Project	Difference
2018	7,501,672	7,503,620	(1,948)
2045	8,766,524	8,762,685	3,839

Source: RIVCOM 3

Table 2-C. Potential VMT Reduction Strategies

VMT Reduction Strategy	Maximum Achievable VMT Reduction	Feasible for Project
Land Use/Location Strategies (Maximum Reduction 65%)[1]		
Increase Diversity of Land Uses	0%, Supportive Measure	No
Neighborhood Site Enhancements (Maximum Reduction 10%)[2]		
Provide Pedestrian Network Improvements	0.14%	Yes
Provide Traffic Calming Measures	0%, Supportive Measure	No
Implement Car-Sharing Program	1.6%	No
Transit System (Maximum Reduction 15%)[2]		
Increase Transit Service Frequency/Speed	6.3%	No
Implement Subsidized or Discounted Transit Program	2.6%	Yes
Commute Trip Reduction (Maximum Reduction 45%)[1]		
Encourage Telecommuting and Alternative Work Schedules	4.5%	No
Provide Ride-Sharing Programs	8.3%	No
Implement Commute Trip Reduction Marketing	0%, Supportive Measure	No
Implement a School Pool Program	0%, Supportive Measure	No
Parking or Road Pricing/ Management (Maximum Reduction 35%)[1]		
Provide Electric Vehicle (EV) Parking and EV Charging Infrastructure (41 electric charging stations)	11.9%	Yes
Unbundle Residential Parking Costs from Property Cost	3.9%	Yes
Total VMT Reduction from All Subsectors (Assumes Maximum Reduction where Calculated Reduction is Greater)[3]		17.7%

Source: Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association (CAPCOA), December 2021.

1 Maximum Reduction per Sector for the project/site level from CAPCOA 2021.

2 Maximum Reduction per Sector for the plan/community level from CAPCOA 2021.

3 Per CAPCOA total VMT reduction for multiple strategies within same subsector is calculated using the equation: 1-(1-A)*(1-B)*(1-C)... where A, B, C are equal to individual mitigation strategy reduction percentages. This equation is applied to measures within a sector as well as the totals across all sectors. When applied to the project, the calculation would be 1 - (1 - 0.0014)*(1 – 0.026)*(1 – 0.119) *(1 – 0.039) = 0.1765, or 17.7%.

Table 2 - D. Calculated VMT Reduction with Project Mitigation

Mitigation Measure (Number corresponds to the 2021 CAPCOA Handbook)	Formula	Comments	Calculated Reduction in VMT (%)
Neighborhood Design (Maximum Reduction 10%)			
T-18: Provide Pedestrian Network Improvement	A = ((C/B)-1) * D, Where B = Existing sidewalk length in study area, C = Sidewalk length in study area with measure, and D = Elasticity of household VMT with respect to the ratio of sidewalks-to-streets (-0.05 constant)	Based on the survey, the project study area includes 9.85 miles of centerline or 19.7 miles of sidewalk (9.85*2 for both sides of the street). The project proposes to add approximately another 0.57 miles of sidewalk/pedestrian access.	0.14%
Trip Reduction Programs (maximum reduction of 45% commute VMT)			
T-9 Implement Subsidized or Discounted Transit Program	Formula provided in report text.	The project proposes to fund $136,000 towards subsidizing transit passes to the project residents in an escrow account. The account may be administered by the property owner/management company.	2.55%
Parking or Road Pricing/ Management (Maximum Reduction 35%)			
T-14: Provide Electric Vehicle Charging Infrastructure	A= [B * D * (F−E) * (G−(H * I * K * L))] / (-C * J), Where B= Number of chargers installed at site, C= Total vehicles accessing the site per day, D= Average number of PHEVs served per day per charger installed (2) , E= Percent of PHEV miles in electric mode without measure (46), F= Percent of PHEV miles in electric mode with measure (80), G= Average emission factor of PHEV in gasoline mode (205.1), H= Energy efficiency of PHEV in electric mode (0.327), I= Carbon intensity of local electricity provider, J= Average emission factor of non-electric vehicles accessing the site (307.5), and K= conversion from lb to g (454), and L= Conversion from kWh to MWh (0.001)	The project proposes to provide a total of 41 electric charging stations (26 CALGreen requirement + 15 additional)	11.9%
T-16: Unbundle Residential Parking Costs from Property Cost	A = B * D * E / C, Where B= Annual parking cost per space, C= Average annual vehicle cost ($9,282), D= Elasticity of vehicle ownership with respect to total vehicle cost (-0.4), and E= Adjustment factor from vehicle ownership to VMT (1.01).	The project proposes to charge $75 per month for additional parking space.	3.9%
		Total VMT Reduction from All Subsectors[1]	17.7%

Source: Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association (CAPCOA), December 2021.

[1] Per CAPCOA total VMT reduction for multiple strategies within same subsector is calculated using the equation: 1-(1-A)*(1-B)*(1-C)... where A, B, C are equal to individual mitigation strategy reduction percentages.

APPENDIX A:

VMT CALCULATIONS

LSA

Appendix A
VMT Calculations
Anton Mission Grove

2018	Anton Mission Grove (Project)	City of Riverside
Households	347	
Population	829	323,856
Homebased Production (HBP) VMT	20,527	5,277,835
HBP VMT per capita	24.8	16.3

2045*	Anton Mission Grove (Project)	City of Riverside
Households	347	
Population	829	404,570
Homebased Production (HBP) VMT	19,025	6,496,048
HBP VMT per capita	22.9	16.1

** 2045 RIVCOM Model was updated to include the March Joint Power Authority Mixed Use Project Land uses.*