TRAFFIC STUDY
FOR THE
SOCALGAS NORTH-SOUTH PROJECT

Prepared for:

SAPPHOS ENVIRONMENTAL, INC.

AUGUST 2015

Submitted by:

RAJU Associates, Inc.

TRAFFIC STUDY
FOR THE
SoCalGas NORTH-SOUTH PROJECT

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Prepared for:

SAPPHOS ENVIRONMENTAL, INC.

In Support of:

SOUTHERN CALIFORNIA GAS COMPANY

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EXECUTIVE SUMMARY

Raju Associates, Inc. has prepared this Traffic Study (Study) to inform the environmental review process that will be undertaken by the California Public Utilities Commission (CPUC) and the U.S. Department of Agriculture, Forest Service (USFS), San Bernardino National Forest (SBNF) for the Southern California Gas Company (SoCalGas) and San Diego Gas & Electric Company (SDG&E) proposed North-South Project (Proposed Project) pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

An analysis of potential traffic and transportation impacts was completed for the Proposed Project, which includes the construction of a new natural gas pipeline and modifications to a compressor station and pressure limiting stations. The approximately 65-mile-long, 36-inch-diameter pipeline alignment begins at the Adelanto Compressor Station in the City of Adelanto and proceeds in a southerly direction through unincorporated San Bernardino County and the City of Victorville. The alignment then runs along Interstate 15 through the Cajon Pass and the SBNF and terminates at the Moreno Pressure Limiting Station in the City of Moreno Valley. An overview of the Proposed Project is shown in Exhibit 1. Construction of the entire Proposed Project is anticipated to take 15-18 months.

This Study is divided into four chapters. Chapter 1.0 presents an introduction, and the laws, ordinances, regulations and standards (LORS) applicable to the Proposed Project. Chapter 2.0 describes the (2015) circulation system, traffic volumes, and traffic conditions within the study area; considers traffic resulting from the Proposed Project's construction and operations (using 2015 as the base year); and addresses future cumulative traffic volumes resulting from projects occurring within the study area (using 2019 since construction is anticipated to take 15-18 months). Chapter 3.0 presents an assessment of traffic conditions with the Proposed Project and the potential traffic impacts due to the Proposed Project, the results of the analysis of the Proposed Project's impacts on the CMP regional transportation system, the construction traffic impacts and mitigation, and a summary of the analysis and study conclusions. Chapter 4.0 presents the references used in this report. Appendices to this report include details of the technical analyses.

This Study identified and considered forty-four (44) representative intersections and fifty-four (54) representative street segments to assess Proposed Project impacts.

Due to the minimal traffic generated during operation of the Proposed Project, operational project impacts would be less than significant at all the study intersections and street segments, and on transit, bicycle and pedestrian systems in close proximity of the Proposed Project under CEQA and NEPA.

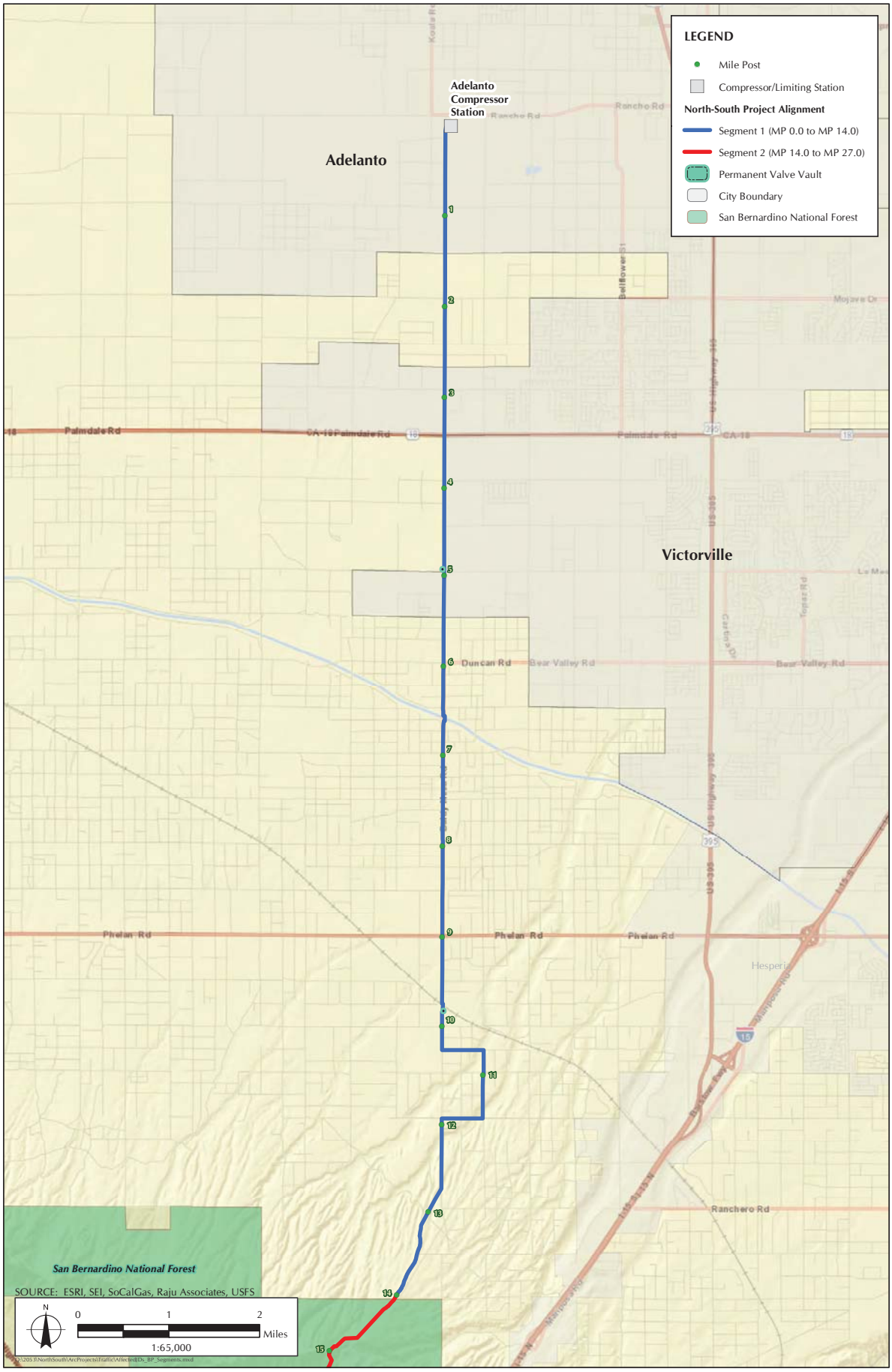


EXHIBIT 1A

Proposed Project Alignment

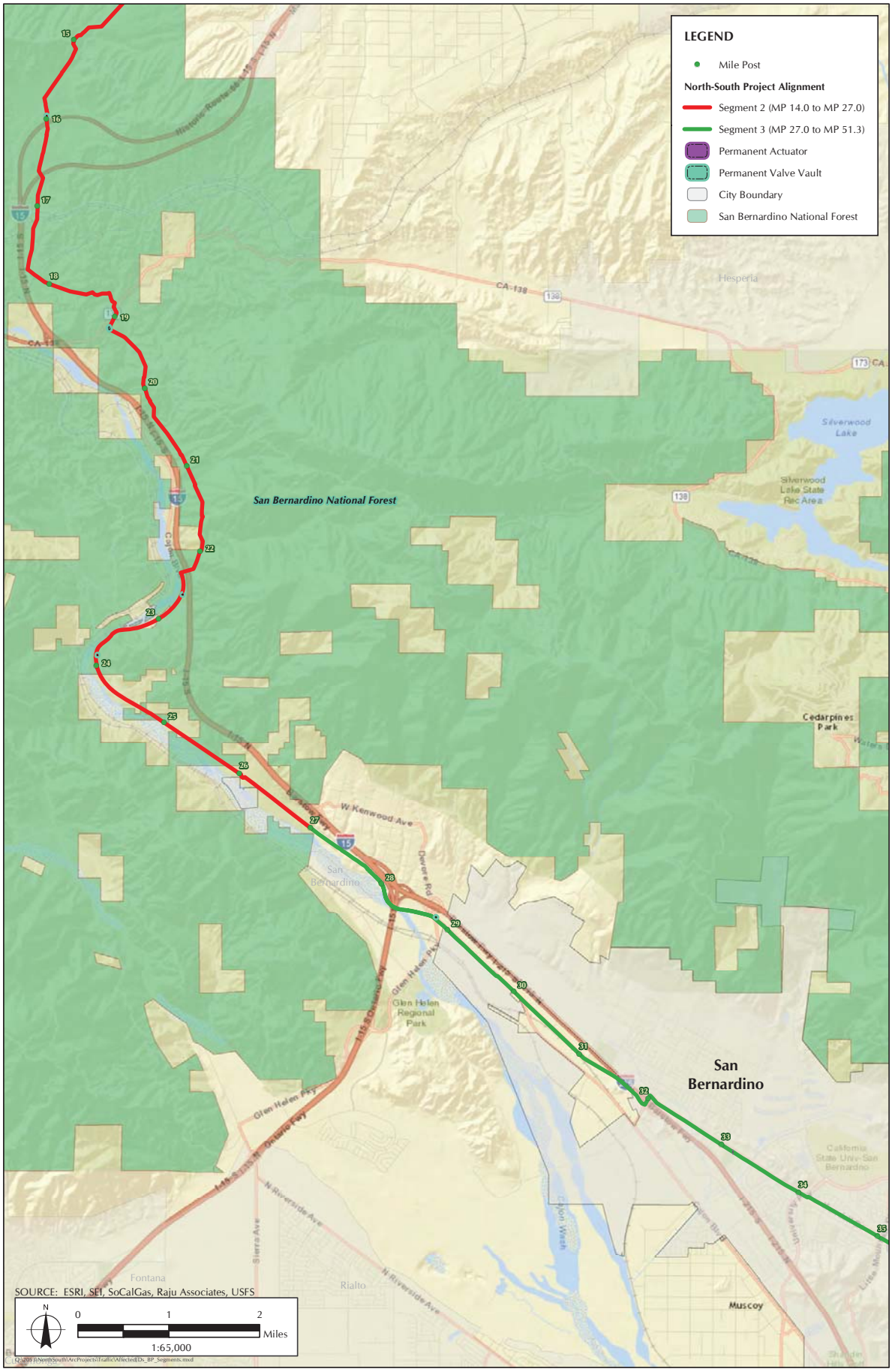
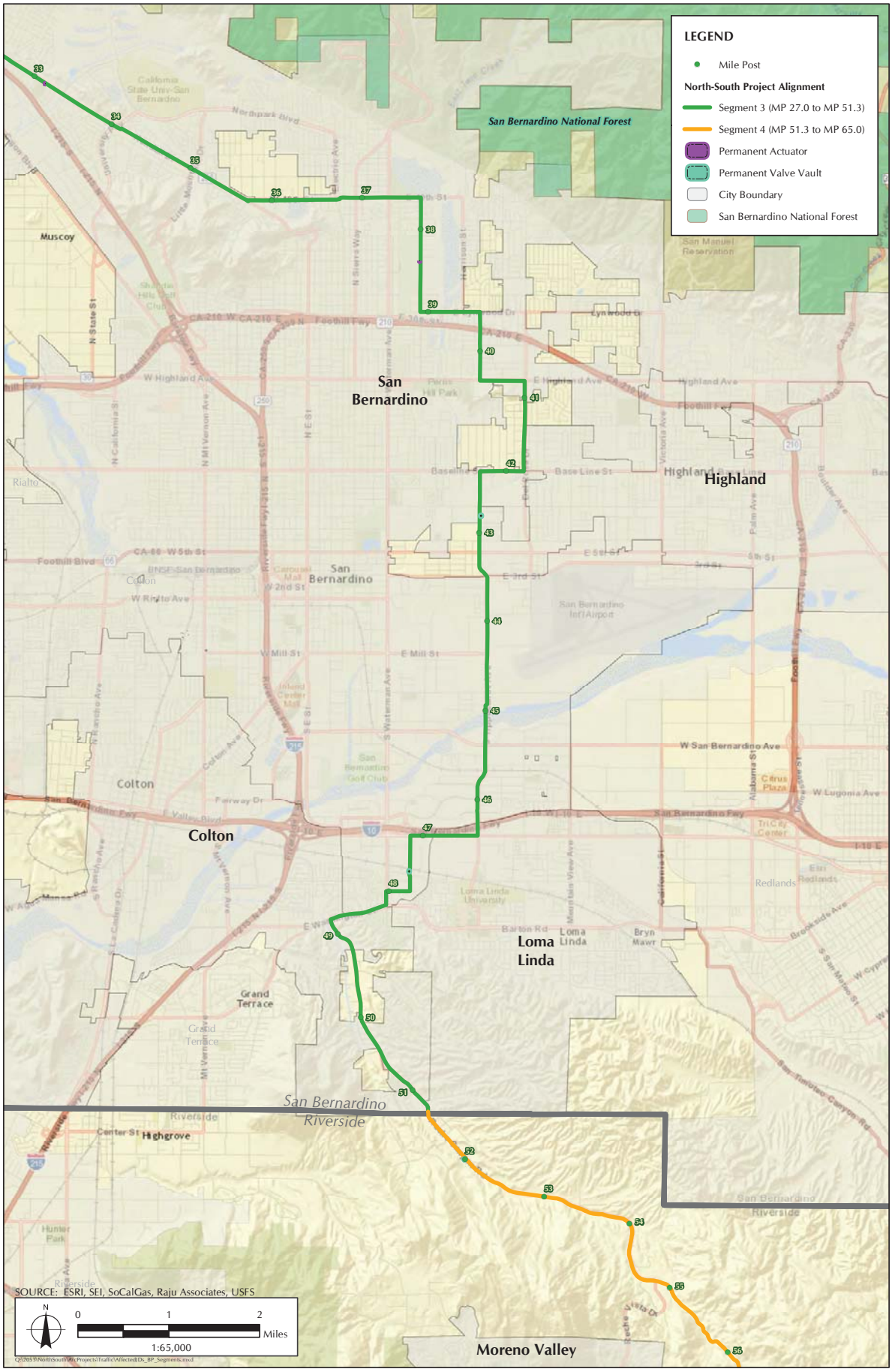


EXHIBIT 1B

Proposed Project Alignment



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Proposed Project Alignment

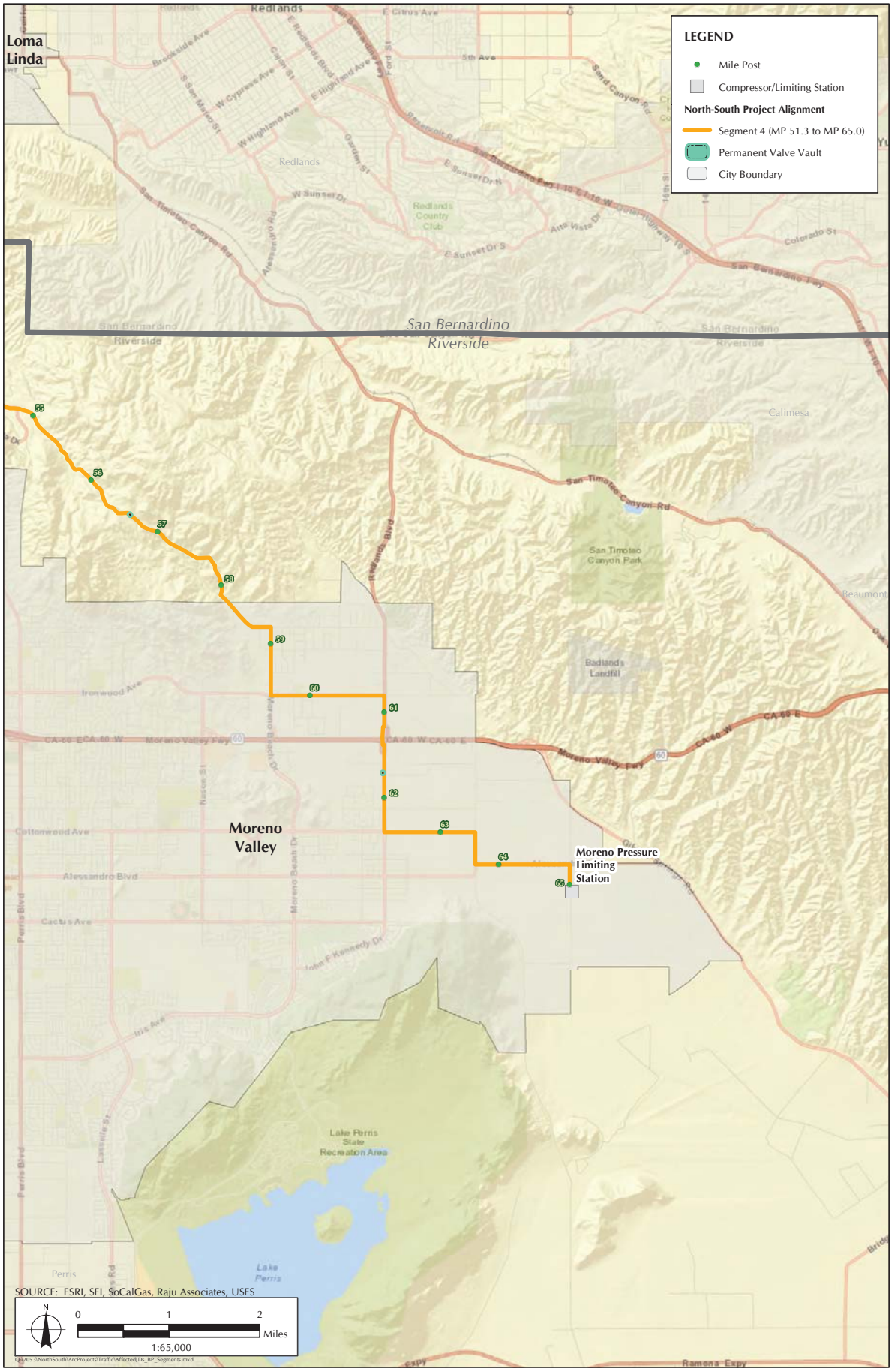


EXHIBIT 1D

Proposed Project Alignment

Construction of the Proposed Project will occur in four “spreads,” with each spread being composed of various construction crews with specific responsibilities in each segment of the pipeline. Pipeline construction on each spread (i.e. construction zone) would proceed between 80-800 feet per day and therefore, construction traffic impacts would be temporary and short-term for a particular intersection or street segment.

Although temporary and short-term, construction impacts on the transportation system would be significant and unavoidable adjacent to portions of the pipeline alignment under CEQA. These temporary, short term significant traffic impacts would occur at 38 of the 44 representative study intersections, which includes 13 of the 14 San Bernardino County Congestion Management Program (CMP) study intersections, and at 49 of the 54 representative study street segments. Working in close coordination with affected jurisdictions, the Applicant will develop Traffic Management Plans (TMPs) to minimize construction impacts.

Temporary construction impacts on transit, bicycle and pedestrian systems in close proximity of the construction activities along the approximately one-mile pipeline alignment construction zone would also occur for the short period of construction. Although temporary and short-term, construction impacts on transit, bicycle, and pedestrian systems would be significant and unavoidable adjacent to portions of the pipeline alignment under CEQA.

Adverse construction effect would occur during construction under NEPA. Implementation of detailed construction TMPs and additional TMP components during construction would further reduce adverse effects from construction activities. The Proposed Project construction would result in potential adverse effects at 1 of 3 representative study intersections and 1 of 2 representative study segments within SBNF area; with proposed TMP mitigation, residual adverse effect would remain at one of the representative study segments.

1.0 Introduction

The North-South Project includes the construction of a new natural gas pipeline and modifications to a compressor station and pressure limiting stations. The pipeline would be primarily located within existing public road right-of-way, SBNF lands, or existing SoCalGas right-of-way; however, Proposed Project construction would require temporary access roads, staging areas, and work areas that may extend beyond the existing right-of-way. This larger area, which includes temporary work space, is known as the Pipeline Design and Construction Corridor (PDCC). The CPUC has primary state jurisdiction over the Proposed Project by virtue of its discretionary approval authority over construction, operation, and maintenance of public utility facilities. Because local governments do not have discretionary authority over CPUC jurisdictional projects, such projects are generally exempt from local land use and zoning regulations and permitting. However, this Study considered local and state land use plans and policies. The USFS has primary jurisdiction for land within the SBNF.

1.1 Project Description

The primary components of the Proposed Project include the construction and installation of a 36-inch-diameter natural gas transmission pipeline and the upgrading of the Adelanto Compressor Station. The pipeline would be primarily constructed and installed within existing public and private rights-of-ways or on SBNF lands. The Proposed Project also includes installation of additional pressure-limiting equipment at the Moreno, Whitewater, and Shaver Summit Pressure Limiting Stations and upgrades to the existing pressure-limiting equipment at the Desert Center Compressor Station.

The approximate 65-mile-long Proposed Project alignment begins at the Adelanto Compressor Station in the City of Adelanto and proceeds in a southerly direction through unincorporated San Bernardino County and the City of Victorville. The alignment then runs along Interstate (I) 15 through the Cajon Pass and the SBNF and terminates at the Moreno Pressure Limiting Station in the City of Moreno Valley.

Construction of the Proposed Project will be completed with crews operating within manageable lengths called “spreads.” The Proposed Project currently anticipates four “spreads,” with each spread being composed of various construction crews with specific responsibilities in each segment of the pipeline. Construction will progress linearly at approximately 80-800 feet a day. A summary of construction equipment is included in Appendix A.

To facilitate the evaluation of the Proposed Project, the discussion of the pipeline alignment has been broken into four segments. The segments are based on existing land use characteristics or jurisdiction. Segment 1 encompasses the portion of the alignment that traverses the high desert area in San Bernardino County; Segment 2 traverses the SBNF; Segment 3 is within the metropolitan San Bernardino area; and Segment 4 is the portion of the alignment in Riverside County.

Segment 1 – High Desert

Segment 1 is an approximately 14.0-mile segment extending from the Adelanto Compressor Station to the SBNF boundary traversing the Cities of Adelanto and Victorville, as well as a portion of unincorporated San Bernardino County. This segment is located between milepost (MP) 0.0 and 14.0 of the Proposed Project.

Segment 1 includes the following roadways:

Segment Start: intersection of Rancho Road and Koala Road.

Segment End: intersection of Baldy Mesa Road and Farmington Road.

- The alignment starts at the Adelanto Compressor Station and travels along a dirt road located east of Koala Road and parallel with Koala Road to Koala Road;
- Then travels along Koala Road between Holly Road to Palmdale Road; then
- Along Baldy Mesa Road between Palmdale Road to Joshua Street; then
- Along Joshua Street between Baldy Mesa Road and Braceo Street; then
- Along Braceo Street between Joshua Street and Mesquite Street; then;
- Along Mesquite Street between Braceo Street and Baldy Mesa Road; then
- Along Baldy Mesa Road between Mesquite Street and Landover Road; then
- Along Landover Road between Baldy Mesa Road to north of Ranchero Road; then
- Along Baldy Mesa Road between Mesquite Road to Farmington Street.

Segment 2 – San Bernardino National Forest

Segment 2 is an approximately 13.0-mile segment extending from the northern SBNF boundary to the southern SBNF boundary, including a portion of unincorporated San Bernardino County. This segment is located within the extent of the SBNF administrative boundary, from MP 14.0 to 27.0, approximately 10.2 miles under SBNF jurisdiction and 2.8 miles within unincorporated areas of San Bernardino County.

Segment 2 includes the following roadways:

Segment Start: intersection of Baldy Mesa Road and Forest Route 3N21.

Segment End: intersection of Kenwood Avenue and Cajon Boulevard.

- The alignment starts along Baldy Mesa Road between Farmington Street to Forest Route 3N24;
- Then travels along National Forest area to Baldy Mesa Road, and to Santa Fe Road; then
- Along Santa Fe Road to National Forest to Cajon Boulevard; then
- Along Cajon Boulevard between Swarthout Canyon Road to Kenwood Avenue.

Segment 3 – San Bernardino Urbanized Area

Segment 3, an approximately 24.3-mile segment, traverses a portion of unincorporated San Bernardino County and the Cities of San Bernardino, Highland, Loma Linda, and Colton. This segment extends from the southern administrative boundary of SBNF to the County of San Bernardino/County of Riverside boundary. This segment is located between MP 27.0 and 51.3 of the Proposed Project.

Segment 3 includes the following roadways:

Segment Start: Cajon Boulevard goes under I-15/215 interchange; northernmost intersection of streets is Cajon Boulevard and Devore Road/Glen Helen Parkway.

Segment End: intersection of Reche Canyon Road and Scotch Lane, then intersection of Reche Canyon Road and Utility Access Road is farther south.

- The alignment starts along Old Cajon Boulevard (closed) between Kenwood Avenue to Devore Road;
- Then travels along Cajon Boulevard between Devore Road and Kendall Drive; then
- Along Kendall Drive between Cajon Boulevard and Palm Avenue; then
- Along Palm Avenue between Kendall Drive (west) to Kendall Drive (east)/Little League Drive; then
- Along Kendall Drive (east)/Little League Drive between Palm Avenue and 40th Street; then
- Along 40th Street between Kendall Drive and Valencia Avenue; then
- Along Valencia Avenue between 40th Street and Lynwood Drive; then
- Along Lynwood Drive between Valencia Avenue and Golden Avenue; then
- Along Golden Avenue between Lynwood Drive and Highland Avenue; then
- Along Highland Avenue between Golden Avenue and Del Rosa Avenue; then
- Along Del Rosa Avenue between Highland Avenue and Del Rosa Drive; then
- Along Del Rosa Drive between Del Rosa Avenue to Baseline Street; then
- Along Baseline Street between Del Rosa Drive to Tippecanoe Avenue; then

- Along Tippecanoe Avenue between Baseline Street and Anderson Street; then
- Along Anderson Street between Tippecanoe Avenue and Redlands Boulevard; then
- Along Redlands Boulevard between Anderson Street and Gardena Street; then
- Along Gardena Street between Redlands Boulevard and end of Gardena Street at railroad tracks; then
- Along Steele Road between Industrial Road and Wier Road; then
- Along Wier Road between Steele Road and Waterman Avenue; then
- Along Waterman Avenue between Wier Road and Washington Street; then
- Along Washington Street between Waterman Avenue and Reche Canyon Road; then
- Along Reche Canyon Road between Washington Street and Scotch Lane.

Segment 4 – Riverside County

Segment 4, an approximately 13.7-mile segment, is the portion of the Proposed Project in Riverside County. For this segment, the Proposed Project alignment extends from Reche Canyon Road at the County of San Bernardino/County of Riverside boundary to the Moreno Pressure Limiting Station. This segment extends through unincorporated Riverside County and the City of Moreno Valley and is located between MP 51.3 and 65.0 of the Proposed Project.

Segment 4 includes the following roadways:

Northern end: Reche Canyon Road and Whittier Street.

Southern end: Alessandro Boulevard and Virginia Street.

- The alignment starts along Reche Canyon Road between Scotch Lane and Locust Avenue;
- Then along Locust Avenue between Reche Canyon Road and Moreno Beach Drive; then
- Along Moreno Beach Drive between Locust Avenue and Ironwood Avenue; then
- Along Ironwood Avenue between Moreno Beach Drive and Redlands Boulevard; then
- Along Redlands Boulevard between Ironwood Avenue and Cottonwood Avenue; then
- Along Cottonwood Avenue (part of street does not exist) between Redlands Boulevard and Theodore Street; then
- Along Theodore Street between Cottonwood Avenue and Alessandro Boulevard; then
- Along Alessandro Boulevard between Theodore Street and Virginia Street; then
- Along Virginia Street between Alessandro Boulevard and proposed Moreno Valley Compressor Station.

Additional Proposed Components

Additional components of the Proposed Project include planned upgrades at the Whitewater Pressure Limiting Station, Shaver Summit Pressure Limiting Station, and Desert Center Compressor Station located along the I-10 corridor in unincorporated Riverside County at respective distances of approximately 29, 80, and 101 miles east of the Proposed Project alignment. Exhibits 1a-1d illustrates the Proposed Project alignment.

1.2 Regulatory Authority

Environmental review for the Proposed Project includes the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in accordance with CEQA and NEPA. The federal and state lead agencies for the environmental review process are the USFS and the CPUC, respectively. The Proposed Project is also governed by a number of regional and local improvement plans within in the study area. These include the California Streets and Highway Code, Sections 660 to 734 prepared by the California Department of Transportation (Caltrans); the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG); San Bernardino County Congestion Management Program (CMP), San Bernardino Associated Governments (SANBAG) ; the General Plan for the Counties of San Bernardino and Riverside, and the cities of Adelanto, Colton, Highland, Loma Linda, Moreno Valley, San Bernardino, and Victorville. Table 1, *Affected Jurisdictions*, summarizes the length of the Proposed Project pipeline within each jurisdiction.

TABLE 1: AFFECTED JURISDICTIONS

Segment	Affected Jurisdiction	Length (miles)[1]
Segment 1: High Desert (MP 0.0–14.0)	City of Adelanto	2.2
	City of Victorville	2.0
	Unincorporated San Bernardino County	9.8
	Segment 1	14.0
Segment 2: San Bernardino National Forest[2] (MP 14.0–27.0)	San Bernardino National Forest	10.2
	Unincorporated San Bernardino County[3]	2.8
	Segment 2	13.0
Segment 3: San Bernardino Urbanized Area (MP 27.0–51.3)	City of San Bernardino	14.7
	City of Highland[4]	0.0
	City of Loma Linda	0.8
	City of Colton	2.2
	Unincorporated San Bernardino County	6.6
	Segment 3	24.3
Segment 4: Riverside County (MP 51.3–65.0)	City of Moreno Valley	6.8
	Unincorporated Riverside County	6.9
	Segment 4	13.7
	TOTAL	**65.0**

NOTES:

[1] Miles are approximate and rounded to the nearest tenth of a mile.

[2] Segment 2 covers the 13.0-mile portion of the Proposed Project located within the administrative boundary of the San Bernardino National Forest (SBNF), which includes unincorporated territory of San Bernardino County.

[3] Within unincorporated San Bernardino County, the limits of the SBNF extend approximately 13 miles; however, due to private holdings within the SBNF, only 10.2 miles are under the jurisdiction of the U.S. Forest Service.

[4] The Proposed Project is within the City of Highland for approximately 0.04 mile, which, when rounded to the nearest tenth of a mile, is less than 0.1 mile. However, 1.3 miles of the alignment abuts the city boundary.

Federal

U.S. Forest Service San Bernardino National Forest Land Management Plan

The USFS manages and maintains roads within the SBNF to allow public access, meet long-term management objectives, and provide connectivity with regional transportation systems. The USFS categorizes roads as classified, temporary, or unclassified. Classified roads are those needed for motor vehicle access to ensure the long-term resource management. Temporary roads are intended for emergency operation, or in support of a permit, and are not necessary for long-term resource management. Unclassified roads are roads and trail that exist on the ground, but have not been assessed by the USFS.

State

California Public Utilities Commission

The CPUC has primary state jurisdiction over the Proposed Project by virtue of its discretionary approval authority over construction, operation, and maintenance of public utility facilities. Because local governments generally do not have discretionary authority over CPUC jurisdictional projects, such projects are generally exempt from local land use and zoning regulations and permitting. However, as part of the CEQA impact analysis, this report considered local and state land use plans and policies.

California Department of Transportation

California Streets and Highways Code, Sections 660 to 734

The California Department of Transportation (Caltrans) has jurisdiction over state highways and sets maximum load limits for trucks and safety requirements for oversized vehicles that operate on highways. An encroachment permit must be obtained for all proposed activities related to the placement of encroachments within, under, or over the State highway rights of way. These regulations also require permits from Caltrans for any roadway encroachment during truck transportation and delivery, includes regulations for the care and protection of state and county highways and provisions for the issuance of written permits, and requires permits for any load that exceeds Caltrans weight, length, or width standards for public roadways. Caltrans will review and approve detailed traffic management plans as part of the encroachment permit process.

Proposed Project will intersect two projects: Palm Avenue at I-15 interchange; and, the Tippecanoe at the I-10 interchange.

Regional

Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. Prepared by SCAG, the RTP is a planning document which serves as the Transportation Plan required under state and federal regulations in order for projects within the region to qualify for federal and state funding. The Proposed Project will intersect with transportation improvement projects described in the RTP

County

San Bernardino Associated Governments (SANBAG)

SANBAG is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SANBAG supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts and long-term planning studies.

The San Bernardino County Congestion Management Program (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions made through the FTIP and STIP. To help fund regional transportation system improvements identified in the San Bernardino CMP, SANBAG has established a Development Mitigation Program. Developers are required to pay impact fees to fund their “fair share” of improvements per formulas adopted by SANBAG.

Riverside County Transportation Commission (RCTC)

The Riverside County Transportation Commission (RCTC) plans and implements transportation and transit improvements, assists local governments with money for local streets and roads, helps smooth the way for commuters and goods movement, and ensures that community residents have access to transportation. RCTC is governed by a 34 member Commission that includes a mayor or council member from each of Riverside County's cities, all five members of the Board of Supervisors, and a non-voting appointee of the Governor. The RCTC develops regional transportation plans and priority projects, including improvements at I-15 that may affect the Proposed Project.

Local

City General Plans

The General Plan for the cities of Adelanto, Colton, Highland, Loma Linda, Moreno Valley, San Bernardino, and Victorville include a Circulation Element documenting existing and future conditions, future improvements, and goals and policies. In general the Circulation Elements provide goals and policies to maintain or improve circulation within the system for all modes of transportation, maintain safe roadways, and provide adequate infrastructure for the future growth of the City.

Each city has municipal codes that incorporate ordinances and standards regulating traffic control on the streets and intersections within their jurisdiction. Construction along the streets and through intersections in all these cities would require encroachment permits and/or construction permits. Coordination of project construction activities with the Public Works Department and the City Engineer for each of these cities would be required for the Proposed Project.

1.3 Study Scope

This Study identifies and assesses potential impacts resulting from construction and operation of the Proposed Project to inform the CEQA/NEPA process. Given their long-term and permanent nature, applicable regulations prioritize operational impacts over construction impacts. Therefore, impacts due to Proposed Project operations are discussed first, followed by construction traffic impacts. Although Proposed Project construction traffic impacts are temporary and would last only for the duration of the construction period, these impacts at certain intersections have been determined to be significant and mitigation measures have been identified in this study.

The traffic analysis scenarios in this Study are as follows:

- Existing Baseline 2015 Conditions – The analysis of Existing Baseline traffic conditions provides the baseline conditions for the remainder of the Study. The Existing Baseline conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.

- Existing Baseline Plus Proposed Project Operations – Traffic expected to be generated by the Proposed Project operations is estimated and added to the Existing Baseline traffic volumes. The impacts of the Proposed Project on existing traffic operating conditions are then identified.

- Existing Baseline Plus Proposed Project Construction – The net traffic expected to be generated by the Proposed Project Construction activities is estimated and added to the existing baseline traffic volumes. The reduction in travel lanes along street segments and their intersections is also estimated and the temporary impacts of the Proposed Project construction on existing traffic operative conditions are then identified.

- Cumulative (2019) Base Conditions – Future traffic conditions in the year 2019 without the Proposed Project has been developed. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth and cumulative projects in the vicinity of the study area by the year 2019.

- Cumulative (2019) Plus Proposed Project Operations – The net traffic expected to be generated by the Proposed Project operations is estimated and added to the Cumulative (2019) Base traffic forecasts. The impacts of the Proposed Project on future traffic operating conditions are then identified.

- Cumulative (2019) Plus Proposed Project Construction – The net traffic expected to be generated during construction activities is estimated and added to the cumulative (2019) Base traffic volume forecasts. The reduction in travel lanes along street segments and at intersections during construction is also estimated and the temporary impacts of the construction activities associates with the Proposed Project on future traffic operating conditions are then identified.

Construction of the Proposed Project is anticipated to take 15 to 18 months, with the estimated start date in 2018 and completion date in 2019. Hence, the horizon year used for the Proposed Project impact analysis in this Study is 2019.

For this Study, 44 intersections and 54 street segments were defined as study locations. Table 2 lists the study intersections by jurisdiction. Thirty-four of the study intersections are controlled by traffic signals. These intersections and segments were included in the study area as representative study locations to evaluate a reasonable worst case scenario. Additionally, Congestion Management Program CMP locations along the Proposed Project alignment were chosen for analysis to represent a reasonable worst case scenario. Table 3 lists the street segments by jurisdictions. Exhibits 2a-2m illustrate the Proposed Project alignment in relation to the study intersections and street segments.

TABLE 2
LIST OF STUDY INTERSECTIONS

Project Segment	No.	Intersection	Jurisdiction
1	1	Baldy Mesa Rd & Bonanza Rd [a]	San Bernardino County
	2	Baldy Mesa Rd & Yucca Terrace Dr [a]	San Bernardino County
	3	Baldy Mesa Rd & Phelan Rd	San Bernardino County
2	4	Santa Fe Rd/ Wagon Train Rd & SR-138 [a]	San Bernardino National Forest/Caltrans
	5	I-15 NB Ramps & Cleghorn Rd [a]	San Bernardino National Forest/Caltrans
	6	I-15 SB Ramps & Cleghorn Rd [a]	San Bernardino National Forest/Caltrans
3	7	Devore Rd/ Glen Helen Pkwy & Cajon Bl [a]	San Bernardino
	8	Kendall Dr & Palm Av *	San Bernardino/Caltrans
	9	I-215 NB Ramps & Palm Av *	San Bernardino/Caltrans
	10	Little League Dr/Kendall Dr & Palm Av	San Bernardino
	11	Kendall Dr & Campus Pkwy	San Bernardino
	12	Kendall Dr & University Pkwy	San Bernardino
	13	Kendall Dr & Little Mountain Dr	San Bernardino
	14	Kendall Dr & Shandin Hills Dr/40th St *	San Bernardino
	15	Waterman Av (SR-18) & 40th St *	San Bernardino/Caltrans
	16	Valencia Av & 40th St [a]	San Bernardino
	17	Golden Av & Lynwood Dr	San Bernardino
	18	Golden Av & Highland Av	San Bernardino
	19	Del Rosa Av & Highland Av *	San Bernardino
	20	Del Rosa Dr & Baseline St *	San Bernardino/Highland
	21	Tippecanoe Av & Baseline St	San Bernardino
	22	Tippecanoe Av & 9th St	San Bernardino/Highland
	23	Tippecanoe Av & 6th St	San Bernardino/Highland
	24	Tippecanoe Av & 3rd St *	San Bernardino/Highland
	25	Tippecanoe Av & Harry Shepard Bl	San Bernardino
	26	Tippecanoe Av & Mill St *	San Bernardino
	27	Tippecanoe Av & Orange Show Rd/San Bernardino Av *	San Bernardino
	28	Tippecanoe Av & Hospitality Ln/Coulston St	San Bernardino
	29	Tippecanoe Av/Anderson St & I-10 WB Ramps *	San Bernardino/Caltrans
	30	Anderson St & I-10 EB Ramps *	Loma Linda/Caltrans
	31	Anderson St & Redlands Bl *	Loma Linda
	32	Gardena St & Redlands Bl [a]	San Bernardino
	33	Waterman Av & Wier Rd	San Bernardino
	34	Waterman Av & Washington St *	San Bernardino/Colton
	35	Reche Canyon Rd & Washington St *	Colton
	36	Reche Canyon Rd & Prado Ln	Colton
	37	Reche Canyon Rd & Shane Dr	Colton
4	38	Reche Canyon Rd & Reche Vista Dr	Riverside County
	39	Moreno Beach Dr & Ironwood Av	Moreno Valley
	40	Redlands Bl & Locust Av [a]	Moreno Valley
	41	Redlands Bl & Ironwood Av	Moreno Valley
	42	Redlands Bl & Spruce Av/SR-60 WB Ramps [a]	Moreno Valley/Caltrans
	43	Redlands Bl & SR-60 EB Ramps	Moreno Valley/Caltrans
	44	Redlands Bl & Cottonwood Av	Moreno Valley

[a] Unsignalized intersection - stop-controlled on minor or all approaches.

* San Bernardino County CMP location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

TABLE 3
LIST OF STUDY STREET SEGMENTS

Project Segment	ID	Street	Segment	Jurisdiction
1	1	Rancho Road	e/o Koala Road	Adelanto
	2	Palmdale Road	w/o Baldy Mesa Road	Adelanto/San Bernardino County
	3	Baldy Mesa Road	n/o Bear Valley Road-Duncan Road	San Bernardino County
	4	Duncan Road	e/o Baldy Mesa Road	San Bernardino County
	5	Baldy Mesa Road	n/o 5th Street	San Bernardino County
	6	Phelan Road	e/o Baldy Mesa Road	San Bernardino County
	7	Mesquite Street	e/o Baldy Mesa Road	San Bernardino County
2	8	SR-138	e/o Wagon Train Road	San Bernardino National Forest/Caltrans
	9	Cajon Boulevard	s/o Cleghorn Road	San Bernardino National Forest
	10	Kenwood Avenue	e/o Cajon Boulevard	San Bernardino County
3	11	Glen Helen Parkway	s/o Cajon Boulevard	San Bernardino County
	12	Kendall Drive	n/o Little League Drive	San Bernardino
	13	Little League Drive	e/o Kendall Drive	San Bernardino
	14	Palm Avenue	e/o Kendall Drive	San Bernardino
	15	Pine Avenue	e/o Kendall Drive	San Bernardino
	16	Campus Parkway	e/o Kendall Drive	San Bernardino
	17	University Parkway	w/o Kendall Drive	San Bernardino
	18	Kendall Drive	s/o Pine Avenue	San Bernardino
	19	Kendall Drive	s/o University Parkway	San Bernardino
	20	40th Street	w/o Electric Avenue	San Bernardino
	21	Electric Avenue	n/o 40th Street	San Bernardino
	22	Electric Avenue	s/o 40th Street	San Bernardino
	23	Sierra Way	n/o 40th Street	San Bernardino
	24	Sierra Way	s/o 40th Street	San Bernardino
	25	Waterman Avenue (SR-18)	s/o 40th Street	San Bernardino/Caltrans
	26	Valencia Avenue	s/o 40th Street	San Bernardino
	27	Lynwood Drive	e/o Valencia Avenue	San Bernardino
	28	Golden Avenue	n/o Highland Avenue	San Bernardino
	29	Highland Avenue	e/o Golden Avenue	San Bernardino
	30	Del Rosa Drive	n/o Baseline Street	San Bernardino
	31	Pacific Street	e/o Del Rosa Drive	Highland/San Bernardino County
	32	Pacific Street	w/o Del Rosa Drive	San Bernardino County
	33	Baseline Street	e/o Tippecanoe Avenue	San Bernardino
	34	Tippecanoe Avenue	s/o 9th Street	Highland/San Bernardino County
	35	5th Street	w/o Tippecanoe Avenue	San Bernardino County
	36	Rialto Avenue	w/o Tippecanoe Avenue	San Bernardino
	37	Tippecanoe Avenue	s/o Harry Shepard Boulevard	San Bernardino
	38	Central Avenue	w/o Tippecanoe Avenue	San Bernardino
	39	Tippecanoe Avenue	n/o Gould Street	San Bernardino
	40	Gould Street	e/o Tippecanoe Avenue	San Bernardino
	41	Hospitality Lane	w/o Tippecanoe Avenue	San Bernardino
	42	Harriman Place	w/o Tippecanoe Avenue	San Bernardino
	43	Redlands Boulevard	e/o Gardena Street	San Bernardino/Loma Linda
	44	Steele Road	n/o Wier Road	San Bernardino
	45	Wier Road	n/o Washington Street	San Bernardino
	46	Washington Street	w/o Wier Road	San Bernardino/Colton
	47	Reche Canyon Road	n/o Fern Lane	Colton
4	48	Reche Vista Drive	s/o Reche Canyon Road	Riverside County
	49	Moreno Beach Drive	n/o Ironwood Avenue	Moreno Valley
	50	Locust Avenue	e/o Moreno Beach Road	Moreno Valley
	51	Ironwood Avenue	w/o Redlands Boulevard	Moreno Valley
	52	Redlands Boulevard	n/o Ironwood Avenue	Moreno Valley
	53	Theodore Street	s/o Cottonwood Avenue	Moreno Valley
	54	Alessandro Boulevard	e/o Theodore Street	Moreno Valley

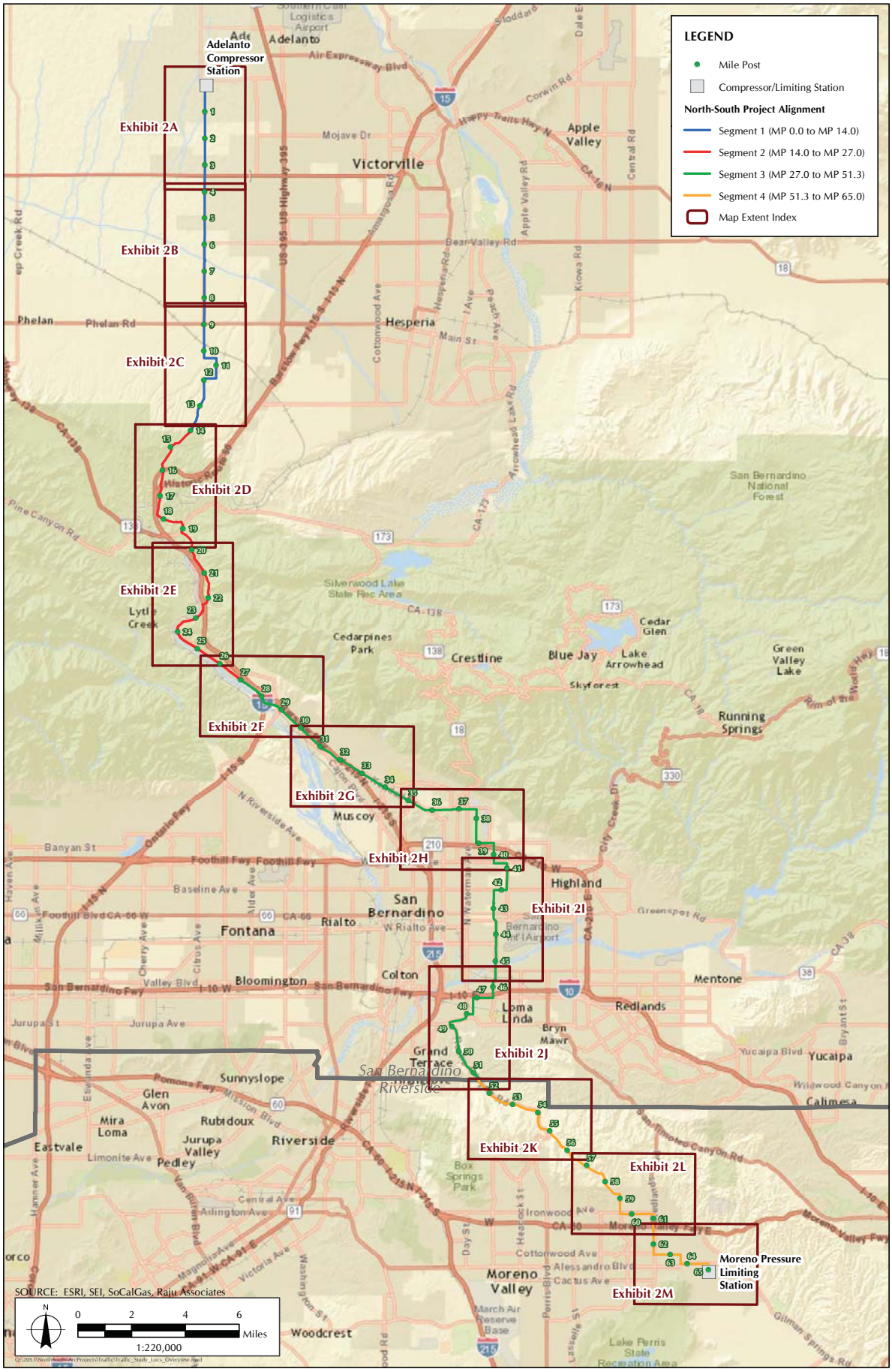
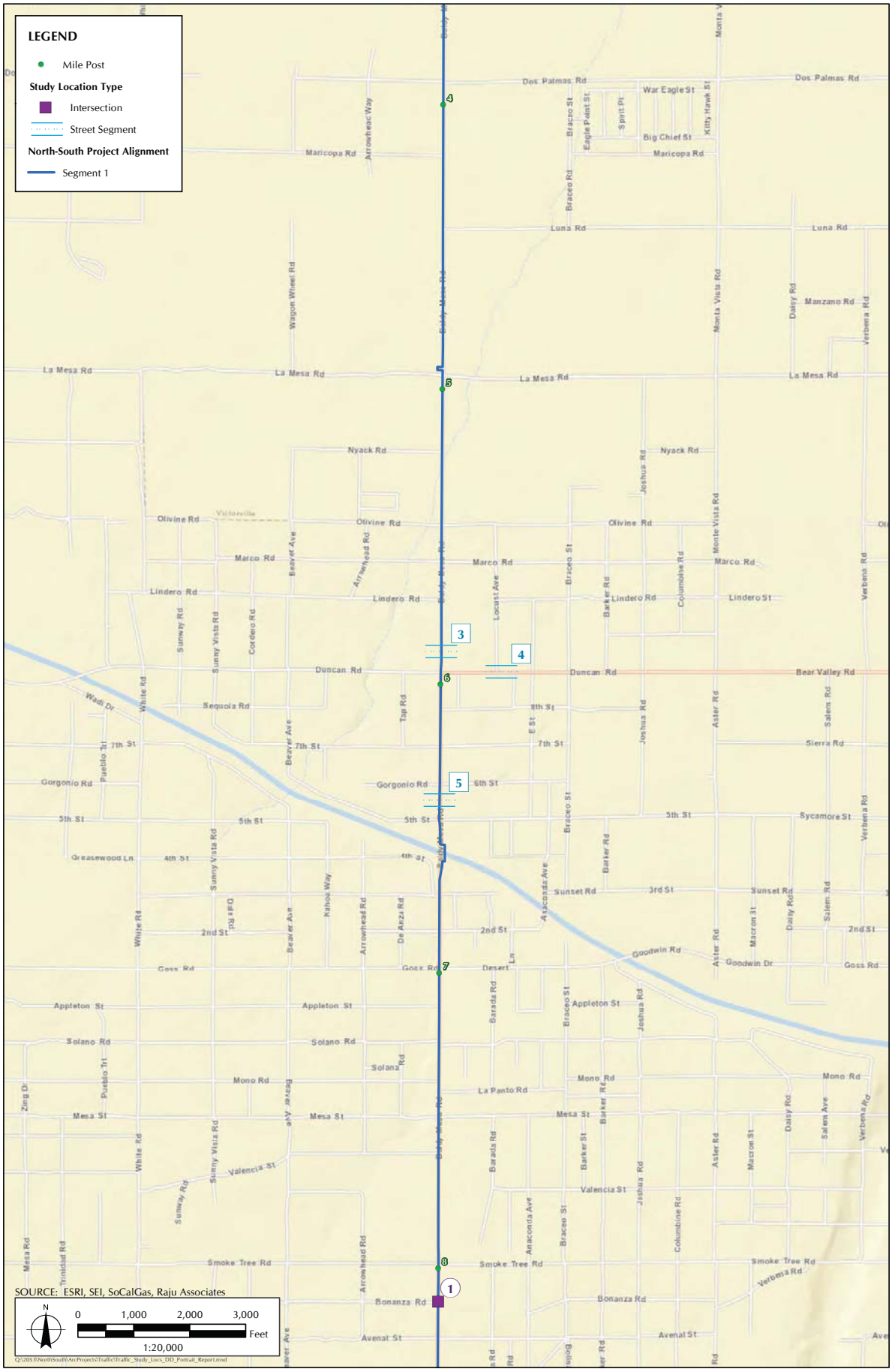


EXHIBIT 2

Traffic Study Locations - Extent Indicator Map

EXHIBIT 2A

Traffic Study Locations



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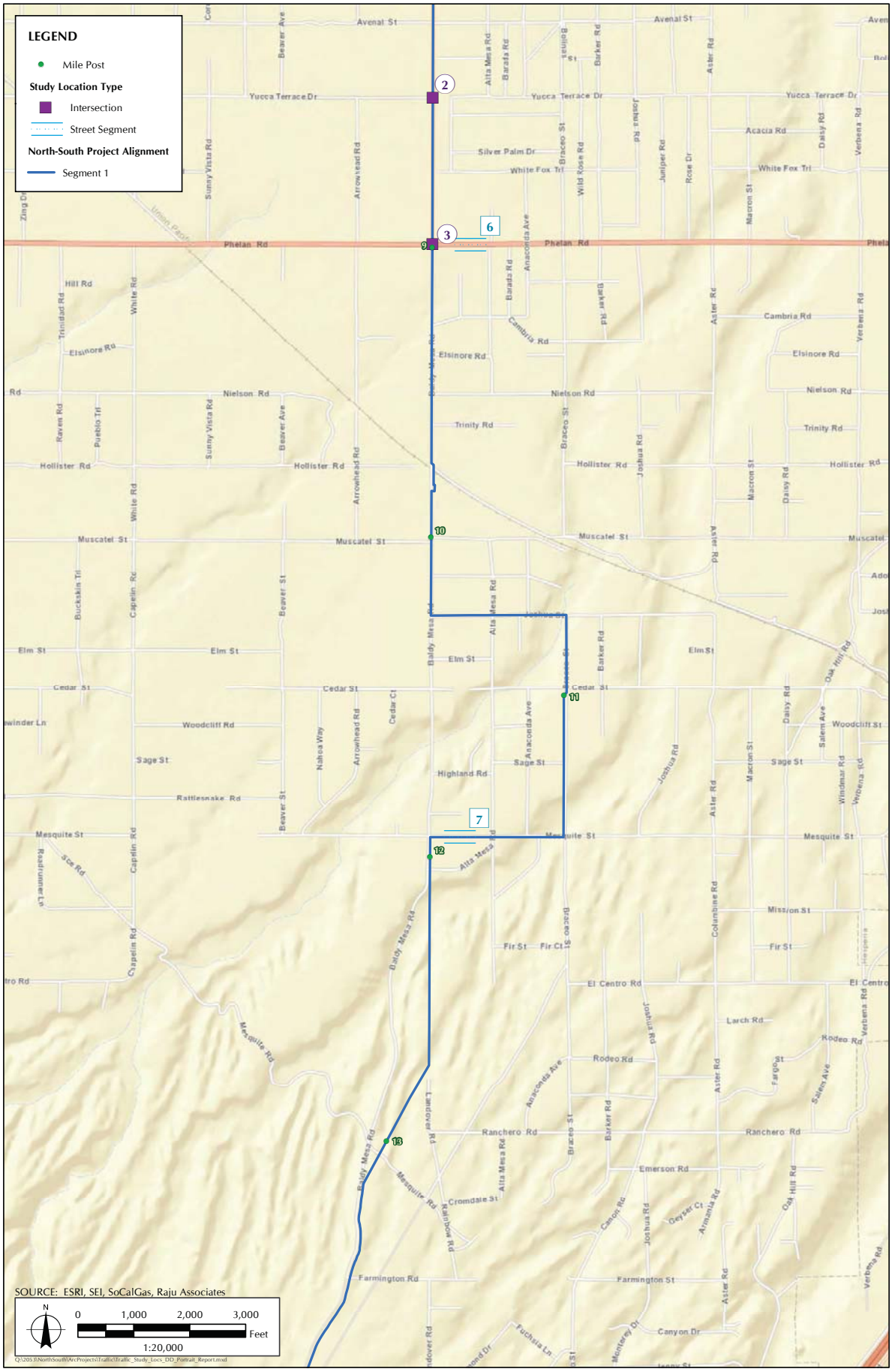

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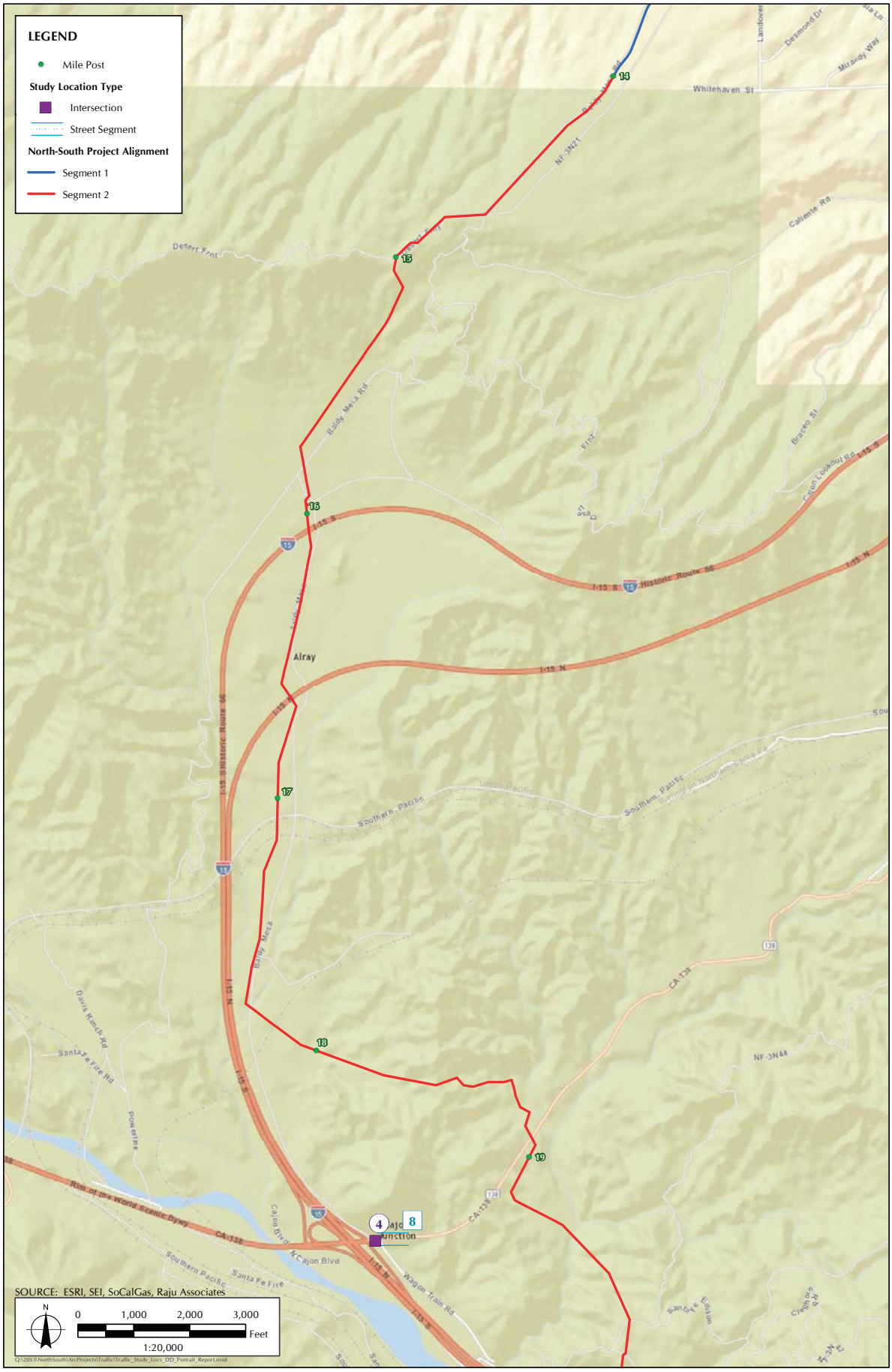

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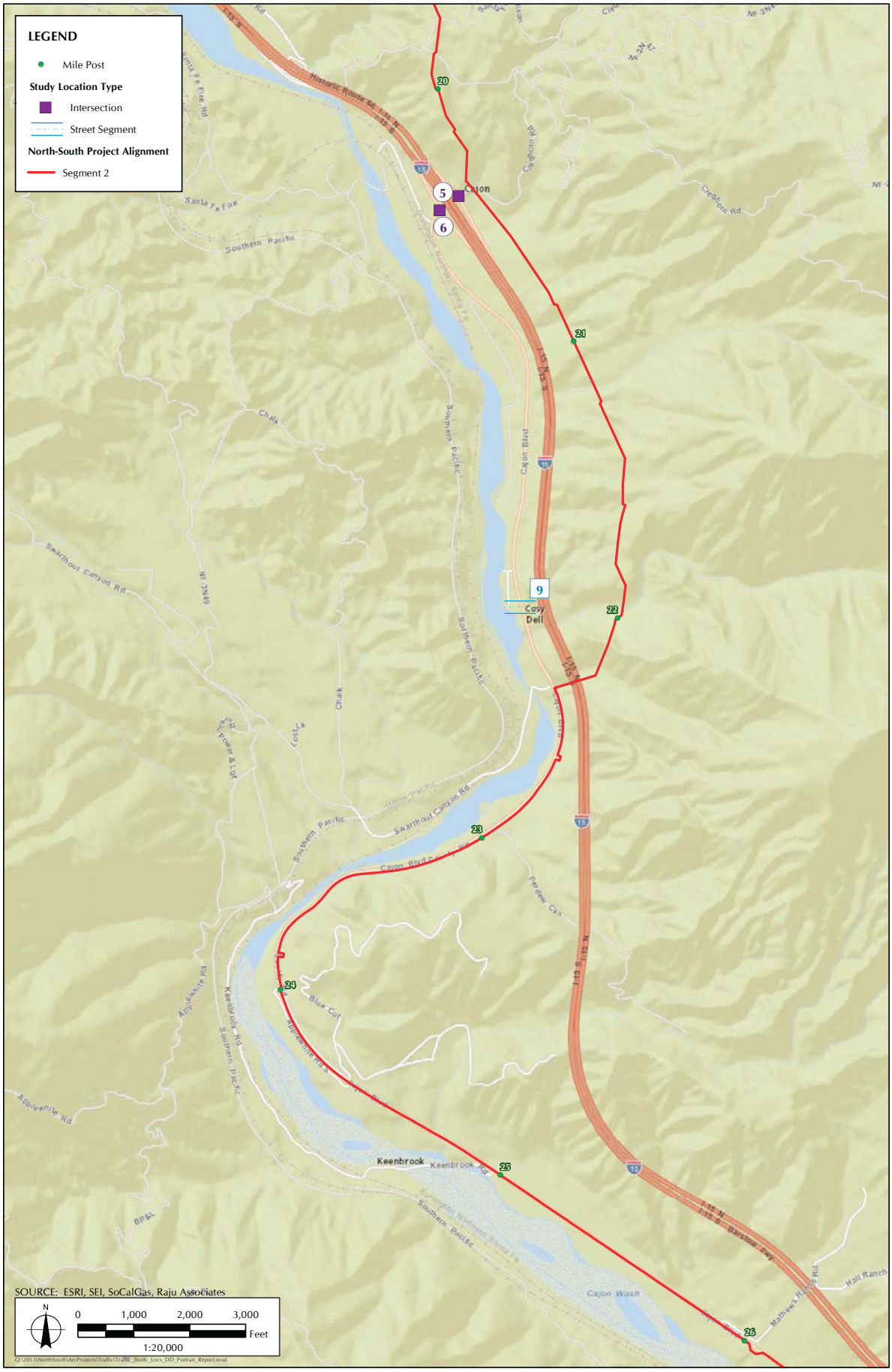

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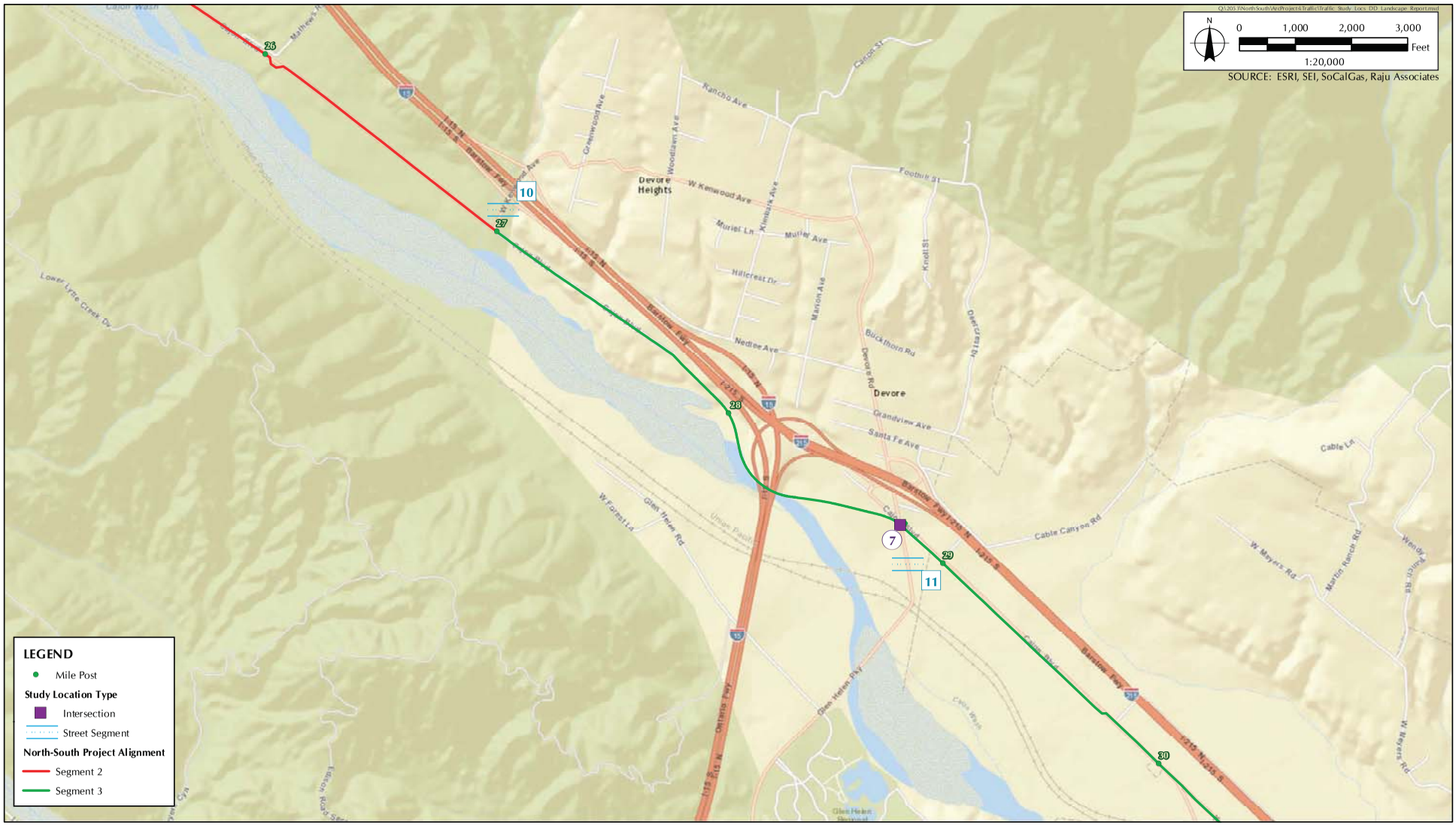

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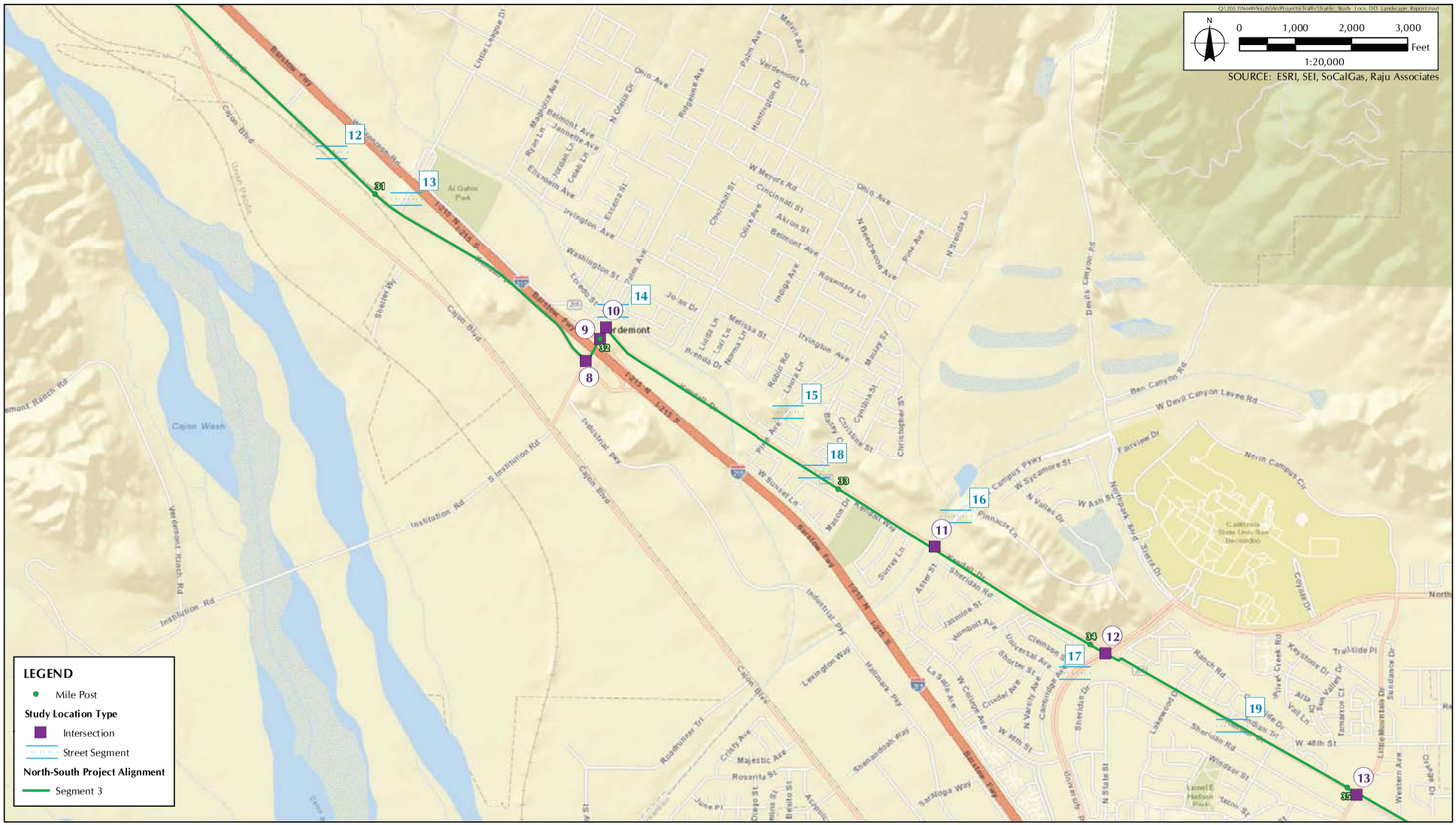

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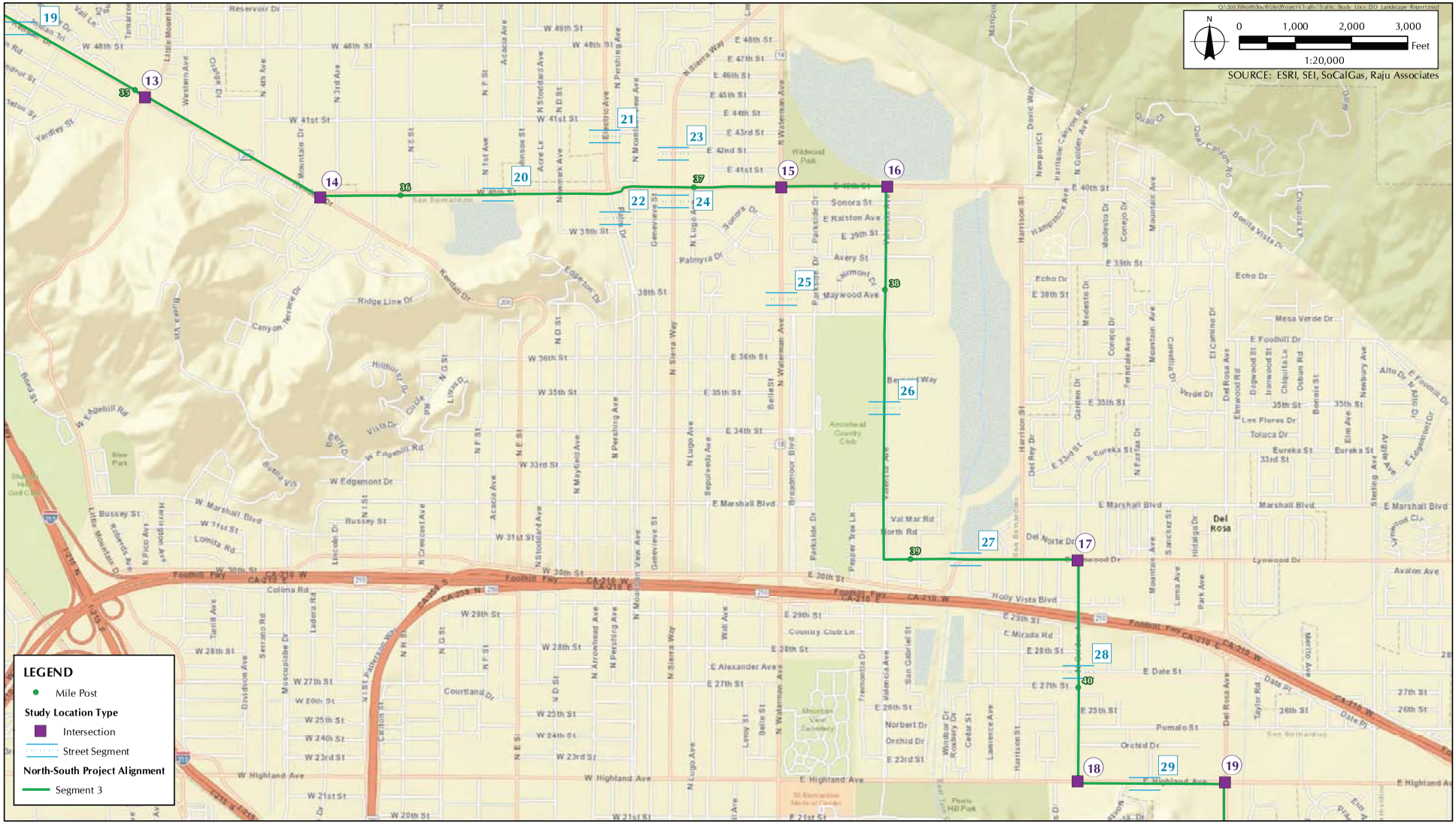

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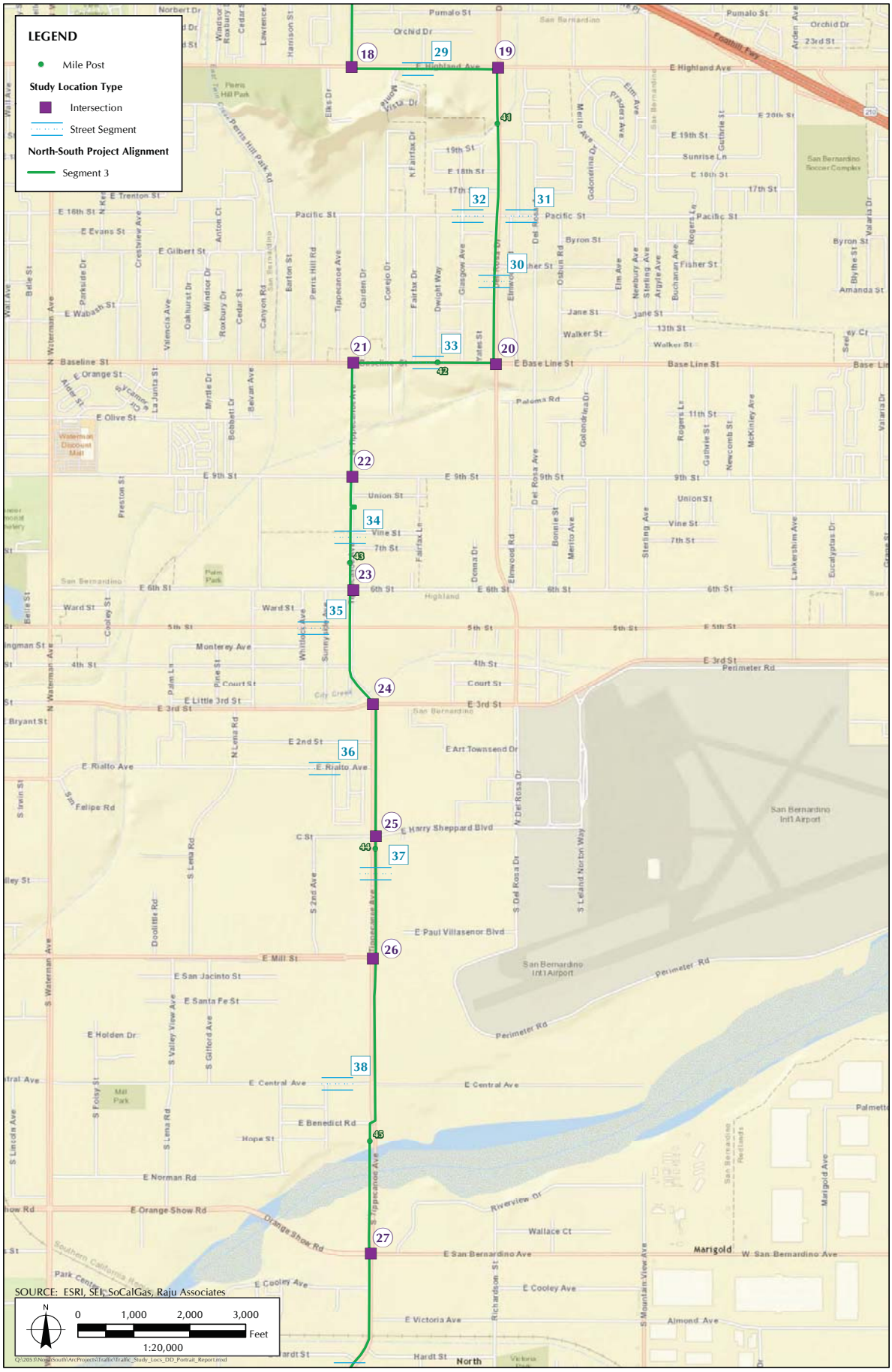

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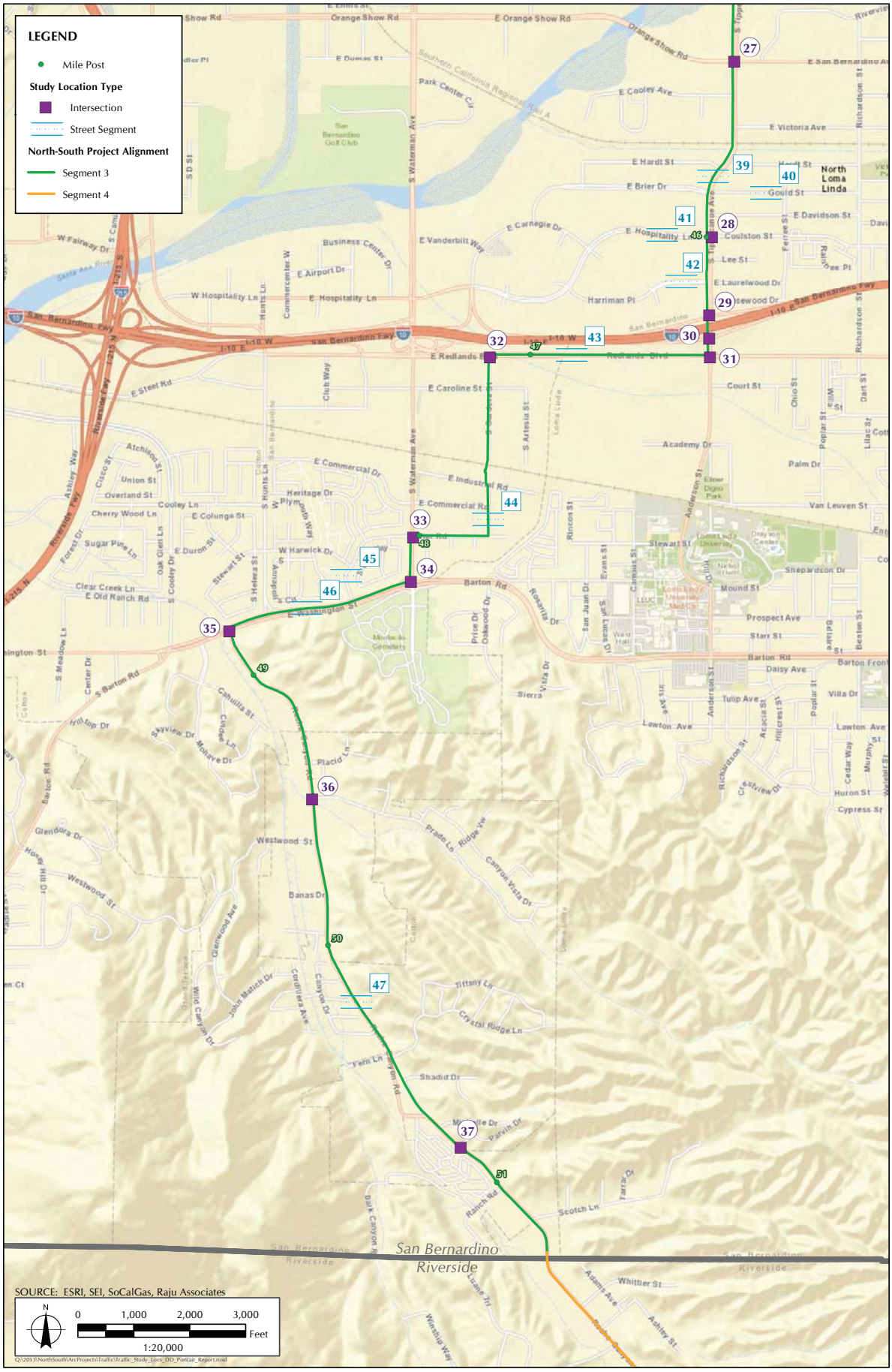
Traffic Study Locations



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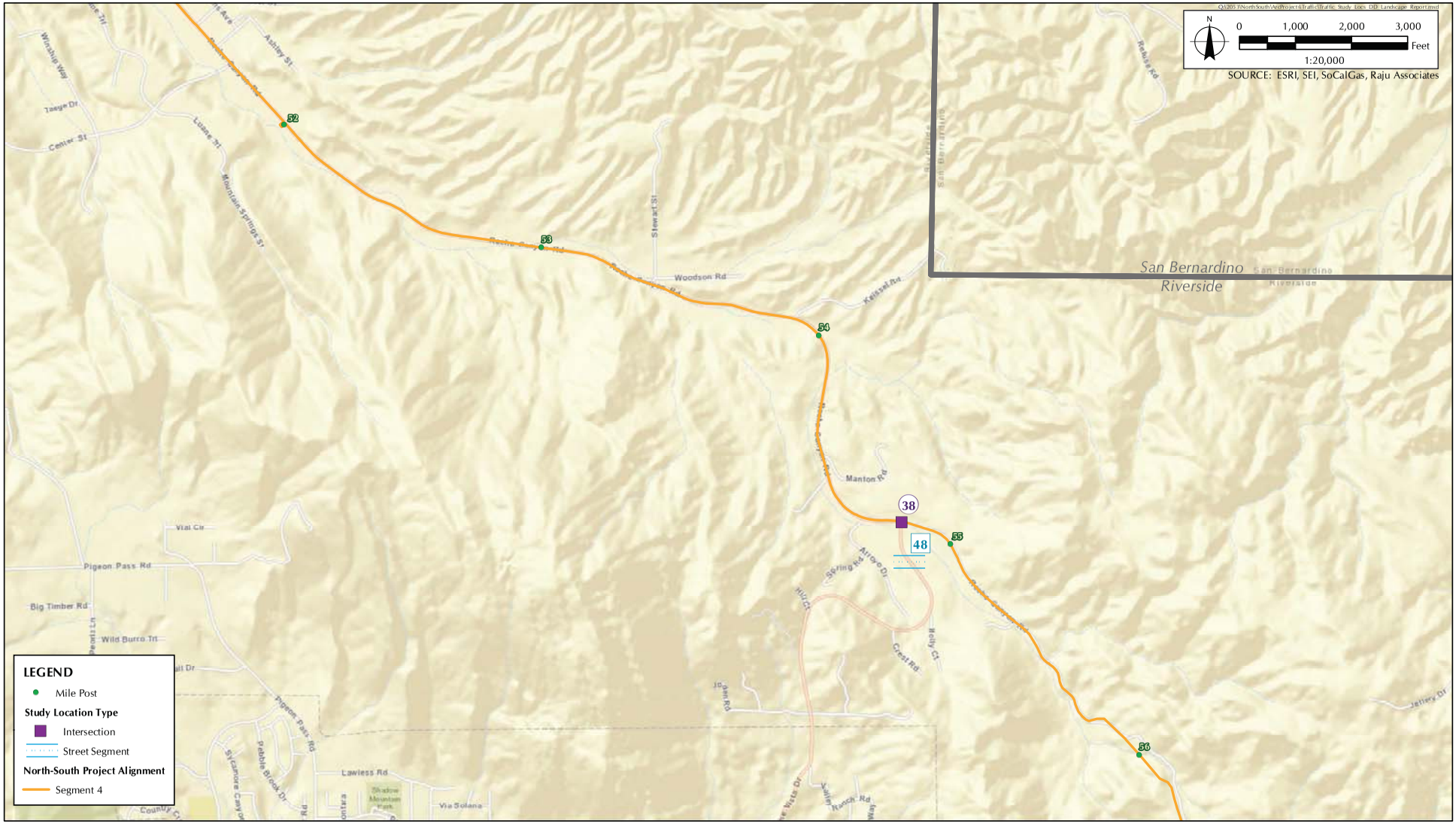

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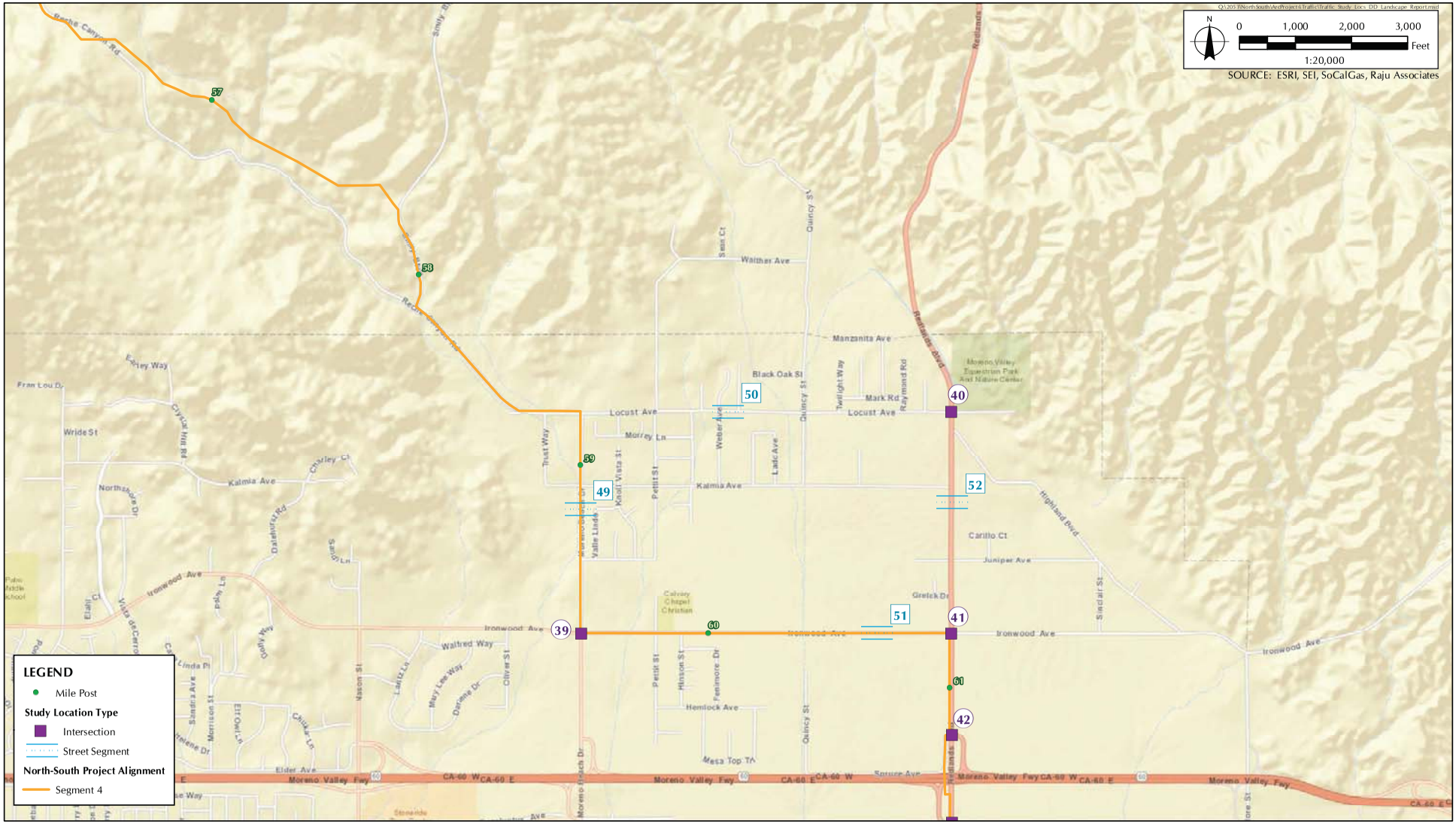

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Traffic Study Locations

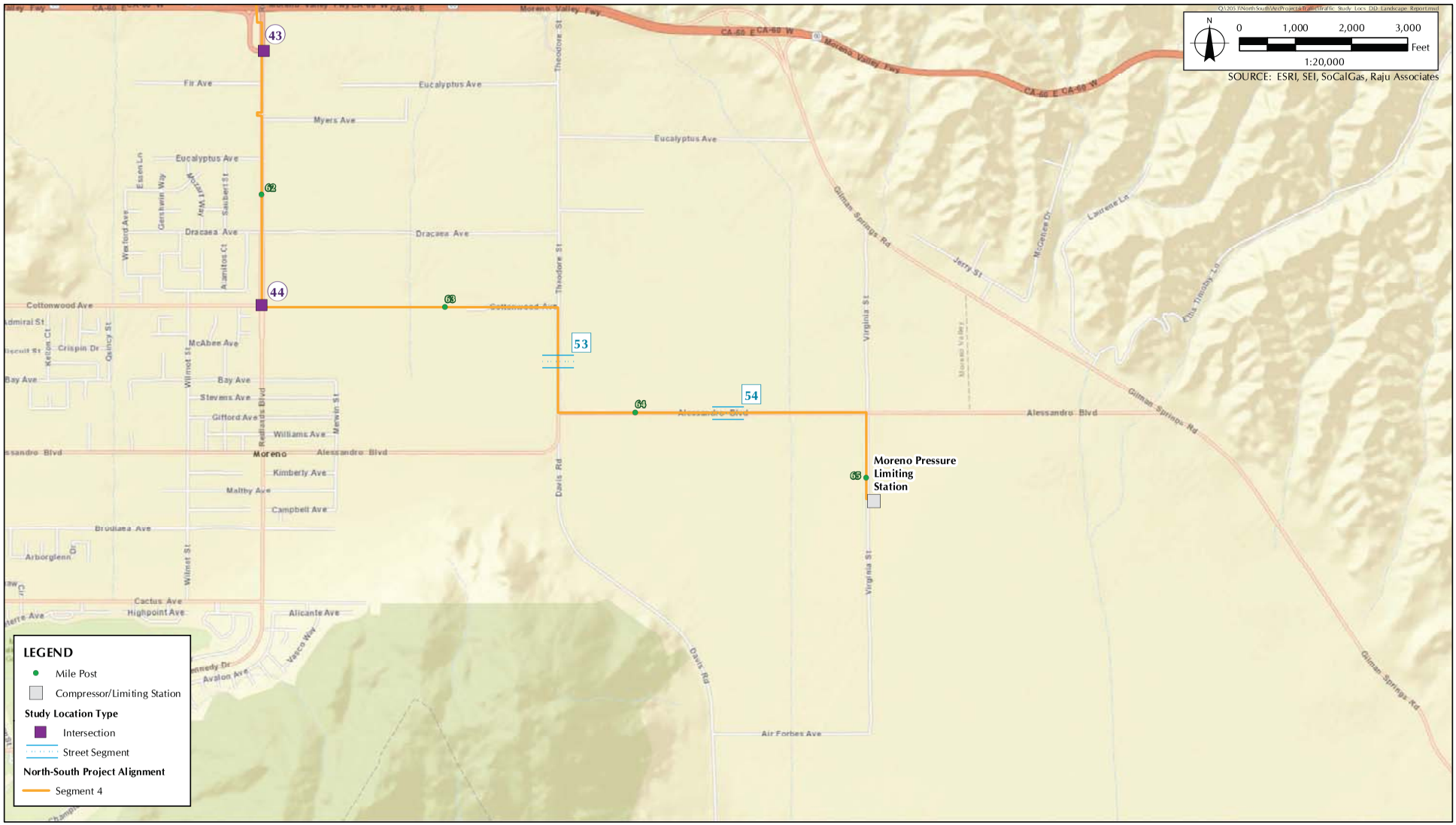


EXHIBIT 2M

Traffic Study Locations

2.0 Methods

This section describes the existing baseline conditions and the methodology to assess the Proposed Project's potential impacts to traffic and transportation.

2.1 Existing Baseline Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of Existing Baseline conditions within the study area. The assessment of conditions relevant to this Study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter. The existing transit system and bicycle system serving the study area are also described in this chapter.

2.1.1 Study *Area*

The study area encompasses Rancho Road in the City of Adelanto to the north, Santa Fe Road in the SBNF to the west, Virginia Road in the City of Moreno Valley to the east, and Alessandro Boulevard in the City of Moreno Valley to the south.

2.1.2 Existing Street System

The existing street system within the study area consists of a regional highway system including major and secondary arterials and a local street system including collectors and local streets. U.S. Highway 395, I-215, I-15, I-10, State Route (SR) 210, SR-138, SR-60, and SR-18 provide regional access, connectivity and circulation opportunities within the study area.

A description of the regional and local access and circulation offered by the various roadways follows.

- US Highway 395 (US 395) – US Highway 395 is a north-south highway that is located east of the Proposed Project alignment. The highway generally provides four travel lanes, two lanes in each direction within the study area. The highway provides regional access to the study area at several intersections, including Phelan Road and Palmdale Road. US 395 connects the Baldy Mesa and Hesperia areas to points north of the study area.

- Interstate-215 (I-215) – Interstate-215 is a north-south freeway that is located near the Proposed Project alignment. The highway generally provides four to six travel lanes, two to three in each direction within the study area. This freeway provides regional access to the study area at Devore Road, Palm Avenue, University Parkway, 5th Street, and Washington Street in the study area. I-215 connects the Temecula area to San Bernardino area.

- Interstate-15 (I-15) – Interstate-15 is a north-south freeway that is located near the Proposed Project alignment. The highway generally provides eight to ten travel lanes, four to five lanes in each direction within the study area. This freeway provides regional access to the study area at SR-138, Cleghorn Road, Cajon Boulevard, and Kenwood Avenue. I-15 connects the San Diego area to points north of the study area.

- Interstate-10 (I-10) – Interstate-10 is an east-west freeway that generally provides eight travel lanes, four lanes in each direction within the study area. This freeway connects the Santa Monica area to points east of the study area. The freeway provides regional access to the study area at numerous locations.

- State Route 210 (SR-210) – State Route 210 is an east-west freeway that is located near the Proposed Project alignment in the City of San Bernardino. The freeway generally provides six travel lanes, three lanes in each direction within the study area. This freeway provides regional access to the study area at Waterman Avenue and Del Rosa Drive. SR-210 connects the Redlands area to the San Dimas area.

- State Route 138 (SR-138) – State Route 138 is an east-west road that is located near the Proposed Project alignment near the Cajon Junction. The road generally provides four travel lanes, two lanes in each direction within the study area. SR-138 connects the Cajon area to the Palmdale area.

- State Route 60 (SR-60) – State Route 60 is an east-west freeway that is located near the Proposed Project alignment in the City of Moreno Valley. The freeway generally provides four travel lanes, two lanes in each direction within the study area. One High Occupancy Vehicle (HOV) lane is provided in each direction on SR-60 west of Redlands Boulevard. This freeway provides access to the study area at Moreno Beach Drive, Redland Boulevard, and Theodore Street. The SR-60 freeway connects the Los Angeles area to the Beaumont area.

- State Route 18 (SR-18) – State Route 18 is a north-south road that is located near the Proposed Project alignment at 40th Street in the City of San Bernardino. State Route 18 is an east-west road near the Proposed Project alignment at Koala Road in the cities of Adelanto and Victorville. The road generally provides four travel lanes, two lanes in each direction within the study area.

The descriptions of major and other arterials serving the study area follow. The existing lane configurations of the analyzed intersections are included in Appendix B.

- Rancho Road – Rancho Road is classified as a Major Arterial Highway in the San Bernardino County General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, there is no posted speed limit and de facto speed limit of 25 miles per hour is assumed.

- Palmdale Road (SR-18) – Palmdale Mesa Road is classified as a Major Arterial Highway in the San Bernardino County General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 55 miles per hour.

- Baldy Mesa Road – Baldy Mesa Road is classified as a Major Arterial Highway in the San Bernardino County General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 55 miles per hour.

- Duncan Road – Duncan Mesa Road is classified as a Major Arterial Highway in the San Bernardino County General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 55 miles per hour.

- Phelan Road – Phelan Road is classified as a Major Arterial Highway in the San Bernardino County General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 55 miles per hour.

- Cajon Boulevard/US Route 66 – Cajon Boulevard is classified as a Mountain Secondary Highway in the San Bernardino County General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 55 miles per hour.

- Kenwood Avenue – Kenwood Avenue is a local road that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, there is no posted speed limit.

- Glen Helen Parkway – Glen Helen Parkway is classified as a Major Arterial Highway in the San Bernardino County General Plan that runs in a north-south direction. The roadway is currently under construction and offers two travel lanes, one lane in each direction. Within the study area during construction, the posted speed limit is 25 miles per hour.

- Little League Drive – Little League Drive is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, there is no posted speed limit.

- Palm Avenue – Palm Avenue is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 45 miles per hour.

- Pine Avenue – Pine Avenue is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 45 miles per hour.

- Kendall Drive – Kendall Drive is classified as a Major Arterial in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 50 miles per hour. Bike lanes are provided on both sides Kendall Drive between Palm Avenue and University Parkway, and between Little Mountain Drive and 40th Street. Bike lanes are provided on the east side of Kendall Drive between University Parkway and Little Mountain Drive.

- Campus Parkway – Campus Parkway is classified as a Major Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, there is no posted speed limit. Bike lanes are provided on both sides Campus Parkway within the study area.

- University Parkway – University Parkway is classified as a Major Divided Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers six travel lanes, three lanes in each direction. Within the study area, the posted speed limit is 45 miles per hour. Bike lanes are provided on both sides University Parkway within the study area.

- 40th Street – 40th Street is classified as a Major Arterial in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. The roadway narrows between Acre Lane and Electric Avenue and offers two travel lanes, one lane in each direction. The posted speed limit is 45 miles per hour, west of Electric Avenue and east of Waterman Avenue. Between Electric Avenue and Waterman Avenue, the posted speed limit is 30 miles per hour.

- Electric Avenue – Electric Avenue is classified as a Major Highway in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 45 miles per hour. Bike lanes are provided on Electric Avenue within the study area.

- Sierra Way – Sierra Way is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 40 miles per hour.

- Waterman Avenue – Waterman Avenue is classified as a Major Highway in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 50 miles per hour.

- Valencia Avenue – Valencia Avenue is classified as a Secondary Arterial in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 45 miles per hour. Bike lanes are provided on both sides Valencia Avenue between 40th Street and 30th Street.

- Lynwood Drive – Lynwood Drive is classified as a local street between Valencia Avenue and 30th Street and as a Secondary Arterial east of 30th Street in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. The roadway narrows between Valencia Avenue and 30th Street and offers two travel lanes, one lane in each direction. The posted speed limit is 25 miles per hour.

- Golden Avenue – Golden Avenue is classified as a Secondary Arterial Highway in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 40 miles per hour.

- Highland Avenue – Highland Avenue is classified as a Major Arterial Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 40 miles per hour.

- Del Rosa Avenue – Del Rosa Avenue is classified as a Major Arterial Highway in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers three travel lanes between Highland Avenue and Del Rosa Drive, one lane in the northbound direction and two lanes in the southbound direction. Within the study area, the posted speed limit is 35 miles per hour.

- Del Rosa Drive – Del Rosa Drive is classified as a Major Arterial Highway in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers two travel lanes between Del Rosa Avenue and Pacific Street, one lane in each direction. Between Pacific Street and Baseline Street, Del Rosa Drive provides four travel lanes, two lanes in each direction. The posted speed limit is 35 miles per hour, between Del Rosa Avenue and Pacific Street. Between Pacific Street and Baseline Street, the posted speed limit is 45 miles per hour.

- Pacific Street – Pacific Street is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, there is no posted speed limit.

- Baseline Street – Baseline Street is classified as a Major Arterial Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 40 miles per hour.

- Tippecanoe Avenue – Tippecanoe Avenue is classified as a Secondary Arterial between Baseline Street and 3rd Street, and as a Major Arterial between 3rd Street and Redlands Boulevard in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers four travel lanes, two lanes in each direction. Between Rialto Avenue and Central Avenue, Tippecanoe Avenue provide six travel lanes, three lanes in each direction. The posted speed limit is 45 miles per hour between Baseline Street and San Bernardino Avenue. Between San Bernardino Avenue and Redlands Boulevard, the posted speed limit is 40 miles per hour.

- 5th Street – 5th Street is classified as a Major Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 40 miles per hour. Bike lanes are provided on both sides of 5th Street within the study area.

- Rialto Avenue – Rialto Avenue is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, there is no posted speed limit.

- Central Avenue – Central Avenue is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, there is no posted speed limit.

- Brier Drive – Brier Drive is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, there is no posted speed limit.

- Hospitality Lane – Hospitality Lane is classified as a Major Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, there is no posted speed limit. Bus only lanes are provided on both side of Hospitality Lane, west of Tippecanoe Avenue.

- Harriman Place – Harriman Place is classified as a Secondary Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 35 miles per hour.

- Redlands Boulevard – Redlands Boulevard is classified as a Modified 4-lane Undivided Highway in the City of Loma Linda General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 40 miles per hour.

- Steele Road – Steele Road is classified as a Local street in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, there is no posted speed limit.

- Waterman Avenue – Waterman Avenue is classified as a Major Arterial in the City of San Bernardino General Plan that runs in a north-south direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 50 miles per hour.

- Wier Road – Wier Road is classified as a Collector street in the City of San Bernardino General Plan that runs in a north-south and east-west direction. The roadway generally offers four travel lanes, two lanes in each direction, between Waterman Avenue and Washington Street. Within the study area, there is no posted speed limit.

- Washington Street – Washington Street is classified as a Major Arterial Highway in the City of San Bernardino General Plan that runs in an east-west direction. The roadway generally offers four travel lanes, two lanes in each direction. Within the study area, the posted speed limit is 45 miles per hour.

- Reche Canyon Road – Reche Canyon Road Avenue is classified as a Major Arterial in the City of Colton General Plan that runs in a north-south direction. Reche Canyon Road, south of Center Street, is classified as a Mountain Arterial in the Riverside County General Plan. The roadway generally offers two travel lanes, one lane in each direction. The posted speed limit is 45 miles per hour between Washington Street and Reche Vista Drive. Reche Canyon Road, south of Reche Vista Drive, has a posted speed limit of 35 miles per hour.

- Reche Vista Drive – Reche Vista Drive is classified as a Mountain Arterial in the Riverside County General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 35 miles per hour.

- Locust Avenue – Locust Avenue is classified as a Minor Arterial in the City of Moreno Valley General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 45 miles per hour.

- Moreno Beach Drive – Moreno Beach Drive is classified as an Arterial in the City of Moreno Valley General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 50 miles per hour.

- Ironwood Avenue – Ironwood Avenue is classified as a Minor Arterial in the City of Moreno Valley General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 55 miles per hour.

- Redlands Boulevard – Redlands Boulevard is classified as a Divided Major Arterial in the City of Moreno Valley General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, the posted speed limit is 55 miles per hour.

- Theodore Street – Theodore Street is classified as a Divided Major Arterial in the City of Moreno Valley General Plan that runs in a north-south direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, there is no posted speed limit.

- Alessandro Boulevard – Alessandro Boulevard is classified as a Divided Major Arterial in the City of Moreno Valley General Plan that runs in an east-west direction. The roadway generally offers two travel lanes, one lane in each direction. Within the study area, there is no posted speed limit.

A summary of the roadway characteristics along the proposed pipeline route is provided in Table 4.

TABLE 4
PROJECT ALIGNMENT - ROADWAY DESCRIPTIONS AND CHARACTERISTICS

Seg.	Project Alignment		Jurisdiction	General Plan Classification	Road Condition	Pavement Approx. Width	NB/EB lanes	SB/WB lanes	Median Type	Shoulder	Parking	Posted MPH	Land Use	Transit	Bike	Sidewalks
1	Dirt Access Road	s/o of Industrial Way	Adelanto		unpaved	n/a	1	1	n/a	dirt	no	n/a	vacant/open space	no	no	no
1	Koala Road	n/o Cactus Road	Adelanto		unpaved	n/a	1	1	n/a	dirt	no	n/a	vacant/open space	no	no	no
1	Koala Road	s/o Mojave Drive	San Bernardino County		unpaved	n/a	1	1	n/a	dirt	no	n/a	vacant/open space	no	no	no
1	Baldy Mesa Road	s/o Palmdale Road	Victorville		unpaved	n/a	1	1	n/a	dirt	no	n/a	vacant/open space	no	no	no
1	Baldy Mesa Road	s/o Olivine Road	San Bernardino County	Major Arterial Highway	paved	26 feet	1	1	double yellow	dirt	no	not posted	rural/residential	VVTA 21	no	no
1	Baldy Mesa Road	s/o Duncan Road	San Bernardino County	Major Arterial Highway	paved	30 feet	1	1	double yellow	dirt	no	55 mph	rural/residential	VVTA 21	no	no
1	Baldy Mesa Road	at Bridge (s/o 5th)	San Bernardino County	Major Arterial Highway	paved	30 feet	1	1	double yellow	dirt	no	55 mph	near SB County Fire Station 16	VVTA 21	no	no
1	Baldy Mesa Road	s/o of Bonanza	San Bernardino County	Major Arterial Highway	paved	40 feet	1	1	double yellow	SW	Loading	55 mph	Baldy Mesa Elementary	VVTA 21	no	westside
1	Baldy Mesa Road	s/o Yucca Terrace Drive	San Bernardino County	Major Arterial Highway	paved	24 feet	1	1	double yellow	dirt	no	55 mph	near Quail Valley Middle School	VVTA 21	no	no
1	Baldy Mesa Road	s/o Phelan Road	San Bernardino County	Major Arterial Highway	paved	24 feet	1	1	double yellow	dirt	no	55 mph	rural/residential	no	no	no
1	Baldy Mesa Road	at Rail Crossing (Hollister Road)	San Bernardino County	Major Arterial Highway	paved	24 feet	1	1	double yellow	dirt	no	55 mph	vacant	no	no	no
1	Baldy Mesa Road	n/o Joshua Street	San Bernardino County	Major Arterial Highway	paved	24 feet	1	1	double yellow	dirt	no	55 mph	rural/residential	no	no	no
1	Joshua Street	e/o Baldy Mesa Road	San Bernardino County	Local	unpaved	n/a	1	1	n/a	dirt	no	n/a	rural/residential	no	no	no
1	Braceo Street	s/o Joshua Street	San Bernardino County	Local	unpaved	n/a	1	1	n/a	dirt	no	n/a	rural/residential	no	no	no
1	Braceo Street	s/o Cedar Street	San Bernardino County	Local	paved	24 feet	1	1	n/a	dirt	no	30 mph	rural/residential	no	no	no
1	Mesquite Street	w/o of Bracero Street	San Bernardino County	Local	paved	26 feet	1	1	n/a	dirt	no	not posted	rural/residential	no	no	no
1	Baldy Mesa Road	s/o Mesquite Street	San Bernardino County	Local	unpaved	n/a	1	1	n/a	dirt	no	n/a	vacant/open space	no	no	no
2	Cajon Boulevard	s/o Swathout Canyon Road	San Bernardino National Forest	Mountain Secondary Highway	paved	26 feet/80 feet	1	1	double yellow	dirt	no	55 mph	vacant/open space	no	no	no
2	Cajon Boulevard	n/o Kenwood Avenue	San Bernardino County	Mountain Secondary Highway	paved	32 feet/82 feet	1	1	double yellow	dirt	no	55 mph	vacant/open space	no	no	no
2	Cajon Boulevard	s/o Kenwood Avenue	San Bernardino County	Mountain Secondary Highway	paved-closed										no	no
3	Cajon Boulevard	e/o Devore Road	San Bernardino City	Major Arterial	paved	64 feet	2	2	Center Left-turn	unimproved	no	55 mph	vacant/open space	no	no	no
3	Kendall Drive	w/o Little League Drive	San Bernardino City	Major Arterial	paved	30 feet	1	1	double yellow	dirt	no	55 mph	industrial east side	no	no	no
3	Kendall Drive	w/o Palm Avenue	San Bernardino City	Major Arterial	paved	60 feet	1	2	double yellow	dirt	no	not posted	industrial	no	no	no
3	Palm Avenue	n/o Kendall Drive (S)	San Bernardino City	Secondary Arterial	paved	64 feet	2	2	double yellow	dirt	no	not posted	under freeway	no	no	no
3	Kendall Drive	e/o Palm Avenue	San Bernardino City	Major Arterial	paved	60 feet	2	2	Center Left-turn	dirt/curb	no	50 mph	commercial/residential	OmniTrans 2 & sbX	both sides	both sides
3	Kendall Drive	e/o Campus Parkway	San Bernardino City	Major Arterial	paved	75 feet/56 feet	2	2/1	Center Left-turn	curb	east side	50 mph	residential	OmniTrans 2 & sbX	both sides	both sides
3	Kendall Drive	e/o Little Mountain Drive	San Bernardino City	Major Arterial	paved	76 feet	2	2	Center Left-turn	curb	west side	50 mph	residential	OmniTrans 2 & sbX	north side	both sides
3	Kendall Drive	e/o University Parkway	San Bernardino City	Major Arterial	paved	76 feet	2	2	Center Left-turn	curb	west side	50 mph	residential	OmniTrans 2 & sbX	north side	both sides
3	Kendall Drive	n/o 40th Street	San Bernardino City	Major Arterial	paved	76 feet	2	2	Center Left-turn	curb/dirt (ES)		50 mph	residential	OmniTrans 2 & sbX	both sides	both sides
3	40th Street	e/o Kendall Drive	San Bernardino City	Major Arterial	paved	72 feet	2	2	Center Left-turn	curb	both	45 mph	residential	OmniTrans 5	no	no
3	40th Street	w/o Electric Avenue	San Bernardino City	Major Arterial	paved	34 feet	1	1	double yellow	dirt	no	45 mph	residential	OmniTrans 5	no	no
3	40th Street	e/o Electric Avenue	San Bernardino City	Major Arterial	paved	72 feet	2	2	Center Left-turn	curb	both	30 mph	residential	OmniTrans 5 & 7	no	both sides
3	40th Street	e/o Waterman Avenue	San Bernardino City	Major Arterial	paved	64 feet	2	2	double yellow	curb	both	45 mph	residential	OmniTrans 5	no	south side
3	Valencia Avenue	s/o 40th Street	San Bernardino City	Secondary Arterial	paved	68 feet	1	1	Center Left-turn	curb	both	45 mph	residential	no	both sides	both sides
3	Valencia Avenue	n/o Lynwood Drive	San Bernardino City	Secondary Arterial	paved	72 feet	1	1	Center Left-turn	curb	both	45 mph	residential	no	both sides	no
3	Lynwood Drive	e/o Valencia Avenue	San Bernardino City	Local	paved	40 feet	1	1	double yellow	curb	both	25 mph	residential	no	no	no
3	Lynwood Drive	w/o Golden Avenue	San Bernardino County	Secondary Arterial	paved	64 feet	2	2	double yellow	curb	both	25 mph	residential	no	no	varies
3	N. Golden Avenue	s/o Lynwood Drive	San Bernardino City	Secondary Arterial	paved	52 feet/40 feet	1	1	single dashed yellow	curb	both	40 mph	residential	no	no	varies
3	N. Golden Avenue	at SR-30 overpass	Caltrans	Secondary Arterial	paved	64 feet	1	1	single dashed yellow	curb	both	40 mph	residential	no	no	both sides
3	N. Golden Avenue	s/o SR-30 overpass	San Bernardino City	Secondary Arterial	paved	40 feet	1	1	single dashed yellow	curb	both	40 mph	residential	no	no	both sides
3	N. Golden Avenue	n/o Highland Avenue	San Bernardino City	Secondary Arterial	paved	64 feet	2	2	double yellow	curb	both	40 mph	residential	no	no	both sides
3	Highland Avenue	e/o Golden Avenue	San Bernardino City	Major Arterial	paved	64 feet	2	2	Center Left-turn	curb	no	40 mph	commercial	OmniTrans 3	no	both sides
3	Highland Avenue	w/o Del Rosa Avenue	San Bernardino City	Major Arterial	paved	80 feet	2	2	Center Left-turn	curb	no	40 mph	commercial	OmniTrans 3	no	both sides
3	Del Rosa Avenue	s/o Highland Aveue	San Bernardino City	Major Arterial	paved	60 feet	1	2	Center Left-turn	curb	no	35 mph	commercial	OmniTrans 5	no	both sides
3	Del Rosa Drive	s/o 18th Street	San Bernardino City	Major Arterial	paved	40 feet	1	1	double yellow	curb	yes	35 mph	residential	OmniTrans 5	no	unimproved
3	Del Rosa Drive	n/o Base Line Street	San Bernardino City	Major Arterial	paved	64 feet	2	2	double yellow	curb	yes	45 mph	residential	no	no	both sides
3	Baseline Street	w/o Del Rosa Avenue	San Bernardino City	Major Arterial	paved	72 feet	2	2	double yellow	curb	yes	40mph	residential	OmniTrans 3 & 4	no	varies
3	Tippecanoe Avenue	s/o Base Line Street	San Bernardino City	Secondary Arterial	paved	70 feet	2	2	double yellow	curb ES, dirt WS	no	45 mph	vacant/residential	no	no	east side
3	Tippecanoe Avenue	at Highland Creek Bridge	San Bernardino City	Secondary Arterial	paved	64 feet	2	2	double yellow	curb	no	45 mph	vacant/residential	no	no	both sides
3	Tippecanoe Avenue	n/o 3rd Street	San Bernardino City	Secondary Arterial	paved	50 feet	2	2	double yellow	dirt	no	45 mph	vacant/residential/commercial	no	no	no
3	Tippecanoe Avenue	n/o Mills Street	San Bernardino City	Major Arterial	paved	108 feet	3	3	median	curb	no	45 mph	industrial	OminiTrans 8	no	both sides
3	Tippecanoe Avenue	s/o San Bernardino Avenue	San Bernardino City	Major Arterial	paved	80 feet	2	2	Center Left-turn	curb	yes	40 mph	industrial	OminiTrans 8	no	no
3	Anderson Street	at I-10 Freeway Overpass	Caltrans	Major Arterial	paved	76 feet	2	2	double yellow	curb	no	35 mph	commercial	OmniTrans 2/8/sbX, RTA 14	no	both sides
3	Redlands Boulevard	w/o Anderson Street	Loma Linda	4-lane Undivided Highway	paved	78 feet	2	2	Center Turn Lane	curb	yes	40 mph	commercial	no	no	both sides
3	Gardena Street	s/o Redlands Boulevard	San Bernardino City	Local	paved	25 to 30 feet	1	1	none	curb/dirt	yes	not posted	residential	no	no	no
3	Steele Road	n/o Wier Road	San Bernardino City	Local	paved	40 feet	1	1	none	curb	yes	not posted	industrial	no	no	yes
3	Wier Road	e/o Waterman Avenue	San Bernardino City	Local	paved	40 feet	1	1	none	curb	yes	not posted	residential/industrial	no	no	no
3	Waterman Avenue	n/o Washington Street	San Bernardino City	Major Arterial	paved	72 to 86 feet	2	2	Center Left-turn	curb	no	50 mph	residential/commercial	OmniTrans 5	no	varies
3	Washington Street	w/o Waterman Avenue	San Bernardino City	Major Arterial	paved	108 feet	2	2	raised	curb	no	45 mph	residential/cemetary	OmniTrans 5/19/325	no	yes
3	Reche Canyon Road	s/o Washington Street	Colton	Major Arterial	paved	42 to 64	1/2	2	double yellow	unimproved	no	45 mph	vacant/residential	no	no	no
3	Reche Canyon Road	s/o Utility Access Road	Colton	Major Arterial	paved	26 feet	1	1	double yellow	curb	no	45 mph	residential	no	no	no
4	Reche Canyon Road	s/o Crystal Rigde Lane	Colton	Major Arterial	paved	24 feet	1	1	double yellow	unimproved	no	45 mph	residential	no	no	no
4	Reche Canyon Road	s/o Shane Drive	Colton	Major Arterial	paved	40 feet	1	1	double yellow	curb west, dirt	no	45 mph	residential	no	no	no
4	Reche Canyon Road	s/o Center Street	Rivserside County	Mountain Arterial	paved	30 feet	1	1	double yellow	unimproved	no	45 mph	residential	no	no	no
4	Reche Canyon Road	s/o Reche Vista Drive	Rivserside County	Mountain Arterial	paved	24 feet	1	1	double yellow	unimproved	no	35 mph	residential	no	no	no
4	Reche Canyon Road	s/o High Country Drive	Rivserside County	Mountain Arterial	unpaved	n/a	1	1	n/a	dirt	no	n/a	vacant/open space	no	no	no
4	Reche Canyon Road	n/o Locust Avenue	Moreno Valley	Arterial	unpaved	n/a	1	1	n/a	dirt	no	n/a	vacant/open space	no	no	no
4	Locust Avenue	w/o Moreno Beach Drive	Moreno Valley	Arterial	paved	24 feet	1	1	double yellow	unimproved	no	not posted	residential	no	no	no
4	Moreno Beach Drive	s/o Locust Avenue	Moreno Valley	Arterial	paved	50 feet	2	1	double yellow	curb ES, dirt WS	no	50 mph	residential	no	no	east side
4	Moreno Beach Drive	n/o Kalmia Avenue	Moreno Valley	Arterial	paved	22 feet	1	1	double yellow	unimproved	no	50 mph	residential	no	no	no
4	Moreno Beach Drive	n/o Ironwood Avenue	Moreno Valley	Arterial	paved	22 feet	1	1	double yellow	unimproved	no	50 mph	residential/vacant	no	no	no
4	Ironwood Avenue	w/o Redlands Boulevard	Moreno Valley	Minor Arterial	paved	24 to 64 feet	1	1	double yellow	unimproved	no	55 mph	residential/vacant	no	no	no
4	Redlands Boulevard	s/o Ironwood Avenue	Moreno Valley	Divided Major Arterial	paved	25 to 38 feet	1	1	double yellow	unimproved	no	55 mph	residential/vacant	no	no	no
4	Redlands Boulevard	n/o Cottonwood Avenue	Moreno Valley	Divided Major Arterial	paved	78 feet	1	2	raised	curb WS, paved ES	no	55 mph	residential/vacant	no	no	west side
4	Cottonwood Avenue	w/o Theodore Street	Moreno Valley	Minor Arterial	unpaved	n/a	1	1	n/a	dirt	no	n/a	vacant/open space	no	no	no
4	Theodore Street	n/o Alessandro Boulevard	Moreno Valley	Divided Major Arterial	paved	24 feet	1	1	single dashed yellow	unimproved	no	not posted	vacant/open space	no	no	no
4	Alessandro Boulevard	w/o Virginia Street	Moreno Valley	Divided Major Arterial	paved	20 feet	1	1	single dashed yellow	unimproved	no	not posted	vacant/open space	no	no	no
4	Virginia Street	s/o Alessandro Boulevard	Moreno Valley	Local	paved	14 feet	1	1	none	unimproved	no	not posted	vacant/open space	no	no	no

2.1.3 Existing Baseline Traffic Volumes and Levels of Service

The following sections present the Existing Baseline intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections.

Existing Baseline Traffic Volumes

Weekday morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak hour traffic counts were compiled from data collected at 44 analyzed intersections and 54 street segments in May 2015 when schools in the study area were in session. The study intersection peak hour traffic counts included vehicle classification counts. Per San Bernardino County guidelines, truck trips were converted to Passenger Car Equivalents (PCE). The following PCE factors were used:

- 2-axle trucks, buses, and recreational vehicles: 2.0 PCE
- 3-axle trucks: 2.5 PCE
- 4 or more axle trucks: 3.0 PCE

These traffic volumes reflect typical weekday operations during current year 2015 conditions. The traffic volumes in Exhibits 3a and 3b represent, for the purposes of this Study, the Existing Baseline AM and PM peak hour conditions. The PCE volumes and the raw traffic counts are attached in Appendix C.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. The LOS definitions for signalized and unsignalized intersections are provided in Table 5.

For analysis of intersections located within the study area, San Bernardino County CMP has designated the analysis methodology based on the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). The HCM expresses levels of service in terms of average delay (seconds per vehicle). For existing and cumulative base traffic conditions, saturation flow rates of 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes, and 1,800 vehicles per hour of green for through and right turn lanes have been used for the capacity analysis per San Bernardino County CMP guidelines. For each study intersection, the optimized traffic signal timing was limited to maximum cycle length of 130 seconds and was optimized individually for the traffic analysis.

TABLE 5
LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersection Average Total Delay (seconds/vehicle)	Unsignalized Intersection Average Total Delay (seconds/vehicle)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual 2010.*

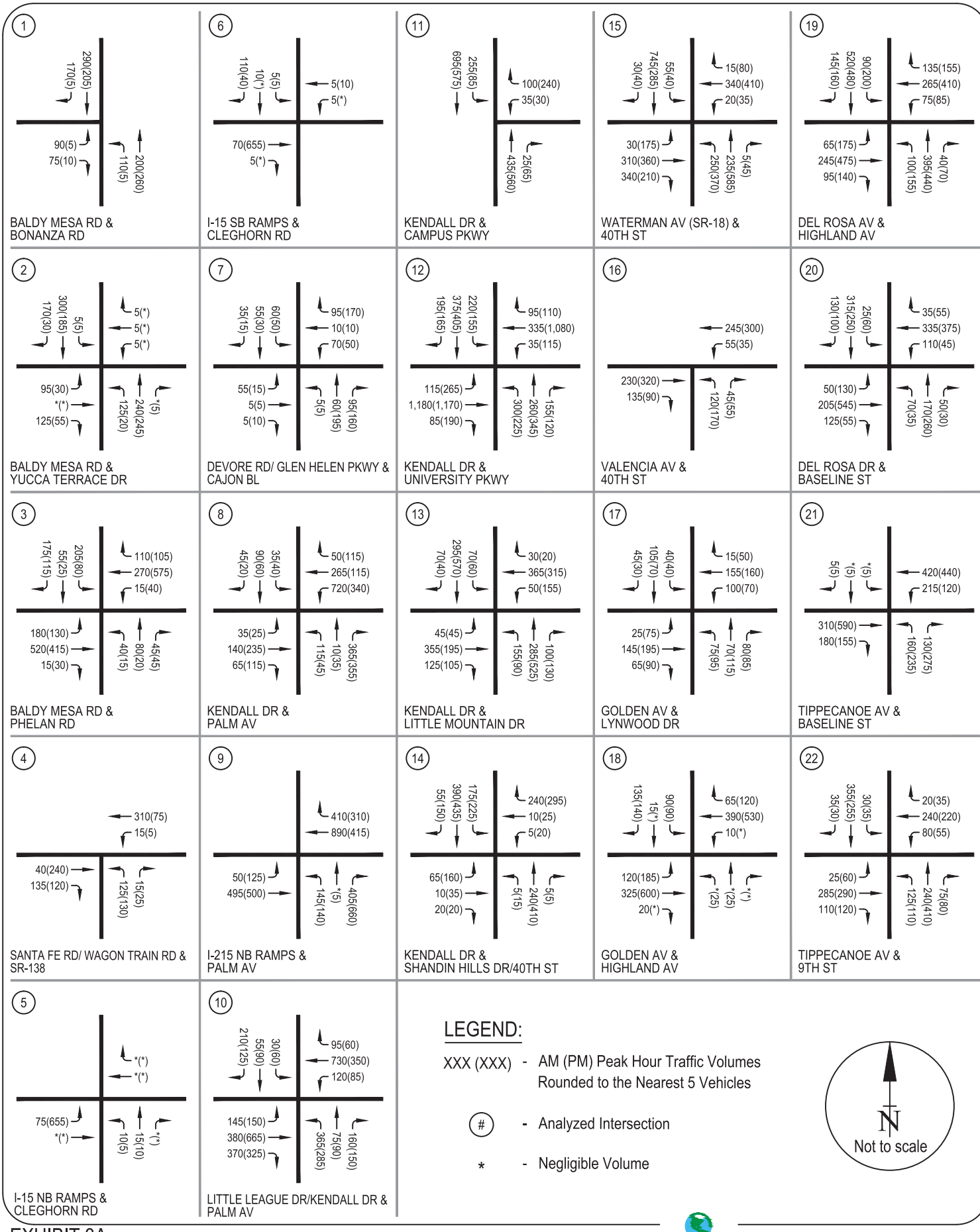
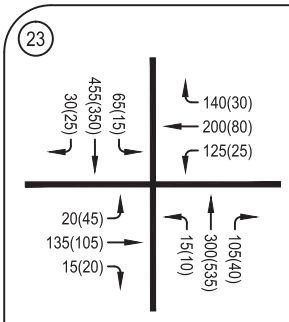
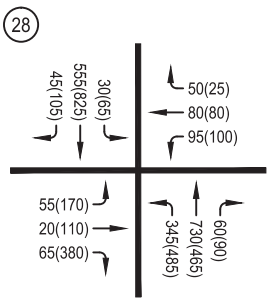


EXHIBIT 3A
EXISTING (2015) CONDITIONS - PCE PEAK HOUR TRAFFIC VOLUMES

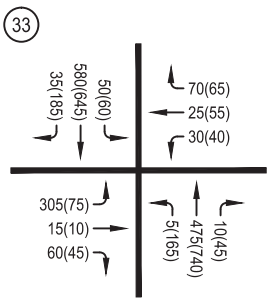
RAJU Associates, Inc.



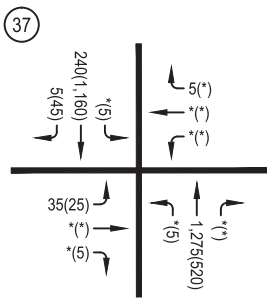
TIPPECANOE AV &
6TH ST



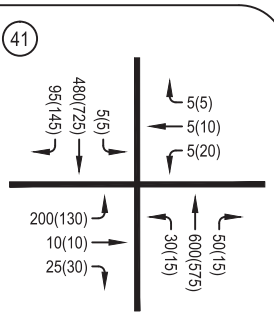
TIPPECANOE AV &
HOSPITALITY LN/COULSTON ST



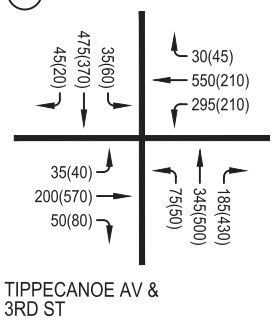
WATERMAN AV &
WIER RD



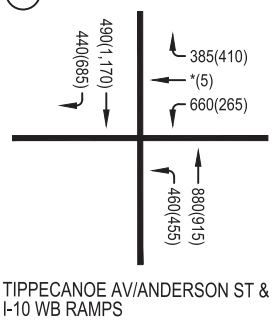
RECHE CANYON RD &
SHANE DR



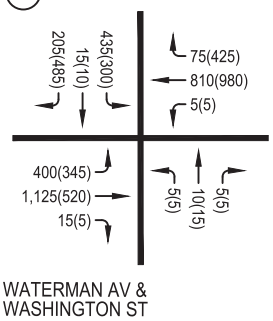
REDLANDS BL &
IRONWOOD AV



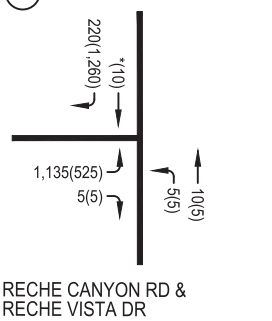
TIPPECANOE AV &
3RD ST



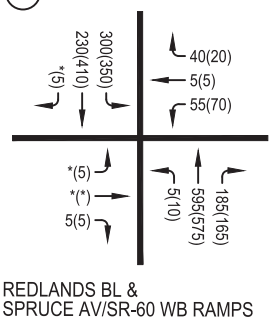
TIPPECANOE AV/ANDERSON ST &
I-10 WB RAMPS



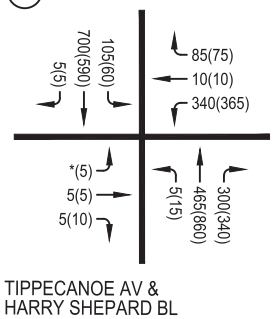
WATERMAN AV &
WASHINGTON ST



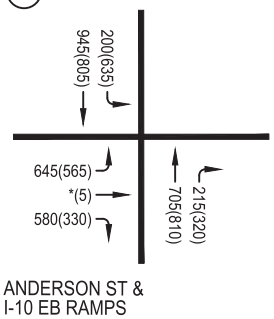
RECHE CANYON RD &
RECHE VISTA DR



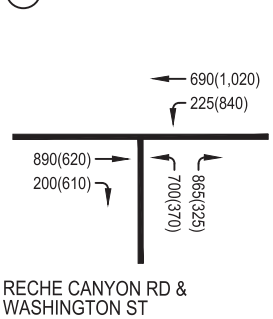
REDLANDS BL &
SPRUCE AV/SR-60 WB RAMPS



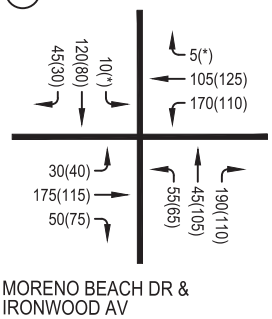
TIPPECANOE AV &
HARRY SHEPARD BL



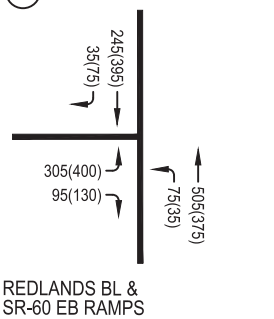
ANDERSON ST &
I-10 EB RAMPS



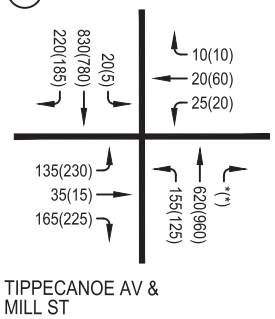
RECHE CANYON RD &
WASHINGTON ST



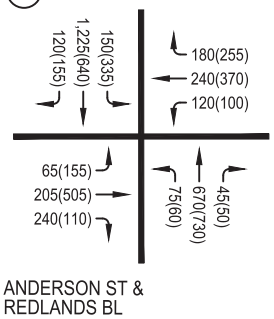
MORENO BEACH DR &
IRONWOOD AV



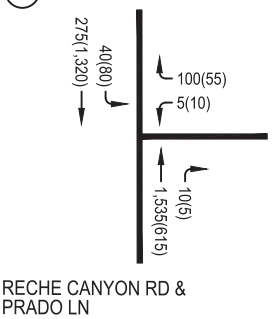
REDLANDS BL &
SR-60 EB RAMPS



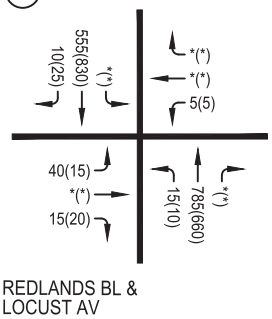
TIPPECANOE AV &
MILL ST



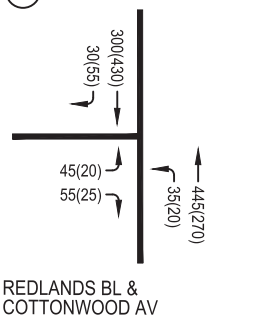
ANDERSON ST &
REDLANDS BL



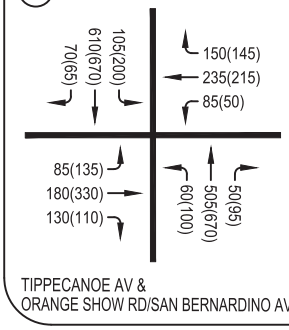
RECHE CANYON RD &
PRADO LN



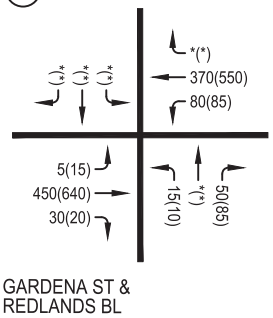
REDLANDS BL &
LOCUST AV



REDLANDS BL &
COTTONWOOD AV



TIPPECANOE AV &
ORANGE SHOW RD/SAN BERNARDINO AV



GARDENA ST &
REDLANDS BL

LEGEND:

XXX (XXX) - AM (PM) Peak Hour Traffic Volumes
Rounded to the Nearest 5 Vehicles

(#) - Analyzed Intersection

* - Negligible Volume

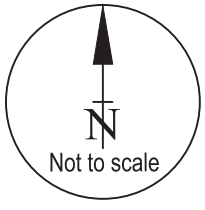


EXHIBIT 3B
EXISTING (2015) CONDITIONS - PCE PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.

Existing Baseline Intersection Levels of Service

The existing PCE traffic volumes presented in Exhibits 3a and 3b for AM and PM peak hours were used in conjunction with the LOS methodologies described above, and the current intersection characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

Table 6 summarizes the results of the intersection capacity analysis for existing conditions at each of the 44 intersections in the study area. The table indicates the existing average delay during the morning and evening peak hours and the corresponding LOS at the study intersections. As illustrated in the table, 39 of the 44 study intersections are currently operating at LOS D or better during both the morning and evening peak hours.

The following intersections operate at LOS E or F:

Segment 2

- Int. No. 5: I-15 Northbound Ramps and Cleghorn Road (LOS E – PM peak hour) (San Bernardino County and Caltrans)

Segment 3

- Int. No. 8: Kendall Drive and Palm Avenue (LOS F – AM peak hour) (City of San Bernardino)
- Int. No. 35: Reche Canyon Road and Washington Street (LOS E – PM peak hour) (City of Colton)

Segment 4

- Int. No. 40: Redlands Boulevard and Locust Avenue (LOS E – AM peak hour, LOS F – PM peak hour) (City of Moreno Valley)
- Int. No. 42: Redlands Boulevard and Spruce Avenue/SR-60 Westbound Ramps (LOS E – AM and PM peak hours) (City of Moreno Valley and Caltrans)

Capacity calculation worksheets for Existing Baseline conditions are provided in Appendix D of the report.

TABLE 6
EXISTING BASELINE (2015) INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Existing (2015) Conditions			
				AM Peak Hour		PM Peak Hour	
				Delay (sec.)	LOS	Delay (sec.)	LOS
1	1	Baldy Mesa Rd & Bonanza Rd [a]	San Bernardino County	19.9	C	10.6	B
	2	Baldy Mesa Rd & Yucca Terrace Dr [a]	San Bernardino County	33.5	D	11.7	B
	3	Baldy Mesa Rd & Phelan Rd	San Bernardino County	28.2	C	28.7	C
2	4	Santa Fe Rd/ Wagon Train Rd & SR-138 [a]	San Bernardino National Forest/Caltrans	11.7	B	12.6	B
	5	I-15 NB Ramps & Cleghorn Rd [a]	San Bernardino National Forest/Caltrans	0.0	A	41.3	E
	6	I-15 SB Ramps & Cleghorn Rd [a]	San Bernardino National Forest/Caltrans	8.8	A	8.9	A
3	7	Devore Rd/ Glen Helen Pkwy & Cajon Bl [a]	San Bernardino	8.6	A	10.4	B
	8	Kendall Dr & Palm Av *	San Bernardino/Caltrans	>100	F	52.9	D
	9	I-215 NB Ramps & Palm Av *	San Bernardino/Caltrans	16.7	B	25.6	C
	10	Little League Dr/Kendall Dr & Palm Av	San Bernardino	28.5	C	19.8	B
	11	Kendall Dr & Campus Pkwy	San Bernardino	7.7	A	7.8	A
	12	Kendall Dr & University Pkwy	San Bernardino	25.9	C	34.8	C
	13	Kendall Dr & Little Mountain Dr	San Bernardino	10.8	B	12.0	B
	14	Kendall Dr & Shandin Hills Dr/40th St *	San Bernardino	16.6	B	21.3	C
	15	Waterman Av (SR-18) & 40th St *	San Bernardino/Caltrans	22.8	C	21.5	C
	16	Valencia Av & 40th St [a]	San Bernardino	10.0	A	11.1	B
	17	Golden Av & Lynwood Dr	San Bernardino	7.7	A	8.1	A
	18	Golden Av & Highland Av	San Bernardino	12.2	B	12.9	B
	19	Del Rosa Av & Highland Av *	San Bernardino	16.5	B	25.8	C
	20	Del Rosa Dr & Baseline St *	San Bernardino/Highland	8.7	A	9.3	A
	21	Tippecanoe Av & Baseline St	San Bernardino	18.5	B	23.9	C
	22	Tippecanoe Av & 9th St	San Bernardino/Highland	8.3	A	8.2	A
	23	Tippecanoe Av & 6th St	San Bernardino/Highland	8.6	A	6.1	A
	24	Tippecanoe Av & 3rd St *	San Bernardino/Highland	19.7	B	27.8	C
	25	Tippecanoe Av & Harry Shepard Bl	San Bernardino	16.9	B	15.4	B
	26	Tippecanoe Av & Mill St *	San Bernardino	19.7	B	16.2	B
	27	Tippecanoe Av & Orange Show Rd/San Bernardino Av *	San Bernardino	19.0	B	26.4	C
	28	Tippecanoe Av & Hospitality Ln/Coulston St	San Bernardino	23.4	C	46.6	D
	29	Tippecanoe Av/Anderson St & I-10 WB Ramps *	San Bernardino/Caltrans	22.3	C	24.2	C
	30	Anderson St & I-10 EB Ramps *	Loma Linda/Caltrans	14.0	B	32.9	C
	31	Anderson St & Redlands Bl *	Loma Linda	30.3	C	38.2	D
	32	Gardena St & Redlands Bl [a]	San Bernardino	20.2	C	15.3	C
	33	Waterman Av & Wier Rd	San Bernardino	13.1	B	6.9	A
	34	Waterman Av & Washington St *	San Bernardino/Colton	46.0	D	45.5	D
	35	Reche Canyon Rd & Washington St *	Colton	18.4	B	62.3	E
	36	Reche Canyon Rd & Prado Ln	Colton	11.4	B	14.8	B
	37	Reche Canyon Rd & Shane Dr	Colton	13.2	B	9.3	A
4	38	Reche Canyon Rd & Reche Vista Dr	Riverside County	11.2	B	15.4	B
	39	Moreno Beach Dr & Ironwood Av	Moreno Valley	35.7	D	32.0	C
	40	Redlands Bl & Locust Av [a]	Moreno Valley	49.8	E	53.2	F
	41	Redlands Bl & Ironwood Av	Moreno Valley	15.3	B	14.4	B
	42	Redlands Bl & Spruce Av/SR-60 WB Ramps [a]	Moreno Valley/Caltrans	37.4	E	36.6	E
	43	Redlands Bl & SR-60 EB Ramps	Moreno Valley/Caltrans	22.5	C	23.9	C
	44	Redlands Bl & Cottonwood Av	Moreno Valley	6.5	A	5.3	A

[a] Unsignalized intersection - stop-controlled on minor or all approaches. Intersection evaluated using Highway Capacity Manual (HCM) 2010 Two-Way Stop-Controlled (TWSC) and All-Way Stop-Control (AWSC) methodologies. Level of service based on average intersection delay (in seconds) for AWSC intersections and highest approach delay to TWSC intersections.

* San Bernardino County CMP location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

Existing Baseline Street Segments

Table 7 summarizes the results of the street segment analysis for Existing Baseline conditions at each of the 54 segments in the study area. The table indicates the existing average daily traffic (ADT) and LOS at the study segments. As illustrated in the table, 50 of the 54 study street segments are currently operating at LOS D or better. The following street segments are operating at LOS E or F:

Segment 2

- Seg. No. 6: Phelan Road, east of Baldy Mesa Road (LOS E) (San Bernardino County)

Segment 3

- Seg. No. 47: Reche Canyon Road, north of Fern Lane (LOS F) (City of Colton)

Segment 4

- Seg. No. 48: Reche Vista Drive, south of Reche Canyon Road (LOS E) (Riverside County)
- Seg. No. 52: Redlands Boulevard, north of Ironwood Avenue (LOS E) (City of Moreno Valley)

TABLE 7
EXISTING BASELINE STREET SEGMENT DAILY TRAFFIC VOLUMES

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Existing (2015) Conditions	
						ADT	LOS
	1	Rancho Road	e/o Koala Road	Adelanto	2	4,078	C
	2	Palmdale Road	w/o Baldy Mesa Road	Adelanto/San Bernardino County	2	10,342	D
	3	Baldy Mesa Road	n/o Bear Valley Road-Duncan Road	San Bernardino County	2	273	C
1	4	Duncan Road	e/o Baldy Mesa Road	San Bernardino County	2	1,160	C
	5	Baldy Mesa Road	n/o 5th Street	San Bernardino County	2	5,733	C
	6	Phelan Road	e/o Baldy Mesa Road	San Bernardino County	2	13,683	E
	7	Mesquite Street	e/o Baldy Mesa Road	San Bernardino County	2	1,485	C
	8	SR-138	e/o Wagon Train Road	San Bernardino National Forest/Caltrans	4	3,332	C
2	9	Cajon Boulevard	s/o Cleghorn Road	San Bernardino National Forest	2	5,943	C
	10	Kenwood Avenue	e/o Cajon Boulevard	San Bernardino County	2	5,842	C
	11	Glen Helen Parkway	s/o Cajon Boulevard	San Bernardino County	2	5,525	C
	12	Kendall Drive	n/o Little League Drive	San Bernardino	2	3,534	C
	13	Little League Drive	e/o Kendall Drive	San Bernardino	2	1,736	C
	14	Palm Avenue	e/o Kendall Drive	San Bernardino	4	14,378	C
	15	Pine Avenue	e/o Kendall Drive	San Bernardino	4	6,999	C
	16	Campus Parkway	e/o Kendall Drive	San Bernardino	4	4,408	C
	17	University Parkway	w/o Kendall Drive	San Bernardino	6	30,442	C
	18	Kendall Drive	s/o Pine Avenue	San Bernardino	4	13,987	C
	19	Kendall Drive	s/o University Parkway	San Bernardino	4	16,942	C
	20	40th Street	w/o Electric Avenue	San Bernardino	4	10,925	C
	21	Electric Avenue	n/o 40th Street	San Bernardino	2	10,312	D
	22	Electric Avenue	s/o 40th Street	San Bernardino	2	5,994	C
	23	Sierra Way	n/o 40th Street	San Bernardino	4	8,760	C
	24	Sierra Way	s/o 40th Street	San Bernardino	4	8,663	C
	25	Waterman Avenue (SR-18)	s/o 40th Street	San Bernardino/Caltrans	4	21,106	C
	26	Valencia Avenue	s/o 40th Street	San Bernardino	2	4,490	C
	27	Lynwood Drive	e/o Valencia Avenue	San Bernardino	2	133	C
	28	Golden Avenue	n/o Highland Avenue	San Bernardino	4	6,119	C
3	29	Highland Avenue	e/o Golden Avenue	San Bernardino	4	17,167	C
	30	Del Rosa Drive	n/o Baseline Street	San Bernardino	4	10,412	C
	31	Pacific Street	e/o Del Rosa Drive	Highland/San Bernardino County	4	7,677	C
	32	Pacific Street	w/o Del Rosa Drive	San Bernardino County	4	10,549	C
	33	Baseline Street	e/o Tippecanoe Avenue	San Bernardino	4	15,809	C
	34	Tippecanoe Avenue	s/o 9th Street	Highland/San Bernardino County	4	11,486	C
	35	5th Street	w/o Tippecanoe Avenue	San Bernardino County	2	6,177	C
	36	Rialto Avenue	w/o Tippecanoe Avenue	San Bernardino	2	2,994	C
	37	Tippecanoe Avenue	s/o Harry Shepard Boulevard	San Bernardino	6	23,744	C
	38	Central Avenue	w/o Tippecanoe Avenue	San Bernardino	4	5,644	C
	39	Tippecanoe Avenue	n/o Gould Street	San Bernardino	6	21,881	C
	40	Gould Street	e/o Tippecanoe Avenue	San Bernardino	4	1,046	C
	41	Hospitality Lane	w/o Tippecanoe Avenue	San Bernardino	4	14,291	C
	42	Harriman Place	w/o Tippecanoe Avenue	San Bernardino	4	9,750	C
	43	Redlands Boulevard	e/o Gardena Street	San Bernardino/Loma Linda	4	11,860	C
	44	Steele Road	n/o Wier Road	San Bernardino	2	1,416	C
	45	Wier Road	n/o Washington Street	San Bernardino	4	2,826	C
	46	Washington Street	w/o Wier Road	San Bernardino/Colton	4	25,170	D
	47	Reche Canyon Road	n/o Fern Lane	Colton	2	18,519	F
	48	Reche Vista Drive	s/o Reche Canyon Road	Riverside County	2	15,274	E
	49	Moreno Beach Drive	n/o Ironwood Avenue	Moreno Valley	2	3,010	C
	50	Locust Avenue	e/o Moreno Beach Road	Moreno Valley	3	1,295	C
4	51	Ironwood Avenue	w/o Redlands Boulevard	Moreno Valley	2	3,218	C
	52	Redlands Boulevard	n/o Ironwood Avenue	Moreno Valley	2	15,186	E
	53	Theodore Street	s/o Cottonwood Avenue	Moreno Valley	2	713	C
	54	Alessandro Boulevard	e/o Theodore Street	Moreno Valley	2	2,662	C

2.1.4 Existing Transit

The study area is currently served by several transit lines. Twelve bus lines currently serve the study area. One bus line is operated by the Victor Valley Transit Authority (VVTA), 10 bus lines are operated by OmniTrans, and one bus line is operated by the Riverside Transit Agency (RTA). These transit lines are described in the following section by each Proposed Project segment:

Segment 1

- VVTA 21 – Line 21 is a local east-west line that provides service from Mall of Victor Valley to Phelan and travels primarily on Baldy Mesa Road, Phelan Road, and Duncan Road along the proposed pipeline alignment. This line runs on weekdays and weekends at a peak frequency of approximately one hour and 30 minutes.

Segment 2

There are no public transit lines along the proposed Segment 2 pipeline alignment.

Segment 3

- OmniTrans sbX Green Line – sbX Green Line is an express north-south line that provides service from the California State University, San Bernardino (CSUSB) to the Loma Linda Veterans Affairs Hospital and travels primarily on Kendall Drive and Anderson Street along the proposed pipeline alignment. This line runs on weekdays at a peak frequency of 10 minutes.

- OmniTrans 1 – Line 1 is a local line that provides service from the Del Rosa to the Arrowhead Regional Medical Center and travels primarily on Golden Avenue, Lynwood Drive, and Highland Avenue along the proposed pipeline alignment. This line runs on weekdays and weekends at a peak frequency of 15 minutes.

- OmniTrans 2 – Line 2 is a north-south line that provides service from the Palm/Kendall park-and-ride lot to Loma Linda and travels primarily on Kendall Drive along the proposed pipeline alignment. This line runs on weekdays and weekends at a peak frequency of 30 minutes during peak commute hours.

- OmniTrans 3/4 – Line 3/4 is an east-west line that provides service from Baseline to San Bernardino and travels primarily on Highland Avenue and Baseline Street along the proposed pipeline alignment. This line runs on weekdays and weekends, at a peak frequency of approximately 15 minutes during peak commute hours.

- OmniTrans 5 – Line 5 is a north-south line that provides service from the South Waterman to CSUSB and travels primarily on Del Rosa Avenue and 40th Street along the proposed pipeline alignment. This line runs on weekdays and weekends at a peak frequency of 30 minutes during peak commute hours.

- OmniTrans 7 – Line 7 is a north-south line that provides service from the CSUSB to San Bernardino and travels primarily on 40th Street along the proposed pipeline alignment. This line runs on weekdays and weekends at a peak frequency of 30 minutes during peak commute hours.

- OmniTrans 8 – Line 8 is an east-west line that provides service from San Bernardino to Crafton Hills College and travels primarily on Tippecanoe Avenue along the proposed pipeline alignment. This line runs on weekdays and weekends, at a peak frequency of approximately 30 minutes during peak commute hours.

- OmniTrans 11 – Line 11 is a north-south line that provides service from the CSUSB to San Bernardino and travels primarily on University Parkway along the proposed pipeline alignment. This line runs on weekdays and weekends at a peak frequency of 30 minutes during peak commute hours.

- OmniTrans 19 – Line 19 is an east-west line that provides service from Fontana to Yucaipa and travels primarily on Washington Street along the proposed pipeline alignment. This line runs on weekdays and weekends, at a peak frequency of approximately 30 minutes during peak commute hours.

- OminGo 325 – Line 325 is an east-west circulator line that provides service from Veterans Affairs Hospital to Grand Terrace and travels primarily on Washington Street along the proposed pipeline alignment. This line runs on weekdays and weekends, at a peak frequency of approximately 70 minutes.

- RTA 14 – Line 14 is a local north-south line that provides service from the Galleria at Tyler to the Loma Linda Veterans Affairs Hospital and travels primarily on Anderson Street along the proposed pipeline alignment. This line runs on weekdays and weekends at a peak frequency of approximately one hour and 10 minutes.

Segment 4
There are no public transit lines along the proposed Segment 4 pipeline alignment.

These transit lines within the study area are illustrated in Appendix E.

2.1.5 Existing Pedestrian Facilities

Existing sidewalks are provided in the urbanized areas along the proposed pipeline alignment. The availability of sidewalks along the proposed pipe alignment is provided on Table 4.

A brief description of the pedestrian facilities within each affected jurisdiction along the proposed pipeline alignment is discussed in the following section.

Segment 1

City of Adelanto

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the roadways that the compressor station and proposed pipeline alignment traverses within the City of Adelanto.

Pedestrian facilities are also not available on roadways that intersect with the proposed pipeline alignment on Koala Road within the City of Adelanto.

City of Victorville

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the roadways that the proposed pipeline alignment traverses within the City of Victorville.

Segment 2

SBNF

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the SBNF area[1].

Segment 3

City of Colton

Pedestrian facilities, such as sidewalks and crosswalks, are provided along the Proposed Project alignment on portions of Washington Street and Reche Canyon Road within the City of Colton. In addition, pedestrian facilities are also available on portions of roadways that intersect the proposed pipeline alignment on Washington Street and Reche Canyon Road within the City of Colton.

[1] The pipeline alignment does intersect the Pacific Crest Trail, which is used by hikers.

City of Highland

Pedestrian facilities, such as sidewalks and crosswalks, are provided along the Proposed Project alignment on portions of Del Rosa Drive and Tippecanoe Avenue within the City of Highland. In addition, pedestrian facilities are available on portions of roadways that intersect the proposed pipeline alignment on Del Rosa Drive and Tippecanoe Avenue within the City of Highland.

City of Loma Linda

Pedestrian facilities, such as sidewalks and crosswalks, are provided along the Proposed Project alignment on portions of Anderson Street and Redlands Boulevard within the City of Loma Linda. In addition, pedestrian facilities on roadways that intersect the Proposed Project alignment are also available on portions of Anderson Street and Redlands Boulevard within the City of Loma Linda.

City of San Bernardino

Pedestrian facilities, such as sidewalks and crosswalks, are available along the Proposed Project alignment on portions of the following streets within the City of San Bernardino:

- Cajon Boulevard
- Kendall Drive
- Palm Avenue
- 40th Street
- Valencia Avenue
- Lynwood Drive
- Golden Avenue
- Highland Avenue
- Del Rosa Avenue
- Del Rosa Drive
- Baseline Street
- Tippecanoe Avenue
- Redlands Boulevard
- Gardena Street
- Steel Road
- Waterman Avenue
- Washington Street

In addition, pedestrian facilities are also provided on roadways that intersect the proposed pipeline alignment on streets listed above within the City of San Bernardino.

Caltrans

Pedestrian facilities, such as sidewalks and crosswalks, are provided along the Proposed Project alignment on portions of Golden Avenue, under the SR-210, and Tippecanoe Avenue at the I-10 eastbound and westbound on-off ramps.

Segment 4

City of Moreno Valley

Pedestrian facilities, such as sidewalks and crosswalks, are provided along the Proposed Project alignment on portions of the following streets within the City of Moreno Valley:

- Moreno Beach Drive
- Ironwood Avenue
- Redlands Boulevard
- Cottonwood Avenue
- Theodore Street
- Alessandro Boulevard

In addition, pedestrian facilities are also available on portions of roadways that intersect the proposed pipeline alignment on streets listed above within the City of Moreno Valley.

Riverside County

Pedestrian facilities are provided along the Proposed Project alignment on portions of Reche Canyon Road within the unincorporated territory of Riverside County. In addition, pedestrian facilities are also available on roadways that intersect the proposed pipeline alignment on Reche Canyon Road within the Riverside County.

Segments 1, 2, and 3

BNSF

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the BNSF right-of-way.

DWR

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the DWR right-of-way.

San Bernardino County

Pedestrian facilities, such as sidewalks and crosswalks, are provided along the Proposed Project alignment on portions of the following streets within the unincorporated territory of San Bernardino County:

- Koala Road
- Baldy Mesa Road
- Joshua Street
- Bracero Street
- Mesquite Street
- Landover Road
- Santa Fe Road
- Cajon Boulevard
- Kenwood Avenue
- 40th Street
- Lynwood Drive
- Del Rosa Avenue
- Del Rosa Drive
- Baseline Street
- Tippecanoe Avenue

In addition, pedestrian facilities are also available on roadways that intersect the proposed pipeline alignment on streets listed above within San Bernardino County.

Union Pacific

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the Union Pacific right-of-way.

2.1.6 Existing Bicycle Facilities

Bicycle facilities such as bicycle lanes and bicycle routes are provided on few streets along the proposed pipeline alignment. The bicycle facilities for each jurisdiction by each proposed pipeline segment are provided below.

Segment 1

City of Adelanto

Existing bicycle facilities are not available along the proposed pipeline alignment within the City of Adelanto.

City of Victorville

Existing bicycle facilities are not available along the proposed pipeline alignment within the City of Victorville.

Segment 2

SBNF

Existing bicycle facilities are not available along the proposed pipeline alignment within the SBNF right-of-way[2].

Segment 3

City of Colton

An existing bicycle route is designated on both sides of Washington Street along the proposed pipeline alignment within the City of Colton.

City of Highland

Existing bicycle lanes are provided on 5th Street that would cross the proposed pipeline alignment within the City of Highland.

City of Loma Linda

Existing bicycle lanes are provided on Barton Road, which is adjacent to the proposed pipeline alignment within the City of Loma Linda.

[2] Although there are no bicycle facilities, the off-highway vehicle (OHV) roads (forest roads) Baldy Mesa OHV Road (3N21), Cleghorn Ridge OHV Road (2N47), Desert Front OHV Road (3N24), and Forest Roads (3N55 and 3N53) exist within SBNF and are crossed by the pipeline alignment.

City of San Bernardino

Existing bicycle lanes are provided on Kendall Drive and Valencia Avenue along the proposed pipeline alignment within the City of San Bernardino. Campus Parkway, University Parkway, Electric Avenue, and 5th Street have bicycle lanes that would cross the proposed pipeline alignment.

San Bernardino County

Existing bicycle lanes are provided on 5th Street, which would cross the proposed pipeline alignment.

Segment 4

City of Moreno Valley

An existing bicycle route is designated on Ironwood Avenue along the proposed pipeline alignment within the City of Moreno Valley.

Riverside County

Existing bicycle facilities are not available along the proposed pipeline alignment within Riverside County.

Segments 1, 2, 3 and 4

Burlington Northern Santa Fe (BNSF)

Existing bicycle facilities are not available along the proposed pipeline alignment within the BNSF right-of-way.

California Department of Water Resources

Existing bicycle facilities are not available along the proposed pipeline alignment within the BNSF right-of-way.

Caltrans

Existing bicycle facilities are not available along the proposed pipeline alignment within the Caltrans right-of-way.

Union Pacific

Existing bicycle facilities are not available along the proposed pipeline alignment within the Union Pacific right-of-way.

2.1.7 Parking

Public and private off-street parking facilities are provided along the proposed pipeline alignment. The major public and private off-street parking facilities for each jurisdiction by each proposed pipeline segment are provided below.

Segment 1

City of Adelanto

Off-street parking is primarily provided at private residences along the proposed pipeline alignment.

City of Victorville

Off-street parking is primarily provided at private residences along the proposed pipeline alignment.

Segment 2

SBNF

Off-street parking is primarily provided at parking facilities for day users of the SBNF recreational facilities along the proposed pipeline alignment.

Segment 3

City of Colton

Off-street parking is primarily provided at private residences along the proposed pipeline alignment.

City of Highland

Off-street parking is primarily provided at private residences, and commercial and industrial areas along the proposed pipeline alignment along the proposed pipeline alignment.

City of Loma Linda

Off-street parking is primarily provided at private residences and commercial and industrial areas along the proposed pipeline alignment.

City of San Bernardino

Off-street parking is primarily provided at private residences and commercial and industrial areas along the proposed pipeline alignment. The following uses have large parking areas with access along the proposed pipeline alignment:

- FedEx Freight at 7250 Cajon Boulevard
- Stater Bros at 977 Kendall Drive
- Shopping Center at 140 W. 40th Street
- Wildwood Plaza Shopping Center at 161 E. 40th Street
- Several distribution centers on Tippecanoe Avenue
- Costco Wholesale at 1099 E Hospitality Lane
- Sam's Club at 1055 Harriman Place

San Bernardino County

Off-street parking is primarily provided at private residences, and commercial and industrial areas along the proposed pipeline alignment.

Segment 4

City of Moreno Valley

Off-street parking is primarily provided at private residences and commercial and industrial areas along the proposed pipeline alignment. The Calvary Chapel Christian School at 11960 Pettit Street provides off-street parking that obtains access only off of Ironwood Avenue along the pipeline alignment.

Riverside County

Off-street parking is primarily provided at private residences along the proposed pipeline alignment.

Segments 1, 2, 3, and 4

BNSF

Off-street parking is not provided at BNSF facilities along the proposed pipeline alignment.

California Department of Water Resources

Off-street parking is not provided along the proposed pipeline alignment.

Caltrans

Off-street parking is not provided at Caltrans facilities along the proposed pipeline alignment.

Union Pacific

Off-street parking is not provided at Union Pacific facilities along the proposed pipeline alignment.

2.2 Project Traffic Projections

The Proposed Project would consist of the following:

- Upgrading of the Adelanto Compressor Station to accommodate design throughput;
- Construction of 36-inch-diameter Natural Gas Pipeline from Adelanto Compressor Station to the Moreno Pressure Limiting Station;
- Installation of additional pressure limiting equipment at Moreno Pressure Limiting Station;
- Installation of additional pressure limiting equipment at Whitewater Pressure Limiting Station;
- Installation of additional pressure limiting equipment at Shaver Summit Pressure Limiting Station;
- Installation of additional pressure limiting equipment at Desert Center Compressor Station.

The proposed Adelanto Compressor Station and each pressure limiting station, after construction, would be unstaffed, except for periodic maintenance activities required for normal operations and maintenance.

The pipelines would be inspected and maintained following the completion of construction. In addition, access and spur roads constructed as part of the Proposed Project would be inspected and maintained following the completion of construction.

The development of traffic generation estimates for the Proposed Project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

2.2.1 Proposed Project Operations Trip Generation

The proposed Adelanto Compressor Station and the pressure limiting stations would be unstaffed and therefore would not generate any traffic during typical morning and afternoon peak commute hours on a regular basis. Pipeline routine maintenance activities would be performed on a regular basis and would generate trips during various times of the day. These routine maintenance activities would generate very few trips.

2.2.2 Proposed Project Construction Trips

The Proposed Project construction consists of the following elements:

- Adelanto Compressor Station Construction
    - Clearing and Grading
    - Excavation and re-compaction
    - Installation of drainage control facilities, equipment, and facility lighting
    - Installation of compressors and compressor building
    - Installation of supporting equipment and piping
    - Installation of electrical and control instrumentation

- Natural Gas Pipeline and Pressure Limiting Station Construction
    - Clearing and grading or saw cut pavement
    - Ditching/trenching
    - Pipe stringing
    - Lowering of pipe sections and welding
    - Pipeline crossing
    - Coating of pipe and welds
    - Backfilling, compaction, and paving
    - Cleanup of pipeline right-of-way and final street resurfacing
    - Hydro testing and startup operations

Adelanto Compressor Station Construction Trip Generation

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Proposed Project trip generation calculations include construction employee vehicle trips and construction truck trip estimates. Construction on the Adelanto Compressor Station would typically occur Monday through Friday, and some Saturdays, between the hours of 7:00 AM and 7:00 PM. It is estimated that a total daily vehicle trip of 54 trips would be associated with construction workers going to and from the construction site.

Based on the anticipated number of trucks associated with construction at this site, as provided in Appendix A, and a PCE factor of 2.5, the total number of construction vehicles was estimated. The total number of construction vehicles going to and from the construction site is estimated at eight vehicles, which results in 28 daily PCE trips. The daily trip generation table with the detailed truck trips is provided in Appendix F.

As shown on Table 8, construction at the Adelanto Compressor Station would generate a daily total of 82 PCE trips going to and from the construction site, with eight trips occurring during the AM and PM peak hours.

TABLE 8
ESTIMATED CONSTRUCTION PEAK TRIP GENERATION (EXTERNAL STREET)
ADELANTO COMPRESSOR STATION [1]

	Daily Trips	AM Peak Hour (PCE) [2]			PM Peak Hour (PCE) [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers	54	3	0	3	0	3	3
Construction Trucks [3]	28	3	3	5	3	3	5
Total Construction Trips	**82**	**6**	**3**	8	**3**	**6**	8

[1] This assumes a worst case scenario, i.e. all of the construction activities overlap on the same day and that all construction vehicles associated with each of the activities also access and egress the site on the same day.
[2] Construction activity would occur Monday through Friday, and some Saturdays from 7:00 AM to 7:00 PM. Approximately 10% of employee trips would occur during the AM and PM peak hours. Dump truck activity is estimated at one inbound and outbound truck during AM and PM peak hours.
[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs).

Natural Gas Pipeline and Pressure Limiting Station Construction Trip Generation

The construction activities associated with these elements are planned to begin in 2018 and last for approximately 15-18 months. The proposed pipeline construction would function like a “moving assembly” line. As one crew completes its work, the next crew would move into position to complete its piece of the construction process. The work area may be up to 15 miles in length in the open land area and up to 2 miles in length in the urban areas, with the front area crew clearing the downstream right-of-way and the back area crew restoring the street and other elements affected within the right of way.

Each construction zone along the proposed pipeline alignment would affect the adjacent street system as it is anticipated to progress linearly at approximately 80-800 feet a day.

It is anticipated that multiple staging areas along the proposed pipeline alignment would be required for temporary office, staging, and laydown for the proposed pipeline.

Construction activity on the proposed pipeline alignment in areas with sensitive receptors would typically occur Monday through Friday, between the hours of 6:00 AM and 7:00 PM. In undeveloped areas where no sensitive receptors are located nearby, construction activity could occur Monday through Saturday, between the hours of 6:00 AM and 7:00 PM.

Construction activity near residential areas would occur Monday through Friday, between the hours of 7:00 AM and 5:00 PM.

Construction work activity along the proposed pipeline alignment on Tippecanoe Avenue, Redlands Boulevard (City of Loma Linda), and Washington Street would occur Monday through Friday between the hours of 8:00 AM and 3:00 PM or in accordance with ministerial encroachment permits. Construction along Reche Canyon Road could occur between the hours of 7 AM and 5 PM to expedite construction, and during the construction period, Reche Canyon Road may be limited to local traffic only.

SoCalGas provided two construction activity scenarios with equipment lists (Appendix A): typical off-road and typical street.

Typical Off-Road Construction – Approximately 144 construction workers would be employed for the construction of the proposed pipeline under the typical off-road construction scenario. The estimated number of construction employee vehicles is 97, resulting in 195 daily trips. Additionally, it is estimated that 19 pick-up trucks, six water trucks, and one fuel truck would also travel to and from the construction site every day under the typical off-road scenario. Other large equipment (e.g., cranes, backhoes, forklifts) would remain within the work areas each day and would not contribute to trips to and from the site. Two-axle and three-axle truck volumes were multiplied by factor of 2.5 to estimate the PCE trips. The total number of construction vehicles is estimated to be 73 daily PCE trips. The daily trip generation table with detailed truck trips is provided in Appendix F. As shown on Table 9, the proposed pipeline construction for a typical off-road location would generate a daily total of 268 PCE trips (including both construction trucks and workers) going to and from the construction site. Ten (10) trips would be generated during the AM and PM peak hours.

Typical Street Construction – Approximately 172 construction workers would be employed for the construction of the proposed pipeline under the typical street construction scenario. The estimated number of construction employee vehicle trips is 232 daily trips going to and from the construction site. Additionally, it is estimated that 20 pick-up trucks, two water trucks, five dump trucks, and one fuel and lube truck would travel to and from the construction site every day under the typical street scenario. Other large equipment (e.g., cranes, backhoes, forklifts) were assumed to remain within the work areas each day and would not contribute to trips to and from the site. Two-axle and three-axle truck volumes were multiplied by a factor of 2.5 to estimate the PCE trips. The total number of construction vehicles is estimated to be 80 daily PCE trips going to and from the construction site. Overall, the proposed pipeline construction for a typical street would generate a daily total of 312 PCE trips going to and from the construction site. The daily trip generation table with the detailed truck trips is provided in Appendix F.

The peak hour trip generation was estimated based on the construction activity hours. Depending upon the construction hours, the morning and evening peak hour trip generation was estimated and details of the same are summarized below.

- The proposed pipeline construction activity from 6:00 AM to 7:00 PM would generate 22 trips during the AM and PM peak hours as indicated in Table 10. The total trips include both the construction trucks and workers going to and from the construction site.

TABLE 9
ESTIMATED CONSTRUCTION PEAK TRIP GENERATION
PIPELINE AND PRESSURE LIMITING STATION - TYPICAL OFF ROAD [1]

	Daily	AM Peak Hour (PCE) [2]			PM Peak Hour (PCE) [2]		
	Trips (PCE)	IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers	195	10	0	10	0	10	10
Construction Trucks [3]	73	0	0	0	0	0	0
Total Construction Trips	**268**	**10**	**0**	**10**	**0**	**10**	**10**

[1] This assumes a worst case scenario, i.e. all of the construction activities overlap on the same day and that all construction vehicles associated with each of the activities also access and egress the site on the same day.
[2] Construction activity would occur Monday through Friday, and some Saturdays from 6:00 AM to 7:00 PM. Approximately 10% of employee trips would occur during the AM and PM peak hours.
[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs).

TABLE 10
ESTIMATED CONSTRUCTION PEAK TRIP GENERATION (EXTERNAL STREET)
PIPELINE AND PRESSURE LIMITING STATION - TYPICAL STREET [1]

	Daily	AM Peak Hour (PCE) [2]			PM Peak Hour (PCE) [2]		
	Trips (PCE)	IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers	232	12	0	12	0	12	12
Construction Trucks [3]	80	5	5	10	5	5	10
Total Construction Trips	**312**	**17**	**5**	**22**	**5**	**17**	**22**

[1] This assumes a worst case scenario, i.e. all of the construction activities overlap on the same day and that all construction vehicles associated with each of the activities also access and egress the site on the same day.
[2] Construction activity would occur Monday through Friday, and some Saturdays from 6:00 AM to 7:00 PM. Approximately 10% of employee trips would occur during the AM and PM peak hours. Dump truck activity is estimated at one inbound and outbound truck during AM and PM peak hours.
[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs).

- The proposed pipeline construction activity from 7:00 AM to 5:00 PM would generate 22 trips during the AM peak hour and 126 trips during the PM peak hour as indicated on Table 11. Again, the total trips include both the construction trucks and workers going to and from the construction site.
- As shown on Table 12, the proposed pipeline construction activity from 8:00 AM to 3:00 PM would generate 126 trips during the AM peak hour and 12 trips during the PM peak hour. Again, the total trips include both the construction trucks and workers going to and from the construction site.

TABLE 11
ESTIMATED CONSTRUCTION PEAK TRIP GENERATION (EXTERNAL STREET)
PIPELINE AND PRESSURE LIMITING STATION - TYPICAL STREET [1]
RESIDENTIAL AREAS - NORMAL WORKING HOURS (7AM-5PM)

	Daily Trips (PCE)	AM Peak Hour (PCE) [2]			PM Peak Hour (PCE) [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers	232	12	0	12	0	116	116
Construction Trucks [3]	80	5	5	10	5	5	10
Total Construction Trips	**312**	**17**	**5**	**22**	**5**	**121**	**126**

[1] This assumes a worst case scenario, i.e. all of the construction activities overlap on the same day and that all construction vehicles associated with each of the activities also access and egress the site on the same day.
[2] Construction activity would occur Monday through Friday, and some Saturdays from 7:00 AM to 5:00 PM. Approximately 10% of employee trips would occur during the AM and PM peak hours. Dump truck activity is estimated at two inbound and outbound trucks per hour.
[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs).

TABLE 12
ESTIMATED CONSTRUCTION PEAK TRIP GENERATION (EXTERNAL STREET)
PIPELINE AND PRESSURE LIMITING STATION - TYPICAL STREET [1]
RESIDENTIAL AREA - RESTRICTED HOURS (8AM-3PM)

	Daily Trips (PCE)	AM Peak Hour (PCE) [2]			PM Peak Hour (PCE) [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Construction Workers	232	116	0	116	0	12	12
Construction Trucks [3]	80	5	5	10	0	0	0
Total Construction Trips	**312**	**121**	**5**	**126**	**0**	**12**	**12**

[1] This assumes a worst case scenario, i.e. all of the construction activities overlap on the same day and that all construction vehicles associated with each of the activities also access and egress the site on the same day.
[2] Construction activity would occur Monday through Friday, and some Saturdays from 8:00 AM to 3:00 PM. Approximately 10% of construction truck and employee trips would occur during the PM peak hour. Dump truck activity is estimated at two inbound and outbound trucks per hour.
[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs).

2.2.3 Proposed Project Construction Trip Distribution and Assignment

The regional geographic trip distribution for construction trips was computed based on location of freeway and arterials to the nearest construction staging area planned for various elements of the Proposed Project. Construction workers are anticipated to park in the proposed construction staging areas and would be transported to and from the staging areas to construction sites using shuttles. These shuttles would be staged within the construction staging areas. Trip distributions to the individual staging areas were developed and construction traffic assignments were performed. Based on these distribution assumptions, location of the Proposed Project construction elements, construction worker parking locations at the proposed construction staging areas, and construction activity trip generation from the Proposed Project, traffic estimated from construction trips were developed along all the study roadway segments and intersections.

2.2.4 Proposed Project Construction Lane Configurations

The proposed construction activity would result in the reduction of capacity along the roadways and intersections affected by proposed construction alignment, as well as the roadways that intersect the proposed construction alignment. Based on information provided by SoCalGas, the following assumptions were used to determine the effect of construction activity relative to their effects on lane configurations at intersections and along roadway segments:

- Maintain one lane in each direction during construction activity.
- Baldy Mesa alignment segment between Smoke Tree Road and Mesquite Street is planned to be closed at approximately one-mile intervals with the limits determined by paved detours that connect north-south arterials. These segments of Baldy Mesa are estimated to be closed for three to four weeks at a time.
- Three to four separate closures along the Cajon Road alignment segment from Cleghorn Road to Kenwood Road are planned. These closures are estimated to last six to eight weeks. The closures would be coordinated with the affected jurisdiction to allow local traffic access and to access the I-15 Freeway.
- Construction on the Tippecanoe Avenue at the 1-10 Freeway eastbound and westbound ramps would be conducted at night.
- Bore construction would occur on Tippecanoe Avenue at 9th Street, and Redlands Boulevard at SR-60 Ramps.

The construction activity lane configurations are provided in Appendix G.

2.3 Existing Baseline Plus Project Conditions

2.3.1 Existing Baseline Plus Proposed Project Operations Traffic Volumes

As mentioned previously, the proposed Adelanto Compressor Station and the pressure limiting stations would be unstaffed and therefore, would not generate any traffic during typical morning and afternoon peak commute hours on a regular basis. Routine maintenance activities would occur on a regular basis and would generate very few trips. Therefore, the Existing Baseline volumes, provided in Section 2.1.3, would not increase with the Proposed Project operations.

2.3.2 Existing Baseline Plus Proposed Project Operations Traffic Conditions

The Proposed Project operations would not worsen the Existing Baseline LOS and street segment conditions provided in Section 2.1.3. As noted earlier, all the representative intersections and street segments would continue to operate at the same levels of service as the Existing Baseline conditions. Similarly, the Proposed Project operations would not affect the transit, pedestrian, and bicycle infrastructure systems.

2.3.3 Existing Baseline Plus Proposed Project Construction Traffic Volumes

Utilizing the construction activity traffic estimates developed for both peak hours, traffic forecasts for the Existing Baseline Plus Construction Activity conditions were developed. The existing traffic PCE volumes were combined with the proposed construction activity traffic volumes to obtain the Existing Baseline Plus Construction Activity traffic volume forecasts. The Existing Baseline Plus Construction Activity traffic volumes at analyzed intersections during both the morning and evening peak hours are presented in Exhibits 4a and 4b.

2.3.4 Existing Baseline Plus Proposed Project Construction Traffic Conditions

Intersections

The Existing Baseline plus Proposed Project Construction peak hour traffic volumes were analyzed at each of the study intersections to determine the average delay and corresponding level of service. Table 13 presents the results of the Existing Baseline plus Proposed Project Construction traffic analysis. As indicated in the table, 37 of the 44 of the study intersections are projected to operate at LOS E or F better during the morning and/or evening peak hours. Capacity calculation worksheets for Existing Baseline plus Proposed Project conditions are attached in Appendix H of the report.

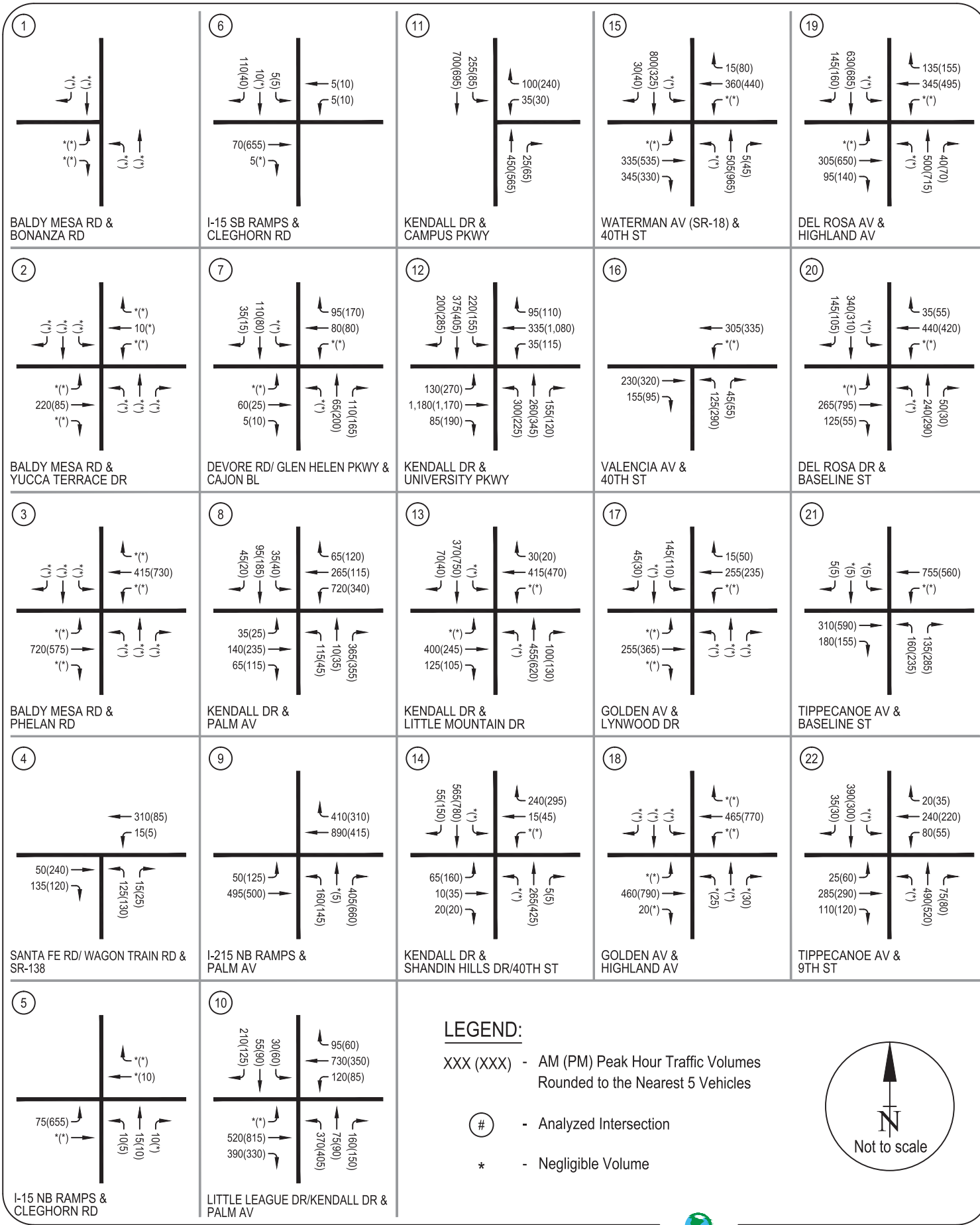
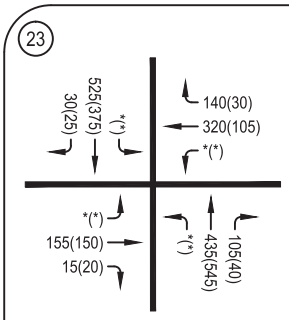
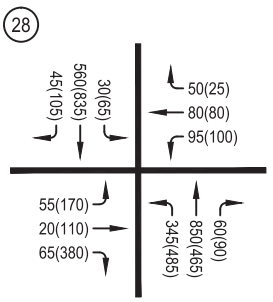


EXHIBIT 4A
EXISTING (2015) PLUS CONSTRUCTION ACTIVITY CONDITIONS
PCE PEAK HOUR TRAFFIC VOLUMES

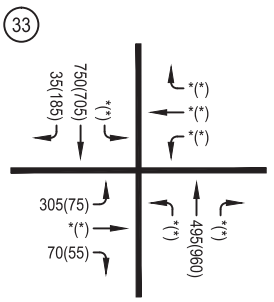
RAJU Associates, Inc.



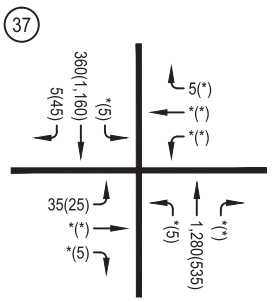
TIPPECANOE AV &
6TH ST



TIPPECANOE AV &
HOSPITALITY LN/COULSTON ST



WATERMAN AV &
WIER RD



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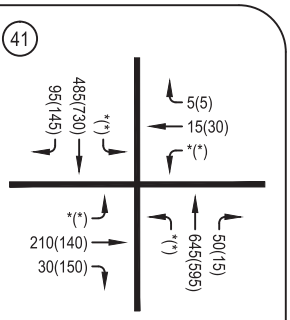
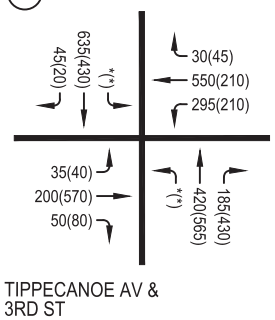
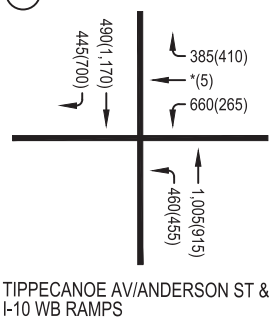
SHANE DR



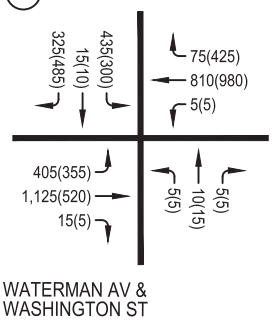
REDLANDS BL &
IRONWOOD AV



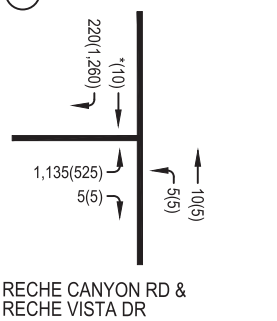
TIPPECANOE AV &
3RD ST



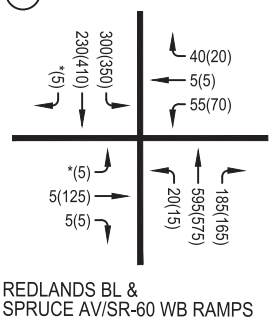
TIPPECANOE AV/ANDERSON ST &
I-10 WB RAMPS



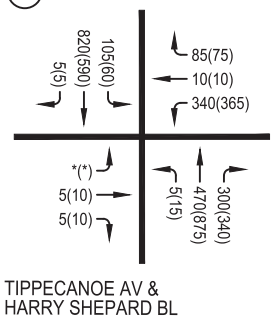
WATERMAN AV &
WASHINGTON ST



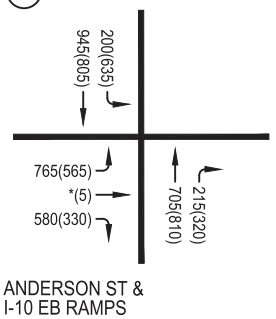
RECHE CANYON RD &
RECHE VISTA DR



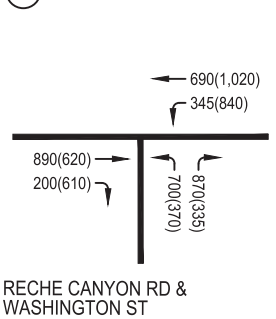
REDLANDS BL &
SPRUCE AV/SR-60 WB RAMPS



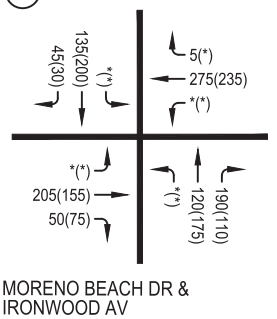
TIPPECANOE AV &
HARRY SHEPARD BL



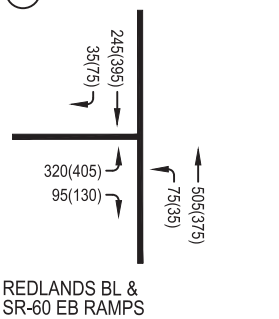
ANDERSON ST &
I-10 EB RAMPS



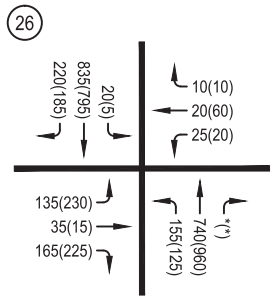
RECHE CANYON RD &
WASHINGTON ST



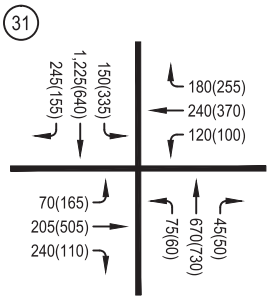
MORENO BEACH DR &
IRONWOOD AV



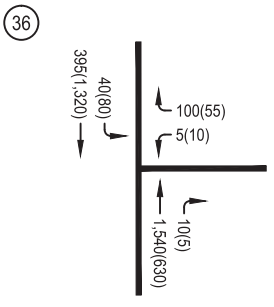
REDLANDS BL &
SR-60 EB RAMPS



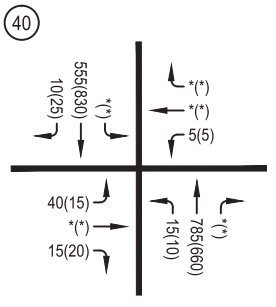
TIPPECANOE AV &
MILL ST



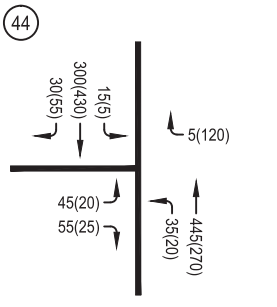
ANDERSON ST &
REDLANDS BL



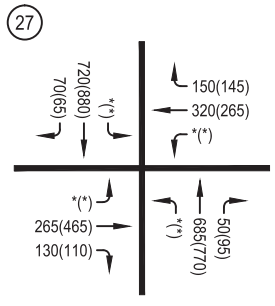
RECHE CANYON RD &
PRADO LN



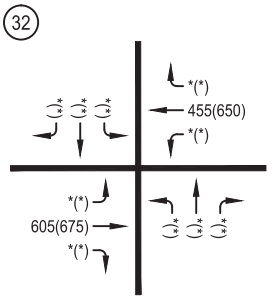
REDLANDS BL &
LOCUST AV



REDLANDS BL &
COTTONWOOD AV



TIPPECANOE AV &
ORANGE SHOW RD/SAN BERNARDINO AV



GARDENA ST &
REDLANDS BL

LEGEND:

XXX (XXX) - AM (PM) Peak Hour Traffic Volumes
Rounded to the Nearest 5 Vehicles

(#) - Analyzed Intersection

* - Negligible Volume

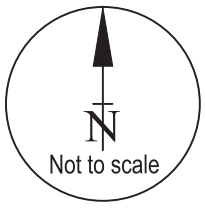


EXHIBIT 4B
EXISTING (2015) PLUS CONSTRUCTION ACTIVITY CONDITIONS
PCE PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.

TABLE 13
EXISTING BASELINE PLUS PROJECT CONSTRUCTION INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Existing (2015) Conditions		Existing (2015) Plus Project Construction Conditions	
						Delay (sec)	LOS	Delay (sec)	LOS
1	1	Baldy Mesa Rd & Bonanza Rd [a]	San Bernardino County	C	AM	19.9	C	N-S Closed	n/a
				C	PM	10.6	B	N-S Closed	n/a
	2	Baldy Mesa Rd & Yucca Terrace Dr [a]	San Bernardino County	C	AM	33.5	D	N-S Closed	n/a
				C	PM	11.7	B	N-S Closed	n/a
	3	Baldy Mesa Rd & Phelan Rd	San Bernardino County	C	AM	28.2	C	N-S Closed	n/a
				C	PM	28.7	C	N-S Closed	n/a
2	4	Santa Fe Rd/ Wagon Train Rd & SR-138 [a]	San Bernardino National Forest Caltrans	D	AM	11.7	B	11.8	B
				D	PM	12.6	B	12.6	B
	5	I-15 NB Ramps & Cleghorn Rd [a]	San Bernardino National Forest Caltrans	D	AM	0.0	A	0.0	A
				D	PM	41.3	E	42.0	E
	6	I-15 SB Ramps & Cleghorn Rd [a]	San Bernardino National Forest Caltrans	D	AM	8.8	A	8.8	A
				D	PM	8.9	A	8.9	A
3	7	Devore Rd/ Glen Helen Pkwy & Cajon Bl [a]	San Bernardino County	D	AM	8.6	A	8.7	A
				D	PM	10.4	B	10.6	B
	8	Kendall Dr & Palm Av *	San Bernardino Caltrans	D	AM	>100	F	>100	F
				D	PM	52.9	D	>100	F
	9	I-215 NB Ramps & Palm Av *	San Bernardino Caltrans	D	AM	16.7	B	>100	F
				D	PM	25.6	C	>100	F
	10	Little League Dr/Kendall Dr & Palm Av	San Bernardino	D	AM	28.5	C	>100	F
				D	PM	19.8	B	>100	F
	11	Kendall Dr & Campus Pkwy	San Bernardino	D	AM	7.7	A	>100	F
				D	PM	7.8	A	>100	F
	12	Kendall Dr & University Pkwy	San Bernardino	D	AM	25.9	C	>100	F
				D	PM	34.8	C	>100	F
	13	Kendall Dr & Little Mountain Dr	San Bernardino	D	AM	10.8	B	64.0	E
				D	PM	12.0	B	>100	F
	14	Kendall Dr & Shandin Hills Dr/40th St *	San Bernardino	D	AM	16.6	B	71.3	E
				D	PM	21.3	C	>100	F
	15	Waterman Av (SR-18) & 40th St *	San Bernardino Caltrans	D	AM	22.8	C	>100	F
				D	PM	21.5	C	>100	F
	16	Valencia Av & 40th St [a]	San Bernardino	D	AM	10.0	A	53.6	F
				D	PM	11.1	B	66.0	F
	17	Golden Av & Lynwood Dr	San Bernardino	D	AM	7.7	A	N-S Closed	n/a
				D	PM	8.1	A	N-S Closed	n/a
	18	Golden Av & Highland Av	San Bernardino	D	AM	12.2	B	N-S Closed	n/a
				D	PM	12.9	B	N-S Closed	n/a
	19	Del Rosa Av & Highland Av *	San Bernardino	D	AM	16.5	B	>100	F
				D	PM	25.8	C	>100	F
	20	Del Rosa Dr & Baseline St *	San Bernardino/Highland	D	AM	8.7	A	42.8	D
				D	PM	9.3	A	>100	F
	21	Tippecanoe Av & Baseline St	San Bernardino	D	AM	18.5	B	36.1	D
				D	PM	23.9	C	84.1	F
	22	Tippecanoe Av & 9th St	San Bernardino/Highland	D	AM	8.3	A	16.9	B
				D	PM	8.2	A	17.8	B
	23	Tippecanoe Av & 6th St	San Bernardino/Highland	D	AM	8.6	A	58.6	E
				D	PM	6.1	A	15.1	B
	24	Tippecanoe Av & 3rd St *	San Bernardino/Highland	D	AM	19.7	B	>100	F
				D	PM	27.8	C	>100	F

TABLE 13 (Continued)
EXISTING BASELINE PLUS PROJECT CONSTRUCTION INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Existing (2015) Conditions		Existing (2015) Plus Project Construction Conditions	
						Delay (sec)	LOS	Delay (sec)	LOS
3	25	Tippecanoe Av & Harry Shepard Bl	San Bernardino	D	AM	16.9	B	>100	F
				D	PM	15.4	B	>100	F
	26	Tippecanoe Av & Mill St *	San Bernardino	D	AM	19.7	B	>100	F
				D	PM	16.2	B	>100	F
	27	Tippecanoe Av & Orange Show Rd/San Bernardino Av *	San Bernardino	D	AM	19.0	B	>100	F
				D	PM	26.4	C	>100	F
	28	Tippecanoe Av & Hospitality Ln/Coulston St	San Bernardino	D	AM	23.4	C	>100	F
				D	PM	46.6	D	>100	F
	29	Tippecanoe Av/Anderson St & I-10 WB Ramps *	San Bernardino	D	AM	22.3	C	22.6	C
			Caltrans	D	PM	24.2	C	24.3	C
	30	Anderson St & I-10 EB Ramps *	Loma Linda	C	AM	14.0	B	15.0	B
			Caltrans	C	PM	32.9	C	32.9	C
	31	Anderson St & Redlands Bl *	Loma Linda	C	AM	30.3	C	33.8	C
				C	PM	38.2	D	41.0	D
	32	Gardena St & Redlands Bl [a]	San Bernardino	D	AM	20.2	C	N-S Closed	n/a
				D	PM	15.3	C	N-S Closed	n/a
	33	Waterman Av & Wier Rd	San Bernardino	D	AM	13.1	B	East Closed	n/a
				D	PM	6.9	A	East Closed	n/a
	34	Waterman Av & Washington St *	San Bernardino/Colton	D	AM	46.0	D	>100	F
				D	PM	45.5	D	>100	F
	35	Reche Canyon Rd & Washington St *	Colton	D	AM	18.4	B	>100	F
				D	PM	62.3	E	>100	F
	36	Reche Canyon Rd & Prado Ln	Colton	D	AM	11.4	B	>100	F
				D	PM	14.8	B	>100	F
	37	Reche Canyon Rd & Shane Dr	Colton	D	AM	13.2	B	>100	F
				D	PM	9.3	A	>100	F
4	38	Reche Canyon Rd & Reche Vista Dr	Riverside County	C	AM	11.2	B	>100	F
				C	PM	15.4	B	>100	F
	39	Moreno Beach Dr & Ironwood Av	Moreno Valley	C	AM	35.7	D	87.8	F
				C	PM	32.0	C	57.6	E
	40	Redlands Bl & Locust Av [a]	Moreno Valley	C	AM	49.8	E	49.8	E
				C	PM	53.2	F	53.2	F
	41	Redlands Bl & Ironwood Av	Moreno Valley	C	AM	15.3	B	>100	F
				C	PM	14.4	B	>100	F
	42	Redlands Bl & Spruce Av/SR-60 WB Ramps [a]	Moreno Valley	D	AM	37.4	E	41.5	E
			Caltrans	D	PM	36.6	E	54.0	F
	43	Redlands Bl & SR-60 EB Ramps	Moreno Valley	D	AM	22.5	C	>100	F
			Caltrans	D	PM	23.9	C	>100	F
	44	Redlands Bl & Cottonwood Av	Moreno Valley	C	AM	6.5	A	62.9	E
				C	PM	5.3	A	42.4	D

Notes:

[a] Unsignalized intersection - stop-controlled on minor or all approaches. Intersection evaluated using Highway Capacity Manual (HCM) 2010 Two-Way Stop-Controlled (TWSC) and All-Way Stop-Control (AWSC) methodologies. Level of service based on average intersection delay (in seconds) for AWSC intersections and highest approach delay to TWSC intersections.

[b] Per the County of San Bernardino General Plan, LOS D is the minimum LOS for the Valley and Mountain regions and LOS C is minimum in the Desert region.

[c] Restricted construction hours per City or jurisdiction requirements.

[d] Existing lanes will be maintained on the cross street at the intersection during boring or drilling along the pipeline alignment.

[e] Existing lanes will be maintained at intersection except at night when construction would occur.

* San Bernardino County CMP location.

V/C - Volume to Capacity Ratio; LOS - Level of Service

TMP = Traffic Management Plan

Street Segments

Table 14 summarizes the results of the street segment analysis for Existing Baseline Plus Proposed Project Construction conditions at each of the 54 representative segments in the study area. The table indicates the Existing Baseline Plus Proposed Project Construction ADT and LOS at the study segments. As illustrated in the table, 25 of the 54 study street segments would operate at LOS D or better and 29 street segments would operate at LOS E or F, or would be closed during construction. In the proposed pipeline Segment 2, No. 9 Cajon Boulevard would be closed during construction. In the proposed pipeline Segment 3, No. 28 Golden Avenue and No. 44 Steele Road would be closed during construction. For these closed segments, the detour routes prepared as part of the construction TMPs (at the time of final design) would need to accommodate the traffic.

TABLE 14
EXISTING BASELINE PLUS PROJECT CONSTRUCTION STREET SEGMENT ANALYSIS

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Jurisdiction Minimum LOS	Existing (2015) Conditions		Construction Increase in ADT	Existing (2015) Plus Project Construction Conditions [a]	
							ADT	LOS		ADT	LOS
1	1	Rancho Road	e/o Koala Road	Adelanto	2	C	4,078	C	394	4,472	C
	2	Palmdale Road	w/o Baldy Mesa Road	Adelanto/San Bernardino County/Caltrans	2	C	10,342	D	312	10,654	F
	3	Baldy Mesa Road	n/o Bear Valley Road-Duncan Road	San Bernardino County	2	C	273	C	312	585	C
	4	Duncan Road	e/o Baldy Mesa Road	San Bernardino County	2	C	1,160	C	312	1,472	C
	5	Baldy Mesa Road	n/o 5th Street	San Bernardino County	2	C	5,733	C	312	6,045	D
	6	Phelan Road	e/o Baldy Mesa Road	San Bernardino County	2	C	13,683	E	312	13,995	F
	7	Mesquite Street	e/o Baldy Mesa Road	San Bernardino County	2	C	1,485	C	312	1,797	C
2	8	SR-138	e/o Wagon Train Road	San Bernardino National Forest/Caltrans	4	D	3,332	C	268	3,600	D
	9	Cajon Boulevard	s/o Cleghorn Road	San Bernardino National Forest	2	D	5,943	C	312	6,255	**Closed**
	10	Kenwood Avenue	e/o Cajon Boulevard	San Bernardino County	2	D	5,842	C	312	6,154	D
3	11	Glen Helen Parkway	s/o Cajon Boulevard	San Bernardino County	2	D	5,525	C	312	5,837	D
	12	Kendall Drive	n/o Little League Drive	San Bernardino	2	D	3,534	C	312	3,846	D
	13	Little League Drive	e/o Kendall Drive	San Bernardino	2	D	1,736	C	0	1,736	C
	14	Palm Avenue	e/o Kendall Drive	San Bernardino	4	D	14,378	C	312	14,690	F
	15	Pine Avenue	e/o Kendall Drive	San Bernardino	4	D	6,999	C	0	6,999	D
	16	Campus Parkway	e/o Kendall Drive	San Bernardino	4	D	4,408	C	0	4,408	C
	17	University Parkway	w/o Kendall Drive	San Bernardino	6	D	30,442	C	312	30,754	F
	18	Kendall Drive	s/o Pine Avenue	San Bernardino	4	D	13,987	C	312	14,299	F
	19	Kendall Drive	s/o University Parkway	San Bernardino	4	D	16,942	C	312	17,254	F
	20	40th Street	w/o Electric Avenue	San Bernardino	4	D	10,925	C	312	11,237	F
	21	Electric Avenue	n/o 40th Street	San Bernardino	2	D	10,312	D	0	10,312	F
	22	Electric Avenue	s/o 40th Street	San Bernardino	2	D	5,994	C	0	5,994	D
	23	Sierra Way	n/o 40th Street	San Bernardino	4	D	8,760	C	0	8,760	F
	24	Sierra Way	s/o 40th Street	San Bernardino	4	D	8,663	C	0	8,663	F
	25	Waterman Avenue (SR-18)	s/o 40th Street	San Bernardino/Caltrans	4	D	21,106	C	0	21,106	F
	26	Valencia Avenue	s/o 40th Street	San Bernardino	2	D	4,490	C	312	4,802	D
	27	Lynwood Drive	e/o Valencia Avenue	San Bernardino	2	D	133	C	312	445	C
	28	Golden Avenue	n/o Highland Avenue	San Bernardino	4	D	6,119	C	312	6,431	**Closed**
	29	Highland Avenue	e/o Golden Avenue	San Bernardino	4	D	17,167	C	312	17,479	F
	30	Del Rosa Drive	n/o Baseline Street	San Bernardino	4	D	10,412	C	312	10,724	F
	31	Pacific Street	e/o Del Rosa Drive	Highland/San Bernardino County	4	D	7,677	C	312	7,989	F
	32	Pacific Street	w/o Del Rosa Drive	San Bernardino County	4	D	10,549	C	0	10,549	F
	33	Baseline Street	e/o Tippecanoe Avenue	San Bernardino	4	D	15,809	C	0	15,809	F
	34	Tippecanoe Avenue	s/o 9th Street	Highland/San Bernardino County	4	D	11,486	C	312	11,798	F
	35	5th Street	w/o Tippecanoe Avenue	San Bernardino County	2	D	6,177	C	312	6,489	D
	36	Rialto Avenue	w/o Tippecanoe Avenue	San Bernardino	2	D	2,994	C	0	2,994	C
	37	Tippecanoe Avenue	s/o Harry Shepard Boulevard	San Bernardino	6	D	23,744	C	312	24,056	F
	38	Central Avenue	w/o Tippecanoe Avenue	San Bernardino	4	D	5,644	C	0	5,644	D
	39	Tippecanoe Avenue	n/o Gould Street	San Bernardino	6	D	21,881	C	312	22,193	F
	40	Gould Street	e/o Tippecanoe Avenue	San Bernardino	4	D	1,046	C	312	1,358	C
	41	Hospitality Lane	w/o Tippecanoe Avenue	San Bernardino	4	D	14,291	C	0	14,291	F
	42	Harriman Place	w/o Tippecanoe Avenue	San Bernardino	4	D	9,750	C	0	9,750	F
	43	Redlands Boulevard	e/o Gardena Street	San Bernardino/Loma Linda	4	D	11,860	C	312	12,172	F
	44	Steele Road	n/o Wier Road	San Bernardino	2	D	1,416	C	312	1,728	**Closed**
	45	Wier Road	n/o Washington Street	San Bernardino	4	D	2,826	C	0	2,826	C
	46	Washington Street	w/o Wier Road	San Bernardino/Colton	4	D	25,170	D	312	25,482	F
	47	Reche Canyon Road	n/o Fern Lane	Colton	2	D	18,519	F	312	18,831	F

TABLE 14 (Continued)
EXISTING BASELINE PLUS PROJECT CONSTRUCTION STREET SEGMENT ANALYSIS

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Jurisdiction Minimum LOS	Existing (2015) Conditions		Construction Increase in ADT	Existing (2015) Plus Project Construction Conditions [a]	
							ADT	LOS		ADT	LOS
4	48	Reche Vista Drive	s/o Reche Canyon Road	Riverside County	2	C	15,274	E	312	15,586	F
	49	Moreno Beach Drive	n/o Ironwood Avenue	Moreno Valley	2	C	3,010	C	312	3,322	C
	50	Locust Avenue	e/o Moreno Beach Road	Moreno Valley	3	C	1,295	C	0	1,295	C
	51	Ironwood Avenue	w/o Redlands Boulevard	Moreno Valley	2	C	3,218	C	312	3,530	C
	52	Redlands Boulevard	n/o Ironwood Avenue	Moreno Valley	2	C	15,186	E	0	15,186	F
	53	Theodore Street	s/o Cottonwood Avenue	Moreno Valley	2	C	713	C	312	1,025	C
	54	Alessandro Boulevard	e/o Theodore Street	Moreno Valley	2	C	2,662	C	312	2,974	C

Note:

[a] A minimum of two lanes would be provided along the pipeline alignment during construction.

[b] Restricted construction hours per City or jurisdiction requirements.

[c] Existing lanes will be maintained on the cross street at the intersection during boring or drilling along the pipeline alignment. Boring pits would reduce the number of lanes on the affected roadway.

[d] A construction zone along the street segment will have reduced capacity with construction activity occuring from 6:00 AM to 7:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-800 feet a day once all activities within the zone are completed.

[e] A construction zone along the street segment will have reduced capacity with construction activity occuring from 7:00 AM to 5:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-640 feet a day once all activities within the zone are completed.

[f] A construction zone along the street segment will have reduced capacity with construction activity occuring from 8:00 AM to 3:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-320 feet a day once all activities within the zone are completed.

[g] Existing lanes will be maintained at intersection except at night when construction would occur.

TMP = Traffic Management Plan

2.4 Cumulative (2019) Base Traffic Projections (No Project Conditions)

The Future Year 2019 without the Proposed Project was developed including estimates for background growth in area-wide trip making and trips generated by future developments (cumulative projects) in the vicinity of the study area. The Future (2019) without Proposed Project traffic represents the cumulative base conditions (No Project Conditions).

2.3.1 Cumulative (2019) Base No Project Traffic Volumes

The Cumulative (2019) Base traffic projections reflect growth in traffic from two primary sources: overall area-wide ambient regional growth both within and outside the study area; and, cumulative projects located within, or in the vicinity of, the study area. Each of these components is described in the following sections.

Area-wide Ambient Traffic Growth

The traffic in the vicinity of the study area within San Bernardino County was estimated to increase at the growth rates documented in the San Bernardino County CMP – Appendix K. Growth rates for Riverside County and Moreno Valley were based on the City of Moreno Valley Traffic Impact Analysis Preparation Guide, August 2007.

The following annual growth factors were used for each study intersection within a jurisdiction or sphere of influence. The annual growth rate accounts for traffic flowing through the study area that is not directly accounted for from known projects:

- Adelanto: 2.44% per year
- Colton: 1.68% per year
- Devore/Glen Helen: 2.39% per year
- Hesperia Sphere: 1.60% per year
- Highland: 1.79% per year
- Loma Linda: 1.49% per year
- Moreno Valley: 2.0% per year
- San Bernardino: 1.25 per year
- San Bernardino Sphere: 0.89% per year
- Victorville Sphere: 0.68% per year

Future increases in ambient traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2019, the Existing Baseline 2015 traffic volumes were adjusted upward by the annual growth factors noted in the previous page, to reflect this area-wide regional growth.

Cumulative Projects Traffic Generation and Assignment

As indicated, the second potential source of traffic growth in the study area is due to other future development projects in the vicinity. Cumulative projects are developments that are planned and expected to be in place within the same timeframe as the Proposed Project. Data describing projects in the area was solicited from the Cities of Adelanto, Colton, Highland, Loma Linda, Moreno Valley, San Bernardino, and Victorville; and the Counties of San Bernardino and Riverside. Based on information received from the cities and counties, and from the respective jurisdiction's websites, 74 projects were identified within the study area and are shown in Exhibits 5a-5c. The list of these projects is provided in Appendix I.

The trip generation estimates for the cumulative projects were estimated utilizing the ITE's *Trip Generation Manual*, 9th Edition trip rates and are included in Appendix I. These projects could potentially generate an overall 215,871 daily trips; a total of 13,845 trips are estimated to occur during the AM peak hour and 18,036 trips during the PM peak hour within all the jurisdictions in the study area. The geographic distribution and the traffic assignment of the cumulative projects was performed. Additionally, information regarding any roadway and intersection improvements planned or under construction within all the affected jurisdictions was solicited. Based on information provided, these improvements were incorporated into the analysis.

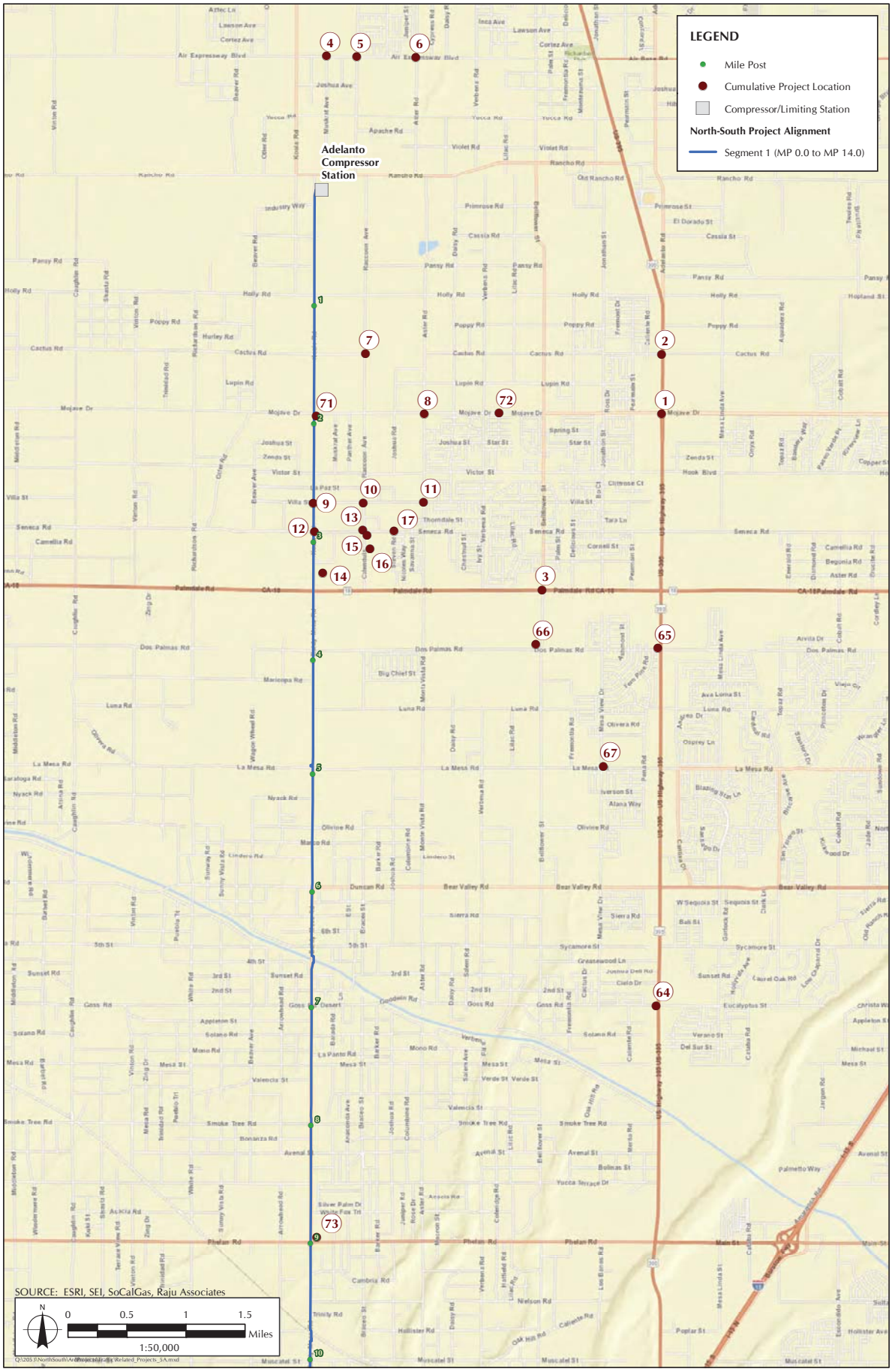


EXHIBIT 5A

Location of Cumulative Projects

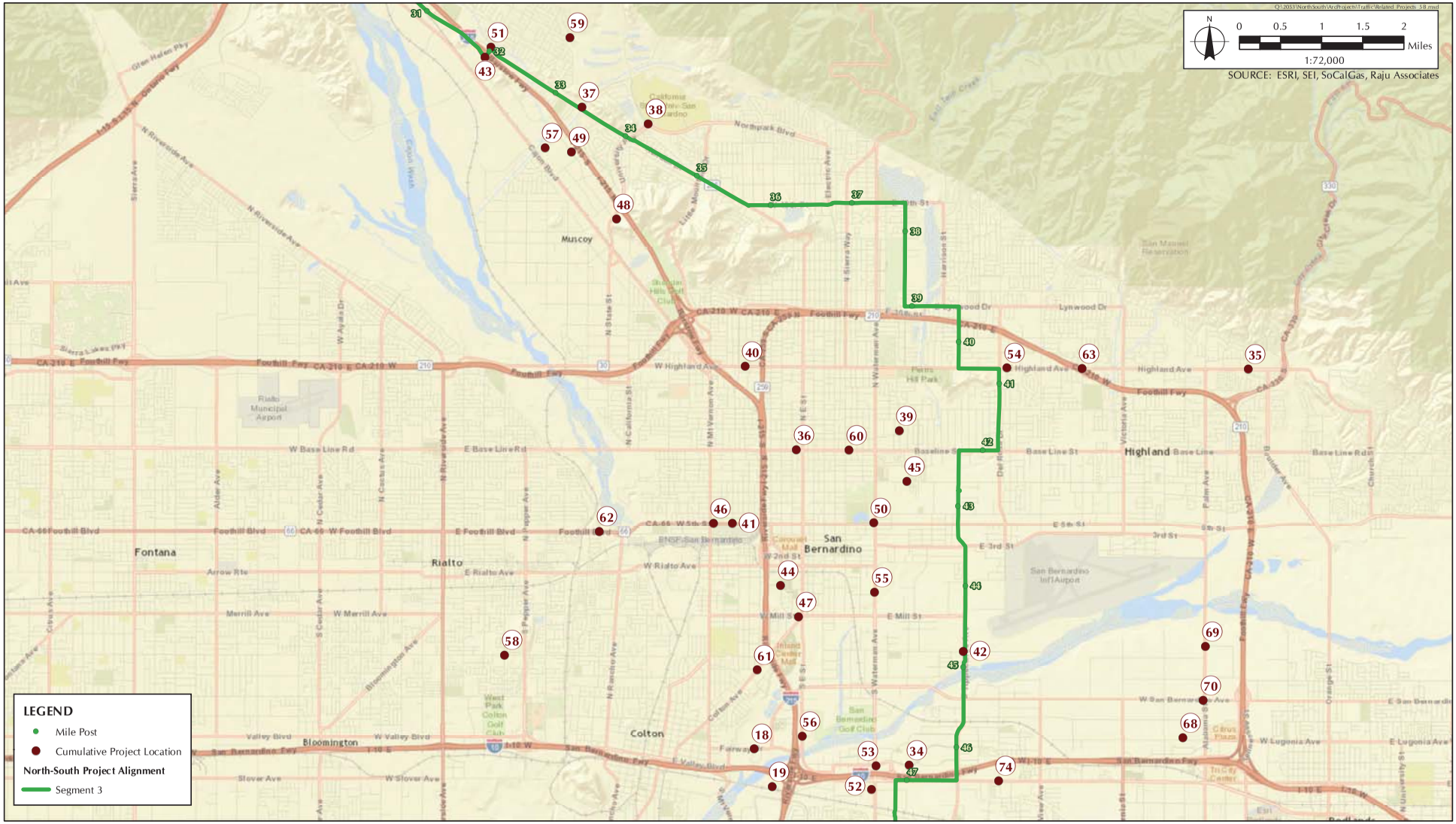


EXHIBIT 5B

Location of Cumulative Projects

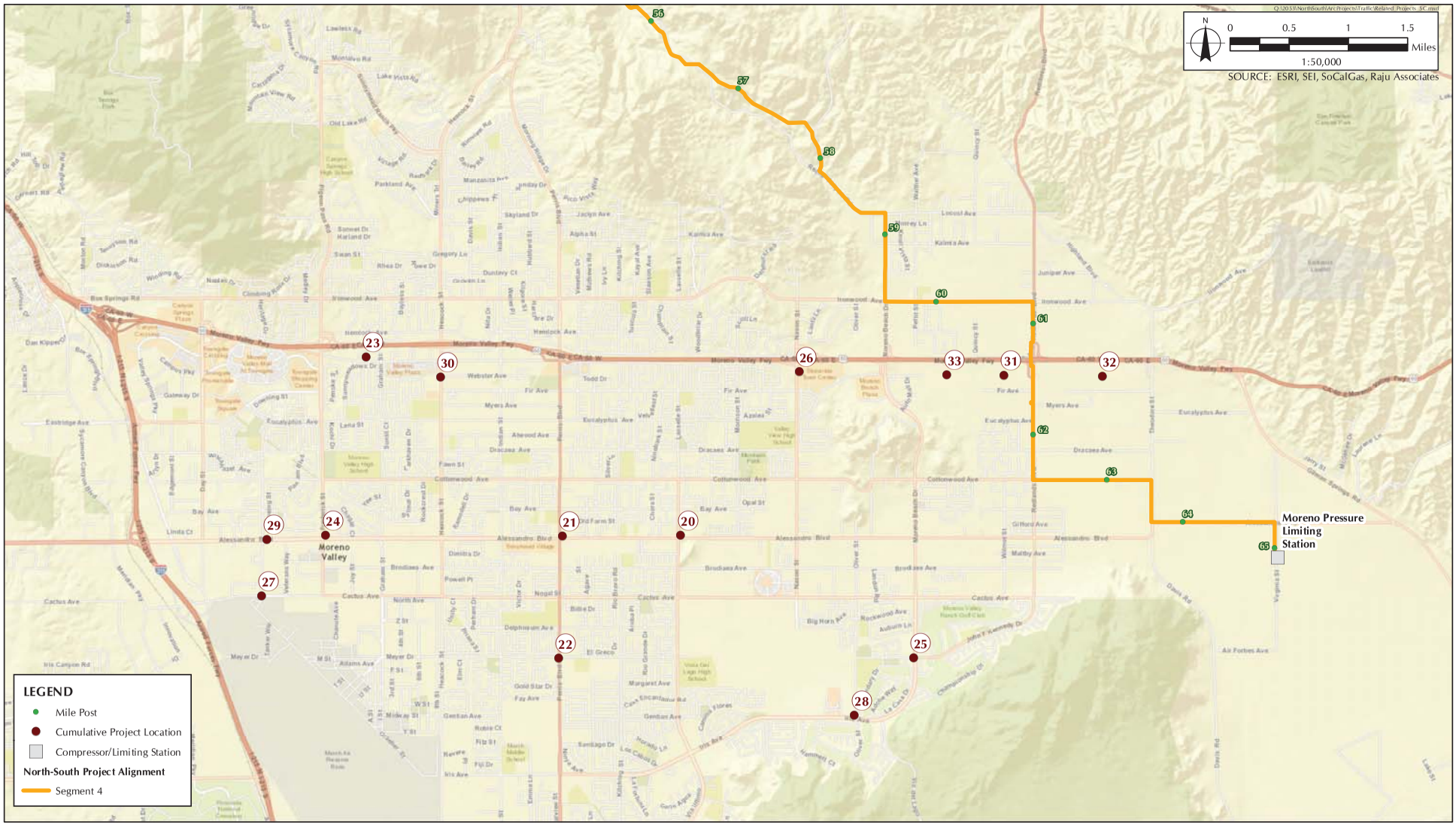


EXHIBIT 5C

Location of Cumulative Projects

Cumulative (2019) Base No Project Traffic Volumes

The cumulative projects' traffic estimates were added to the Existing Baseline plus Ambient Growth traffic to obtain the Cumulative (2019) Base traffic volumes. Exhibits 6a and 6b provide the Cumulative (2019) Base traffic volumes at each of the intersections analyzed during both AM and PM peak hours. These volumes represent Future (2019) Cumulative Base (No Project) conditions.

2.3.2 Cumulative (2019) Base No Project Traffic Conditions

Intersections

The Cumulative (2019) Base without Proposed Project peak hour traffic volumes were analyzed at each of the study intersections to determine the average delay and corresponding level of service. Table 15 presents the results of the Year 2019 Cumulative Base (without Proposed Project) traffic analysis. As indicated in the table, 38 of the 44 representative study intersections are projected to operate at LOS D or better during both the morning and evening peak hours. The following intersections are forecast to operate at LOS E or F:

Segment 1

- Int. No. 2: Baldy Mesa Road and Yucca Terrace Drive (LOS E – AM peak hour) (San Bernardino County)

Segment 2

- Int. No. 5: I-15 Northbound Ramps and Cleghorn Road (LOS F – PM peak hour) (San Bernardino County and Caltrans)

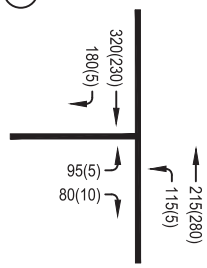
Segment 3

- Int. No. 8: Kendall Drive and Palm Avenue (LOS F – AM and PM peak hours) (City of San Bernardino and Caltrans)
- Int. No. 35: Reche Canyon Road and Washington Street (LOS E – PM peak hour) (City of Colton)

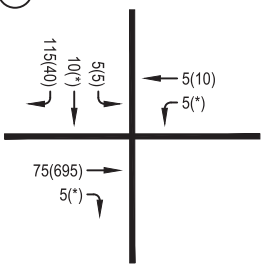
Segment 4

- Int. No. 40: Redlands Boulevard and Locust Avenue (LOS F – AM and PM peak hours) (City of Moreno Valley)
- Int. No. 42: Redlands Boulevard and Spruce Avenue/SR-60 Westbound Ramps (LOS E – AM and PM peak hours) (City of Moreno Valley and Caltrans)

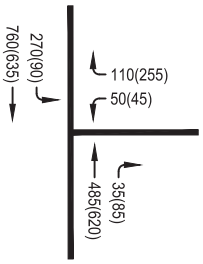
Capacity calculation worksheets for Cumulative (2019) Base conditions are attached in Appendix J of the report.



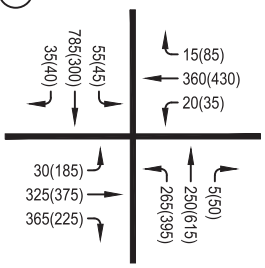
1 BALDY MESA RD & BONANZA RD



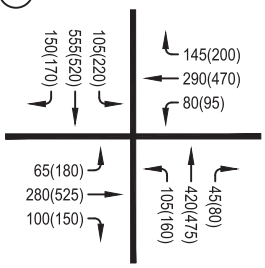
6 I-15 SB RAMPS & CLEGHORN RD



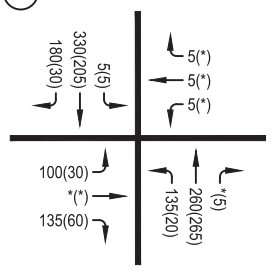
11 KENDALL DR & CAMPUS PKWY



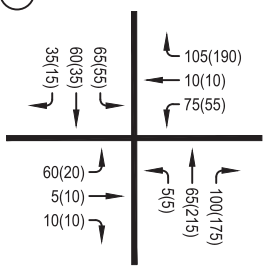
15 WATERMAN AV (SR-18) & 40TH ST



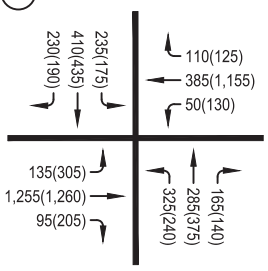
19 DEL ROSA AV & HIGHLAND AV



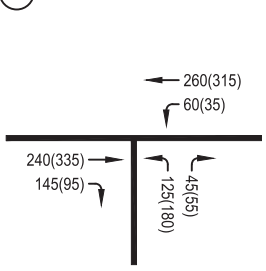
2 BALDY MESA RD & YUCCA TERRACE DR



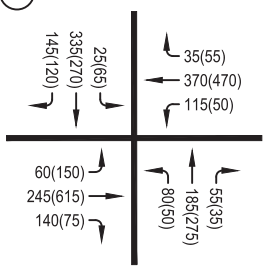
7 DEVORE RD/ GLEN HELEN PKWY & CAJON BL



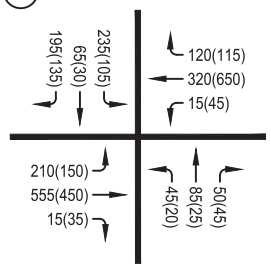
12 KENDALL DR & UNIVERSITY PKWY



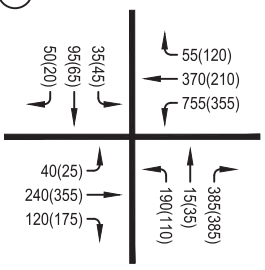
16 VALENCIA AV & 40TH ST



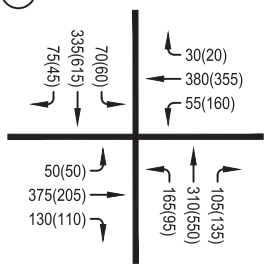
20 DEL ROSA DR & BASELINE ST



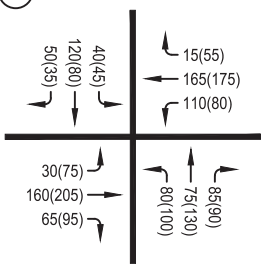
3 BALDY MESA RD & PHELAN RD



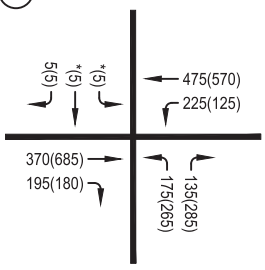
8 KENDALL DR & PALM AV



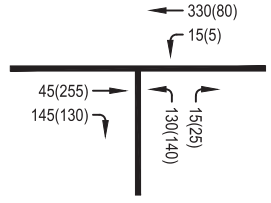
13 KENDALL DR & LITTLE MOUNTAIN DR



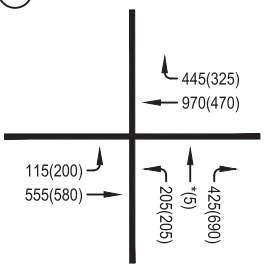
17 GOLDEN AV & LYNWOOD DR



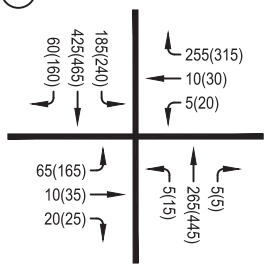
21 TIPPECANOE AV & BASELINE ST



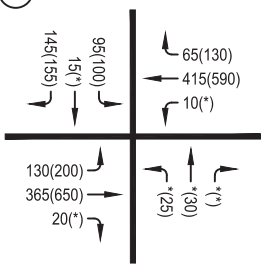
4 SANTA FE RD/ WAGON TRAIN RD & SR-138



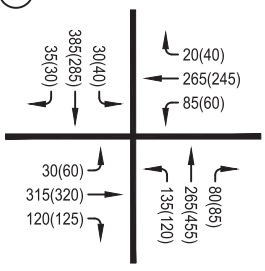
9 I-215 NB RAMPS & PALM AV



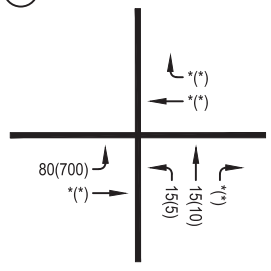
14 KENDALL DR & SHANDIN HILLS DR/40TH ST



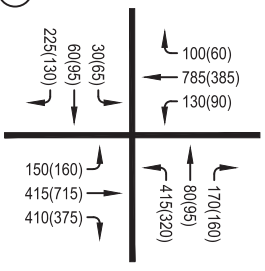
18 GOLDEN AV & HIGHLAND AV



22 TIPPECANOE AV & 9TH ST



5 I-15 NB RAMPS & CLEGHORN RD



10 LITTLE LEAGUE DR/KENDALL DR & PALM AV

LEGEND:

XXX (XXX) - AM (PM) Peak Hour Traffic Volumes Rounded to the Nearest 5 Vehicles

(#) - Analyzed Intersection

* - Negligible Volume

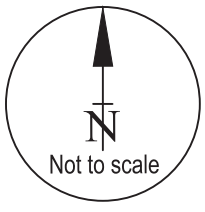
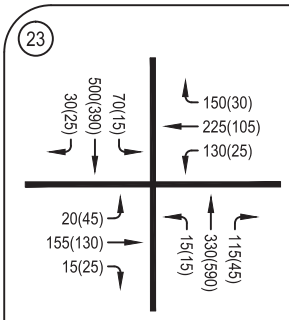
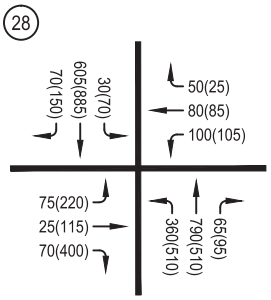


EXHIBIT 6A
CUMULATIVE (2019) BASE CONDITIONS
PCE PEAK HOUR TRAFFIC VOLUMES

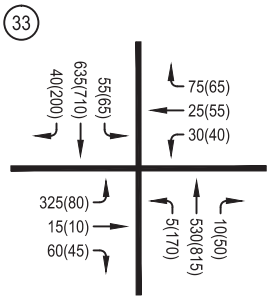
RAJU Associates, Inc.



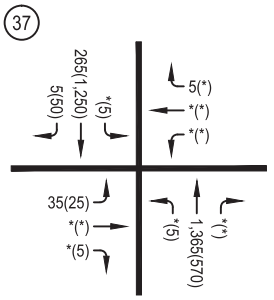
TIPPECANOE AV &
6TH ST



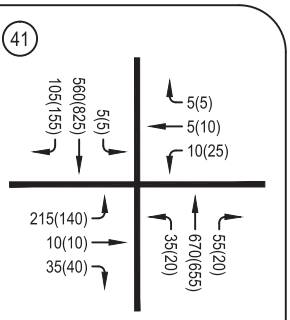
TIPPECANOE AV &
HOSPITALITY LN/COULSTON ST



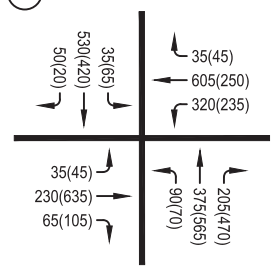
WATERMAN AV &
WIER RD



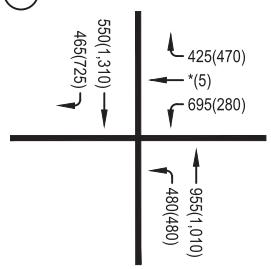
RECHE CANYON RD &
SHANE DR



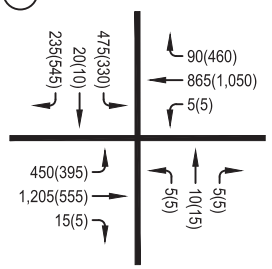
REDLANDS BL &
IRONWOOD AV



TIPPECANOE AV &
3RD ST

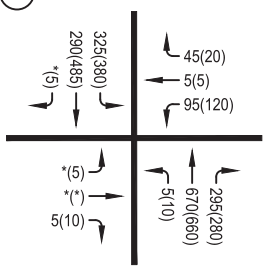


TIPPECANOE AV/ANDERSON ST &
I-10 WB RAMPS

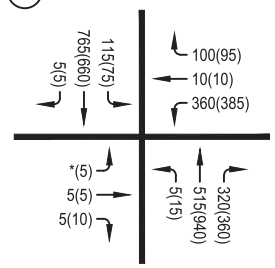


WATERMAN AV &
WASHINGTON ST

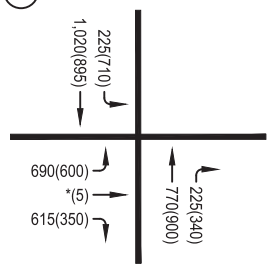
RECHE CANYON RD &
RECHE VISTA DR



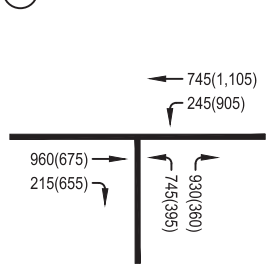
REDLANDS BL &
SPRUCE AV/SR-60 WB RAMPS



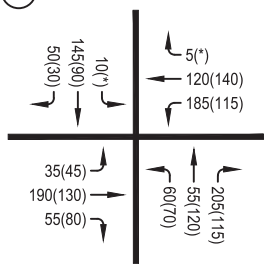
TIPPECANOE AV &
HARRY SHEPARD BL



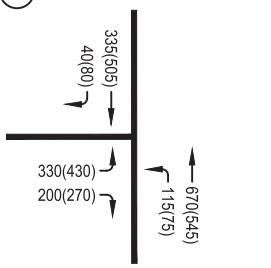
ANDERSON ST &
I-10 EB RAMPS



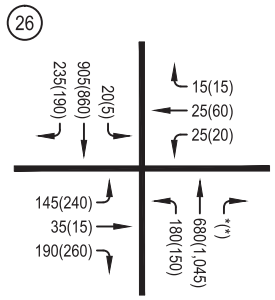
RECHE CANYON RD &
WASHINGTON ST



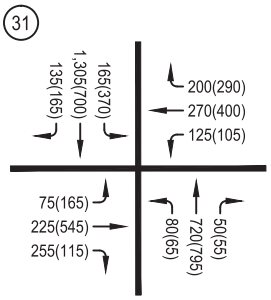
MORENO BEACH DR &
IRONWOOD AV



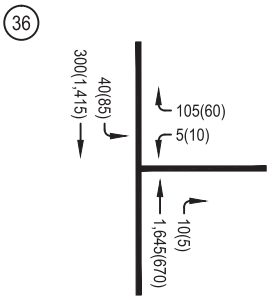
REDLANDS BL &
SR-60 EB RAMPS



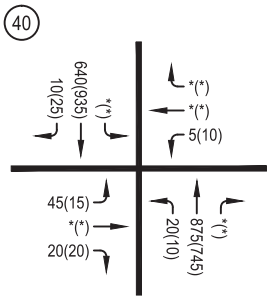
TIPPECANOE AV &
MILL ST



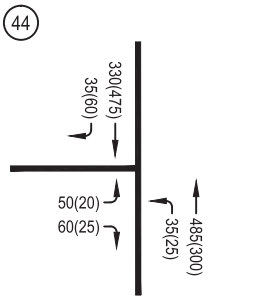
ANDERSON ST &
REDLANDS BL



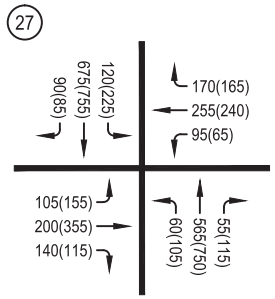
RECHE CANYON RD &
PRADO LN



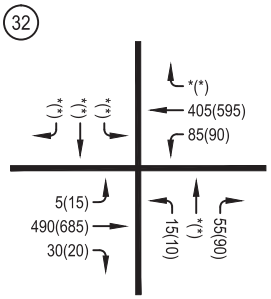
REDLANDS BL &
LOCUST AV



REDLANDS BL &
COTTONWOOD AV



TIPPECANOE AV &
ORANGE SHOW RD/SAN BERNARDINO AV



GARDENA ST &
REDLANDS BL

LEGEND:

XXX (XXX) - AM (PM) Peak Hour Traffic Volumes
Rounded to the Nearest 5 Vehicles

(#) - Analyzed Intersection

* - Negligible Volume

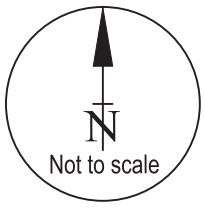


EXHIBIT 6B
CUMULATIVE (2019) BASE CONDITIONS
PCE PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.

TABLE 15
CUMULATIVE BASE (2019) INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Peak Hour	Existing (2015) Conditions		Cumulative (2019) Base Conditions	
					Delay (sec)	LOS	Delay (sec)	LOS
1	1	Baldy Mesa Rd & Bonanza Rd [a]	San Bernardino County	AM	19.9	C	23.3	C
				PM	10.6	B	10.9	B
	2	Baldy Mesa Rd & Yucca Terrace Dr [a]	San Bernardino County	AM	33.5	D	47.9	E
				PM	11.7	B	12.2	B
	3	Baldy Mesa Rd & Phelan Rd	San Bernardino County	AM	28.2	C	34.2	C
				PM	28.7	C	34.4	C
2	4	Santa Fe Rd/ Wagon Train Rd & SR-138 [a]	San Bernardino National Forest	AM	11.7	B	12.1	B
			Caltrans	PM	12.6	B	13.0	B
	5	I-15 NB Ramps & Cleghorn Rd [a]	San Bernardino National Forest	AM	0.0	A	0.0	A
			Caltrans	PM	41.3	E	50.4	F
	6	I-15 SB Ramps & Cleghorn Rd [a]	San Bernardino National Forest	AM	8.8	A	8.8	A
			Caltrans	PM	8.9	A	8.9	A
3	7	Devore Rd/ Glen Helen Pkwy & Cajon Bl [a]	San Bernardino County	AM	8.6	A	8.9	A
				PM	10.4	B	12.6	B
	8	Kendall Dr & Palm Av *	San Bernardino/Caltrans	AM	>100	F	>100	F
				PM	52.9	D	81.8	F
	9	I-215 NB Ramps & Palm Av *	San Bernardino/Caltrans	AM	16.7	B	22.9	C
				PM	25.6	C	47.6	D
	10	Little League Dr/Kendall Dr & Palm Av	San Bernardino	AM	28.5	C	32.7	C
				PM	19.8	B	20.6	C
	11	Kendall Dr & Campus Pkwy	San Bernardino	AM	7.7	A	8.0	A
				PM	7.8	A	8.2	A
	12	Kendall Dr & University Pkwy	San Bernardino	AM	25.9	C	29.6	C
				PM	34.8	C	37.4	D
	13	Kendall Dr & Little Mountain Dr	San Bernardino	AM	10.8	B	11.3	B
				PM	12.0	B	12.7	B
	14	Kendall Dr & Shandin Hills Dr/40th St *	San Bernardino	AM	16.6	B	18.0	B
				PM	21.3	C	23.5	C
	15	Waterman Av (SR-18) & 40th St *	San Bernardino/Caltrans	AM	22.8	C	25.8	C
				PM	21.5	C	24.0	C
	16	Valencia Av & 40th St [a]	San Bernardino	AM	10.0	A	10.2	B
				PM	11.1	B	11.5	B
	17	Golden Av & Lynwood Dr	San Bernardino	AM	7.7	A	7.8	A
				PM	8.1	A	8.2	A
	18	Golden Av & Highland Av	San Bernardino	AM	12.2	B	12.3	B
				PM	12.9	B	14.1	B
	19	Del Rosa Av & Highland Av *	San Bernardino	AM	16.5	B	16.8	B
				PM	25.8	C	27.3	C
	20	Del Rosa Dr & Baseline St *	San Bernardino/Highland	AM	8.7	A	9.0	A
				PM	9.3	A	9.8	A
	21	Tippecanoe Av & Baseline St	San Bernardino	AM	18.5	B	20.7	C
				PM	23.9	C	25.5	C
	22	Tippecanoe Av & 9th St	San Bernardino/Highland	AM	8.3	A	8.6	A
				PM	8.2	A	8.6	A
	23	Tippecanoe Av & 6th St	San Bernardino/Highland	AM	8.6	A	9.2	A
				PM	6.1	A	6.6	A
	24	Tippecanoe Av & 3rd St *	San Bernardino/Highland	AM	19.7	B	23.3	C
				PM	27.8	C	37.0	D
	25	Tippecanoe Av & Harry Shepard Bl	San Bernardino	AM	16.9	B	17.6	B
				PM	15.4	B	17.0	B

TABLE 15 (Continued)
CUMULATIVE BASE (2019) INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Peak Hour	Existing (2015) Conditions		Cumulative (2019) Base Conditions	
					Delay (sec)	LOS	Delay (sec)	LOS
3	26	Tippecanoe Av & Mill St *	San Bernardino	AM	19.7	B	19.9	B
				PM	16.2	B	18.3	B
	27	Tippecanoe Av & Orange Show Rd/San Bernardino Av *	San Bernardino	AM	19.0	B	21.2	C
				PM	26.4	C	30.9	C
	28	Tippecanoe Av & Hospitality Ln/Coulston St	San Bernardino	AM	23.4	C	25.3	C
				PM	46.6	D	52.7	D
	29	Tippecanoe Av/Anderson St & I-10 WB Ramps *	San Bernardino/Caltrans	AM	22.3	C	26.7	C
				PM	24.2	C	28.7	C
	30	Anderson St & I-10 EB Ramps *	Loma Linda/Caltrans	AM	14.0	B	15.1	B
				PM	32.9	C	47.0	D
	31	Anderson St & Redlands Bl *	Loma Linda	AM	30.3	C	35.6	D
				PM	38.2	D	53.6	D
	32	Gardena St & Redlands Bl [a]	San Bernardino	AM	20.2	C	22.1	C
				PM	15.3	C	16.8	C
	33	Waterman Av & Wier Rd	San Bernardino	AM	13.1	B	14.2	B
				PM	6.9	A	7.4	A
	34	Waterman Av & Washington St *	San Bernardino/Colton	AM	46.0	D	49.1	D
				PM	45.5	D	51.3	D
	35	Reche Canyon Rd & Washington St *	Colton	AM	18.4	B	21.1	C
				PM	62.3	E	71.1	E
	36	Reche Canyon Rd & Prado Ln	Colton	AM	11.4	B	13.2	B
				PM	14.8	B	21.2	C
	37	Reche Canyon Rd & Shane Dr	Colton	AM	13.2	B	19.1	B
				PM	9.3	A	11.4	B
4	38	Reche Canyon Rd & Reche Vista Dr	Riverside County	AM	11.2	B	13.5	B
				PM	15.4	B	31.1	C
	39	Moreno Beach Dr & Ironwood Av	Moreno Valley	AM	35.7	D	41.3	D
				PM	32.0	C	35.0	C
	40	Redlands Bl & Locust Av [a]	Moreno Valley	AM	49.8	E	85.3	F
				PM	53.2	F	77.3	F
	41	Redlands Bl & Ironwood Av	Moreno Valley	AM	15.3	B	18.6	B
				PM	14.4	B	18.6	B
	42	Redlands Bl & Spruce Av/SR-60 WB Ramps [a]	Moreno Valley/Caltrans	AM	37.4	E	39.5	E
				PM	36.6	E	42.2	E
	43	Redlands Bl & SR-60 EB Ramps	Moreno Valley/Caltrans	AM	22.5	C	25.0	C
				PM	23.9	C	40.9	D
	44	Redlands Bl & Cottonwood Av	Moreno Valley	AM	6.5	A	6.7	A
				PM	5.3	A	5.6	A

[a] Unsignalized intersection - stop-controlled on minor or all approaches. Intersection evaluated using Highway Capacity Manual (HCM) 2010 Two-Way Stop-Controlled (TWSC) and All-Way Stop-Control (AWSC) methodologies. Level of service based on average intersection delay (in seconds) for AWSC intersections and highest approach delay to TWSC intersections.

[b] Per the County of San Bernardino General Plan, LOS D is the minimum LOS for the Valley and Mountain regions and LOS C is minimum in the Desert region.

* San Bernardino County CMP location.

V/C - Volum V/C - Volume to Capacity Ratio

LOS - Level LOS - Level of Service

Street Segments

Table 16 summarizes the results of the street segment analysis for Cumulative (2019) Base conditions at each of the 54 representative segments in the study area. The table indicates the Cumulative Base ADT and LOS at the study segments. As illustrated in the table, 50 of the 54 representative study street segments would operate at LOS D or better. The following street segments would operate at LOS E or F:

Segment 1

- Seg. No. 6: Phelan Road, east of Baldy Mesa Road (LOS F) (San Bernardino County)

Segment 3

- Seg. No. 47: Reche Canyon Road, north of Fern Lane (LOS F) (City of Colton)

Segment 4

- Seg. No. 48: Reche Vista Drive, south of Reche Canyon Road (LOS F) (Riverside County)
- Seg. No. 52: Redlands Boulevard, north of Ironwood Avenue (LOS F) (City of Moreno Valley)

TABLE 16
CUMUALTIVE BASE STREET SEGMENT DAILY TRAFFIC VOLUMES

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Existing (2015) Conditions		Ambient (2019) Growth Only	Related Projects Only	Cumulative (2019) Base Conditions	
						ADT	LOS	ADT	ADT	ADT	LOS
1	1	Rancho Road	e/o Koala Road	Adelanto	2	4,078	C	400	250	4,728	C
	2	Palmdale Road	w/o Baldy Mesa Road	Adelanto/San Bernardino County/Caltrans	2	10,342	D	1014	2111	13,467	D
	3	Baldy Mesa Road	n/o Bear Valley Road-Duncan Road	San Bernardino County	2	273	C	7	14	294	C
	4	Duncan Road	e/o Baldy Mesa Road	San Bernardino County	2	1,160	C	31	80	1,271	C
	5	Baldy Mesa Road	n/o 5th Street	San Bernardino County	2	5,733	C	155	108	5,996	C
	6	Phelan Road	e/o Baldy Mesa Road	San Bernardino County	2	13,683	E	876	234	14,793	F
	7	Mesquite Street	e/o Baldy Mesa Road	San Bernardino County	2	1,485	C	95	0	1,580	C
2	8	SR-138	e/o Wagon Train Road	San Bernardino National Forest/Caltrans	4	3,332	C	213	0	3,545	C
	9	Cajon Boulevard	s/o Cleghorn Road	San Bernardino National Forest	2	5,943	C	380	0	6,323	C
	10	Kenwood Avenue	e/o Cajon Boulevard	San Bernardino County	2	5,842	C	561	0	6,403	C
3	11	Glen Helen Parkway	s/o Cajon Boulevard	San Bernardino County	2	5,525	C	530	0	6,055	C
	12	Kendall Drive	n/o Little League Drive	San Bernardino	2	3,534	C	177	0	3,711	C
	13	Little League Drive	e/o Kendall Drive	San Bernardino	2	1,736	C	87	0	1,823	C
	14	Palm Avenue	e/o Kendall Drive	San Bernardino	4	14,378	C	719	574	15,671	C
	15	Pine Avenue	e/o Kendall Drive	San Bernardino	4	6,999	C	350	535	7,884	C
	16	Campus Parkway	e/o Kendall Drive	San Bernardino	4	4,408	C	220	377	5,005	C
	17	University Parkway	w/o Kendall Drive	San Bernardino	6	30,442	C	1522	1085	33,049	C
	18	Kendall Drive	s/o Pine Avenue	San Bernardino	4	13,987	C	699	846	15,532	C
	19	Kendall Drive	s/o University Parkway	San Bernardino	4	16,942	C	847	805	18,594	C
	20	40th Street	w/o Electric Avenue	San Bernardino	4	10,925	C	546	75	11,546	C
	21	Electric Avenue	n/o 40th Street	San Bernardino	2	10,312	D	516	75	10,903	D
	22	Electric Avenue	s/o 40th Street	San Bernardino	2	5,994	C	300	75	6,369	C
	23	Sierra Way	n/o 40th Street	San Bernardino	4	8,760	C	438	0	9,198	C
	24	Sierra Way	s/o 40th Street	San Bernardino	4	8,663	C	433	0	9,096	C
	25	Waterman Avenue (SR-18)	s/o 40th Street	San Bernardino/Caltrans	4	21,106	C	1055	75	22,236	D
	26	Valencia Avenue	s/o 40th Street	San Bernardino	2	4,490	C	225	0	4,715	C
	27	Lynwood Drive	e/o Valencia Avenue	San Bernardino	2	133	C	7	0	140	C
	28	Golden Avenue	n/o Highland Avenue	San Bernardino	4	6,119	C	306	205	6,630	C
	29	Highland Avenue	e/o Golden Avenue	San Bernardino	4	17,167	C	858	1148	19,173	C
	30	Del Rosa Drive	n/o Baseline Street	San Bernardino	4	10,412	C	521	676	11,609	C
	31	Pacific Street	e/o Del Rosa Drive	Highland/San Bernardino County	4	7,677	C	545	280	8,502	C
	32	Pacific Street	w/o Del Rosa Drive	San Bernardino County	4	10,549	C	380	280	11,209	C
	33	Baseline Street	e/o Tippecanoe Avenue	San Bernardino	4	15,809	C	790	1397	17,996	C
	34	Tippecanoe Avenue	s/o 9th Street	Highland/San Bernardino County	4	11,486	C	816	293	12,595	C
	35	5th Street	w/o Tippecanoe Avenue	San Bernardino County	2	6,177	C	222	554	6,953	C
	36	Rialto Avenue	w/o Tippecanoe Avenue	San Bernardino	2	2,994	C	150	98	3,242	C
	37	Tippecanoe Avenue	s/o Harry Shepard Boulevard	San Bernardino	6	23,744	C	1187	1009	25,940	C
	38	Central Avenue	w/o Tippecanoe Avenue	San Bernardino	4	5,644	C	282	752	6,678	C
	39	Tippecanoe Avenue	n/o Gould Street	San Bernardino	6	21,881	C	1094	1493	24,468	C
	40	Gould Street	e/o Tippecanoe Avenue	San Bernardino	4	1,046	C	52	0	1,098	C
	41	Hospitality Lane	w/o Tippecanoe Avenue	San Bernardino	4	14,291	C	715	866	15,872	C
	42	Harriman Place	w/o Tippecanoe Avenue	San Bernardino	4	9,750	C	488	1186	11,424	C
	43	Redlands Boulevard	e/o Gardena Street	San Bernardino/Loma Linda	4	11,860	C	712	366	12,938	C
	44	Steele Road	n/o Wier Road	San Bernardino	2	1,416	C	71	0	1,487	C
	45	Wier Road	n/o Washington Street	San Bernardino	4	2,826	C	141	0	2,967	C
	46	Washington Street	w/o Wier Road	San Bernardino/Colton	4	25,170	D	1686	663	27,519	D
	47	Reche Canyon Road	n/o Fern Lane	Colton	2	18,519	F	1241	269	20,029	F
4	48	Reche Vista Drive	s/o Reche Canyon Road	Riverside County	2	15,274	E	1252	136	16,662	F
	49	Moreno Beach Drive	n/o Ironwood Avenue	Moreno Valley	2	3,010	C	247	220	3,477	C
	50	Locust Avenue	e/o Moreno Beach Road	Moreno Valley	3	1,295	C	106	0	1,401	C
	51	Ironwood Avenue	w/o Redlands Boulevard	Moreno Valley	2	3,218	C	264	252	3,734	C
	52	Redlands Boulevard	n/o Ironwood Avenue	Moreno Valley	2	15,186	E	1245	658	17,089	F
	53	Theodore Street	s/o Cottonwood Avenue	Moreno Valley	2	713	C	58	0	771	C
	54	Alessandro Boulevard	e/o Theodore Street	Moreno Valley	2	2,662	C	218	0	2,880	C

2.5 Cumulative (2019) Plus Project Conditions

2.5.1 Cumulative Plus Proposed Project Operations Traffic Volumes

The proposed Adelanto Compressor Station and the pressure limiting stations would be unstaffed and therefore, would not generate any traffic during typical morning and afternoon peak commute hours on a regular basis. Routine maintenance activities would occur on a regular basis and would generate very few trips. Therefore, the Cumulative Base volumes, provided in Section 2.3.1, would not change with the Proposed Project operations.

2.5.2 Cumulative (2019) Plus Proposed Project Operations Traffic Conditions

The Proposed Project operations would not worsen the Cumulative Base LOS and street segment conditions provided in Section 2.3.2. All the representative intersections and street segments would continue to operate at the same levels of service as the Cumulative Base conditions. Similarly, the Proposed Project operations would not affect the transit, pedestrian, and bicycle infrastructure systems.

2.5.3 Cumulative (2019) Plus Proposed Project Construction Traffic Volumes

Utilizing the construction activity traffic estimates developed for both peak hours, traffic forecasts for the Cumulative (2019) Base with Construction Activity conditions were developed. The Cumulative (2019) Base traffic forecasts were combined with the construction activity traffic volumes to obtain the Cumulative (2019) with Construction Activity traffic volume forecasts. The Cumulative (2019) with Construction Activity traffic volumes at study intersections during both the morning and evening peak hours are presented in Exhibits 7a and 7b.

2.5.4 Cumulative (2019) Plus Proposed Project Construction Traffic Conditions

Intersections

The Cumulative (2019) Plus Proposed Project Construction peak hour traffic volumes were analyzed to determine the average delay and corresponding level of service at each of the analyzed intersections. The results of this analysis are also summarized on Table 17. As indicated in the table, 37 of the 44 representative study intersections are projected to operate at LOS E or F during the morning and/or evening peak hours. Capacity calculation worksheets for Cumulative (2019) plus Proposed Project Construction conditions are attached in Appendix K of the report.

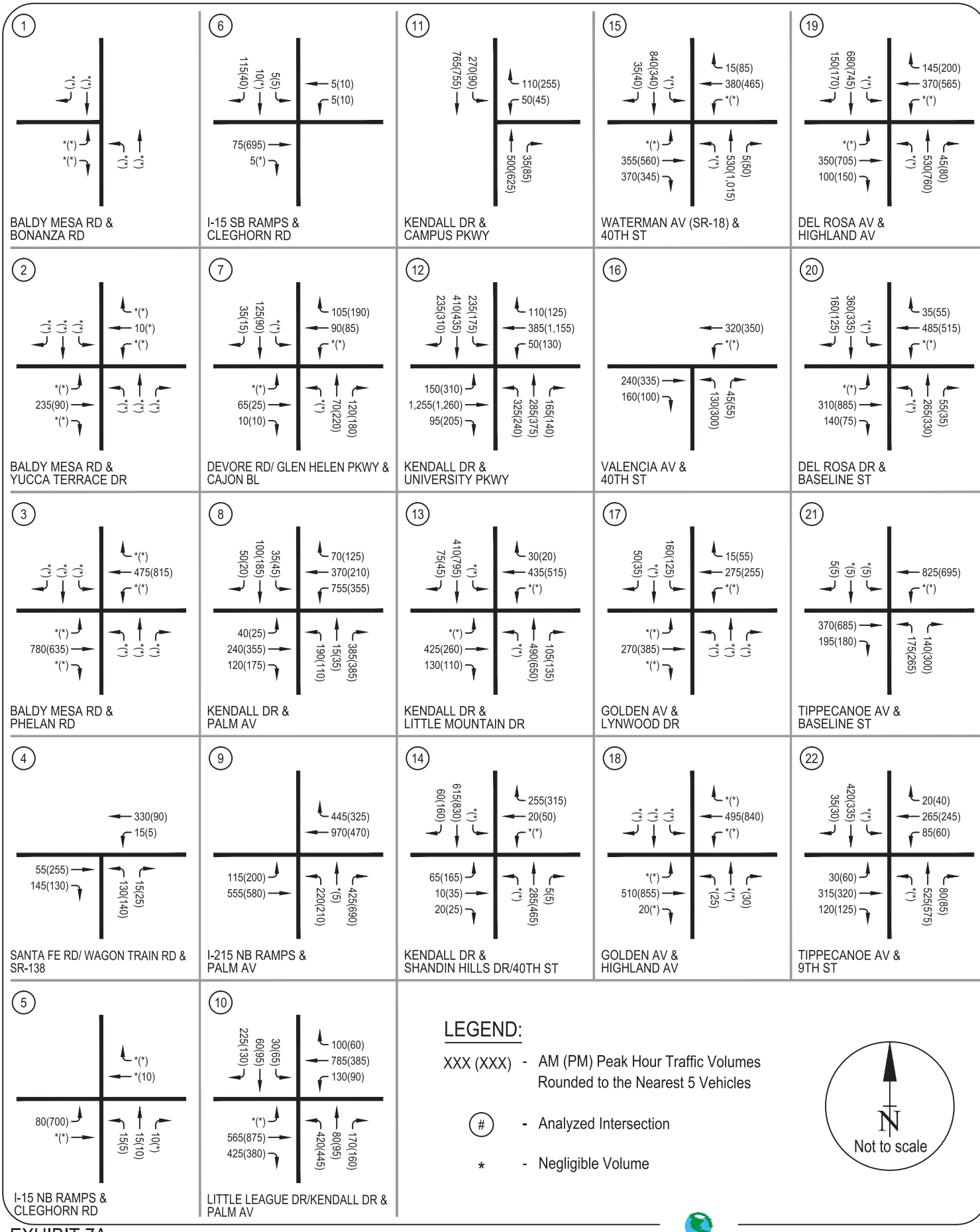
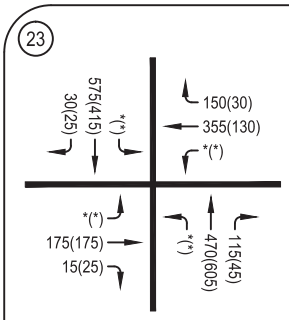
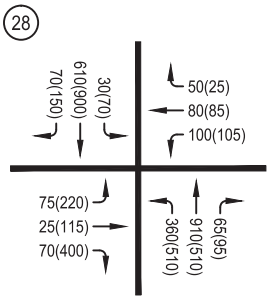


EXHIBIT 7A
CUMULATIVE (2019) PLUS CONSTRUCTION PROJECT CONDITIONS
PCE PEAK HOUR TRAFFIC VOLUMES

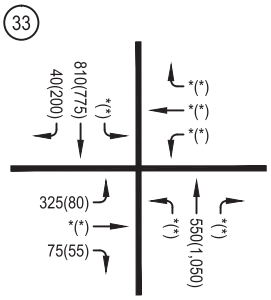
RAJU Associates, Inc.



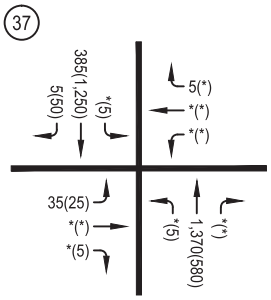
TIPPECANOE AV &
6TH ST



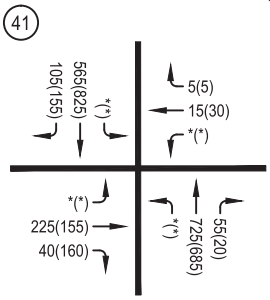
TIPPECANOE AV &
HOSPITALITY LN/COULSTON ST



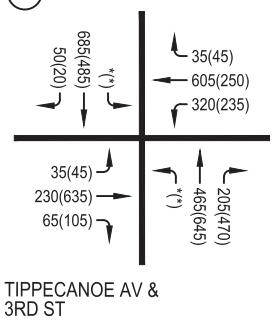
WATERMAN AV &
WIER RD



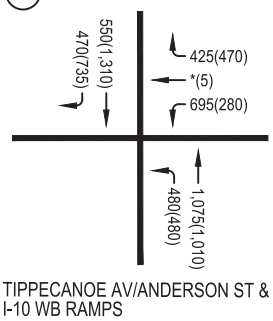
RECHE CANYON RD &
SHANE DR



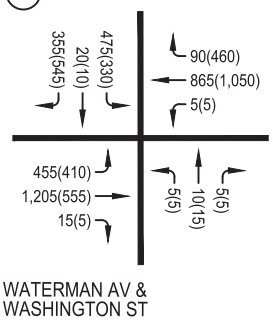
REDLANDS BL &
IRONWOOD AV



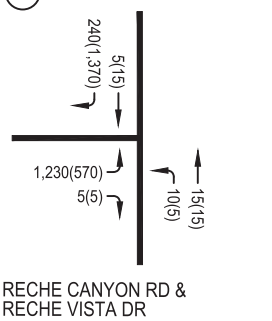
TIPPECANOE AV &
3RD ST



TIPPECANOE AV/ANDERSON ST &
I-10 WB RAMPS



WATERMAN AV &
WASHINGTON ST



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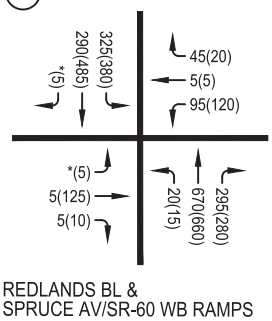
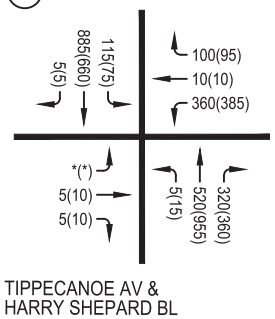
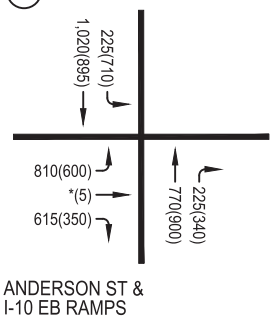


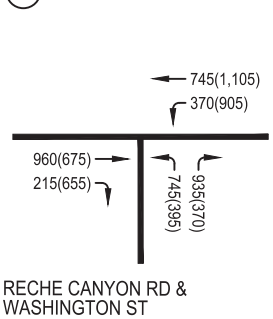
REDLANDS BL &
SPRUCE AV/SR-60 WB RAMPS



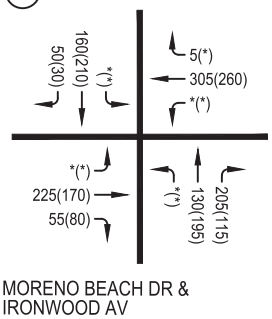
TIPPECANOE AV &
HARRY SHEPARD BL



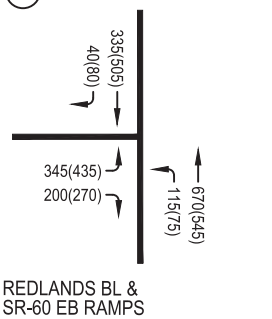
ANDERSON ST &
I-10 EB RAMPS



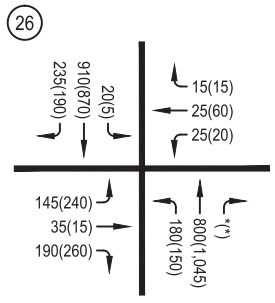
RECHE CANYON RD &
WASHINGTON ST



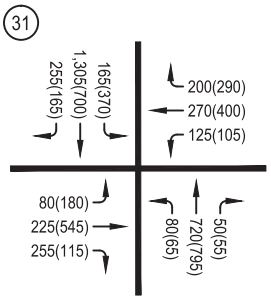
MORENO BEACH DR &
IRONWOOD AV



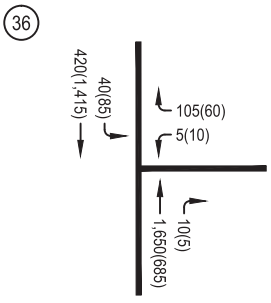
REDLANDS BL &
SR-60 EB RAMPS



TIPPECANOE AV &
MILL ST



ANDERSON ST &
REDLANDS BL



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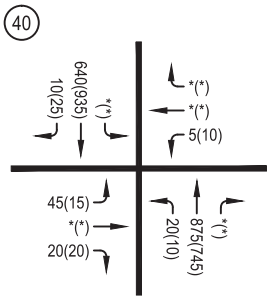
PRADO LN



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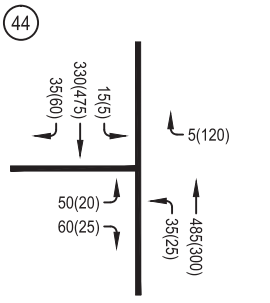
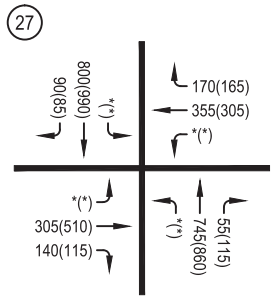
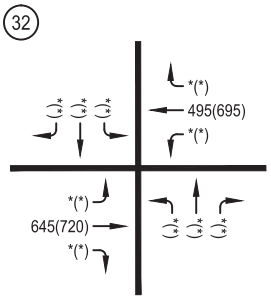
LOCUST AV



REDLANDS BL &
COTTONWOOD AV



TIPPECANOE AV &
ORANGE SHOW RD/SAN BERNARDINO AV



GARDENA ST &
REDLANDS BL

LEGEND:

XXX (XXX) - AM (PM) Peak Hour Traffic Volumes
Rounded to the Nearest 5 Vehicles

(#) - Analyzed Intersection

* - Negligible Volume

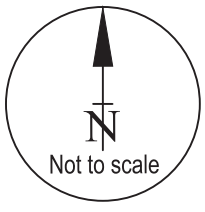


EXHIBIT 7B
CUMULATIVE (2019) PLUS CONSTRUCTION PROJECT CONDITIONS
PCE PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.

TABLE 17
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Cumulative (2019) Base Conditions [a]		Cumulative (2019) Plus Project Construction Conditions [a]	
						Delay (sec)	LOS	Delay (sec)	LOS
1	1	Baldy Mesa Rd & Bonanza Rd [a]	San Bernardino County	C	AM	23.3	C	N-S Closed	n/a
				C	PM	10.9	B	N-S Closed	n/a
	2	Baldy Mesa Rd & Yucca Terrace Dr [a]	San Bernardino County	C	AM	47.9	E	N-S Closed	n/a
				C	PM	12.2	B	N-S Closed	n/a
	3	Baldy Mesa Rd & Phelan Rd	San Bernardino County	C	AM	34.2	C	N-S Closed	n/a
				C	PM	34.4	C	N-S Closed	n/a
2	4	Santa Fe Rd/ Wagon Train Rd & SR-138 [a]	San Bernardino National Forest Caltrans	D	AM	12.1	B	12.2	B
				D	PM	13.0	B	13.1	B
	5	I-15 NB Ramps & Cleghorn Rd [a]	San Bernardino National Forest Caltrans	D	AM	0.0	A	0.0	A
				D	PM	50.4	F	50.9	F
	6	I-15 SB Ramps & Cleghorn Rd [a]	San Bernardino National Forest Caltrans	D	AM	8.8	A	8.8	A
				D	PM	8.9	A	9.0	A
3	7	Devore Rd/ Glen Helen Pkwy & Cajon Bl [a]	San Bernardino County	D	AM	8.9	A	9.0	A
				D	PM	11.2	B	11.5	B
	8	Kendall Dr & Palm Av *	San Bernardino Caltrans	D	AM	>100	F	>100	F
				D	PM	81.8	F	>100	F
	9	I-215 NB Ramps & Palm Av *	San Bernardino Caltrans	D	AM	22.9	C	>100	F
				D	PM	47.6	D	>100	F
	10	Little League Dr/Kendall Dr & Palm Av	San Bernardino	D	AM	32.7	C	>100	F
				D	PM	20.6	C	>100	F
	11	Kendall Dr & Campus Pkwy	San Bernardino	D	AM	8.0	A	>100	F
				D	PM	8.2	A	>100	F
	12	Kendall Dr & University Pkwy	San Bernardino	D	AM	29.6	C	>100	F
				D	PM	37.4	D	>100	F
	13	Kendall Dr & Little Mountain Dr	San Bernardino	D	AM	11.3	B	80.7	F
				D	PM	12.7	B	>100	F
	14	Kendall Dr & Shandin Hills Dr/40th St *	San Bernardino	D	AM	18.0	B	95.8	F
				D	PM	23.5	C	>100	F
	15	Waterman Av (SR-18) & 40th St *	San Bernardino Caltrans	D	AM	25.8	C	>100	F
				D	PM	24.0	C	>100	F
	16	Valencia Av & 40th St [a]	San Bernardino	D	AM	10.2	B	54.0	F
				D	PM	11.5	B	66.0	F
	17	Golden Av & Lynwood Dr	San Bernardino	D	AM	7.8	A	N-S Closed	n/a
				D	PM	8.2	A	N-S Closed	n/a
	18	Golden Av & Highland Av	San Bernardino	D	AM	12.3	B	N-S Closed	n/a
				D	PM	14.1	B	N-S Closed	n/a
	19	Del Rosa Av & Highland Av *	San Bernardino	D	AM	16.8	B	>100	F
				D	PM	27.3	C	>100	F
	20	Del Rosa Dr & Baseline St *	San Bernardino/Highland	D	AM	9.0	A	58.3	E
				D	PM	9.8	A	>100	F
	21	Tippecanoe Av & Baseline St	San Bernardino	D	AM	20.7	C	54.6	D
				D	PM	25.5	C	>100	F
	22	Tippecanoe Av & 9th St	San Bernardino/Highland	D	AM	8.6	A	31.2	C
				D	PM	8.6	A	41.2	D
	23	Tippecanoe Av & 6th St	San Bernardino/Highland	D	AM	9.2	A	81.0	F
				D	PM	6.6	A	21.0	C
	24	Tippecanoe Av & 3rd St *	San Bernardino/Highland	D	AM	23.3	C	>100	F
				D	PM	37.0	D	>100	F

TABLE 17 (Continued)
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION INTERSECTION LEVEL OF SERVICE ANALYSIS

	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Cumulative (2019) Base Conditions [a]		Cumulative (2019) Plus Project Construction Conditions [a]	
						Delay (sec)	LOS	Delay (sec)	LOS
	25	Tippecanoe Av & Harry Shepard Bl	San Bernardino	D	AM	17.6	B	>100	F
				D	PM	17.0	B	>100	F
	26	Tippecanoe Av & Mill St *	San Bernardino	D	AM	19.9	B	>100	F
				D	PM	18.3	B	>100	F
	27	Tippecanoe Av & Orange Show Rd/San Bernardino Av *	San Bernardino	D	AM	21.2	C	>100	F
				D	PM	30.9	C	>100	F
	28	Tippecanoe Av & Hospitality Ln/Coulston St	San Bernardino	D	AM	25.3	C	>100	F
				D	PM	52.7	D	>100	F
	29	Tippecanoe Av/Anderson St & I-10 WB Ramps *	San Bernardino	D	AM	26.7	C	26.8	C
			Caltrans	D	PM	28.7	C	28.8	C
3	30	Anderson St & I-10 EB Ramps *	Loma Linda	C	AM	15.1	B	16.5	B
			Caltrans	C	PM	47.0	D	47.0	D
	31	Anderson St & Redlands Bl *	Loma Linda	C	AM	35.6	D	40.0	D
				C	PM	53.6	D	53.9	D
	32	Gardena St & Redlands Bl [a]	San Bernardino	D	AM	22.1	C	N-S Closed	N/A
				D	PM	16.8	C	N-S Closed	N/A
	33	Waterman Av & Wier Rd	San Bernardino	D	AM	14.2	B	East Closed	N/A
				D	PM	7.4	A	East Closed	N/A
	34	Waterman Av & Washington St *	San Bernardino/Colton	D	AM	49.1	D	>100	F
				D	PM	51.3	D	>100	F
	35	Reche Canyon Rd & Washington St *	Colton	D	AM	21.1	C	>100	F
				D	PM	71.1	E	>100	F
	36	Reche Canyon Rd & Prado Ln	Colton	D	AM	13.2	B	>100	F
				D	PM	21.2	C	>100	F
	37	Reche Canyon Rd & Shane Dr	Colton	D	AM	19.1	B	>100	F
				D	PM	11.4	B	>100	F
	38	Reche Canyon Rd & Reche Vista Dr	Riverside County	C	AM	13.5	B	>100	F
				C	PM	31.1	C	>100	F
	39	Moreno Beach Dr & Ironwood Av	Moreno Valley	C	AM	41.3	D	>100	F
				C	PM	35.0	C	82.7	F
	40	Redlands Bl & Locust Av [a]	Moreno Valley	C	AM	85.3	F	85.3	F
				C	PM	77.3	F	77.3	F
	41	Redlands Bl & Ironwood Av	Moreno Valley	C	AM	18.6	B	>100	F
4				C	PM	18.6	B	>100	F
	42	Redlands Bl & Spruce Av/SR-60 WB Ramps [a]	Moreno Valley	D	AM	39.5	E	52.7	F
			Caltrans	D	PM	42.2	E	55.4	F
	43	Redlands Bl & SR-60 EB Ramps	Moreno Valley	D	AM	25.0	C	>100	F
			Caltrans	D	PM	40.9	D	>100	F
	44	Redlands Bl & Cottonwood Av	Moreno Valley	C	AM	6.7	A	87.4	F
				C	PM	5.6	A	54.7	D

Notes:

[a] Unsignalized intersection - stop-controlled on minor or all approaches. Intersection evaluated using Highway Capacity Manual (HCM) 2010 Two-Way Stop-Controlled (TWSC) and All-Way Stop-Control (AWSC) methodologies. Level of service based on average intersection delay (in seconds) for AWSC intersections and highest approach delay to TWSC intersections.

[b] Per the County of San Bernardino General Plan, LOS D is the minimum LOS for the Valley and Mountain regions and LOS C is minimum in the Desert region.

[c] Restricted construction hours per City or jurisdiction requirements.

[d] Existing lanes will be maintained on the cross street at the intersection during boring or drilling along the pipeline alignment.

[e] Existing lanes will be maintained at intersection except at night when construction would occur.

* San Bernardino County CMP location.

V/C - Volume to Capacity Ratio; LOS - Level of Service

TMP = Traffic Management Plan

Street Segments

Table 18 summarizes the results of the street segment analysis for Cumulative Plus Proposed Project Construction conditions at each of the 54 representative segments in the study area. As illustrated in the table, 23 of the 54 study street segments would operate at LOS D or better and 31 street segments would operate at LOS E or F during construction. In the proposed pipeline Segment 2, No. 9 Cajon Boulevard would be closed during construction. In the proposed pipeline Segment 3, No. 28 Golden Avenue and No. 44 Steele Road would be closed during construction. For these closed segments, the detour routes prepared as part of the construction TMPs (prepared at the time of final design) would need to accommodate the traffic.

TABLE 18
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION STREET SEGMENT ANALYSIS

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Jurisdiction Minimum LOS	Cumulative (2019) Base Conditions		Construction Increase in ADT	Cumulative (2019) Plus Project Construction Conditions [a]	
							ADT	LOS		ADT	LOS
1	1	Rancho Road	e/o Koala Road	Adelanto	2	C	4,728	C	394	5,122	C
	2	Palmdale Road	w/o Baldy Mesa Road	Adelanto/San Bernardino County/Caltrans	2	C	13,467	D	312	13,779	F
	3	Baldy Mesa Road	n/o Bear Valley Road-Duncan Road	San Bernardino County	2	C	294	C	312	606	C
	4	Duncan Road	e/o Baldy Mesa Road	San Bernardino County	2	C	1,271	C	312	1,583	C
	5	Baldy Mesa Road	n/o 5th Street	San Bernardino County	2	C	5,996	C	312	6,308	D
	6	Phelan Road	e/o Baldy Mesa Road	San Bernardino County	2	C	14,793	F	312	15,105	F
	7	Mesquite Street	e/o Baldy Mesa Road	San Bernardino County	2	C	1,580	C	312	1,892	C
2	8	SR-138	e/o Wagon Train Road	San Bernardino National Forest/Caltrans	4	D	3,545	C	268	3,813	D
	9	Cajon Boulevard	s/o Cleghorn Road	San Bernardino National Forest	2	D	6,323	C	312	6,635	**Closed**
	10	Kenwood Avenue	e/o Cajon Boulevard	San Bernardino County	2	D	6,403	C	312	6,715	D
3	11	Glen Helen Parkway	s/o Cajon Boulevard	San Bernardino County	2	D	6,055	C	312	6,367	D
	12	Kendall Drive	n/o Little League Drive	San Bernardino	2	D	3,711	C	312	4,023	D
	13	Little League Drive	e/o Kendall Drive	San Bernardino	2	D	1,823	C	0	1,823	C
	14	Palm Avenue	e/o Kendall Drive	San Bernardino	4	D	15,671	C	312	15,983	F
	15	Pine Avenue	e/o Kendall Drive	San Bernardino	4	D	7,884	C	0	7,884	F
	16	Campus Parkway	e/o Kendall Drive	San Bernardino	4	D	5,005	C	0	5,005	D
	17	University Parkway	w/o Kendall Drive	San Bernardino	6	D	33,049	C	312	33,361	F
	18	Kendall Drive	s/o Pine Avenue	San Bernardino	4	D	15,532	C	312	15,844	F
	19	Kendall Drive	s/o University Parkway	San Bernardino	4	D	18,594	C	312	18,906	F
	20	40th Street	w/o Electric Avenue	San Bernardino	4	D	11,546	C	312	11,858	F
	21	Electric Avenue	n/o 40th Street	San Bernardino	2	D	10,903	D	0	10,903	F
	22	Electric Avenue	s/o 40th Street	San Bernardino	2	D	6,369	C	0	6,369	D
	23	Sierra Way	n/o 40th Street	San Bernardino	4	D	9,198	C	0	9,198	F
	24	Sierra Way	s/o 40th Street	San Bernardino	4	D	9,096	C	0	9,096	F
	25	Waterman Avenue (SR-18)	s/o 40th Street	San Bernardino/Caltrans	4	D	22,236	D	0	22,236	F
	26	Valencia Avenue	s/o 40th Street	San Bernardino	2	D	4,715	C	312	5,027	F
	27	Lynwood Drive	e/o Valencia Avenue	San Bernardino	2	D	140	C	312	452	C
	28	Golden Avenue	n/o Highland Avenue	San Bernardino	4	D	6,630	C	312	6,942	**Closed**
	29	Highland Avenue	e/o Golden Avenue	San Bernardino	4	D	19,173	C	312	19,485	F
	30	Del Rosa Drive	n/o Baseline Street	San Bernardino	4	D	11,609	C	312	11,921	F
	31	Pacific Street	e/o Del Rosa Drive	Highland/San Bernardino County	4	D	8,502	C	312	8,814	F
	32	Pacific Street	w/o Del Rosa Drive	San Bernardino County	4	D	11,209	C	0	11,209	F
	33	Baseline Street	e/o Tippecanoe Avenue	San Bernardino	4	D	17,996	C	0	17,996	F
	34	Tippecanoe Avenue	s/o 9th Street	Highland/San Bernardino County	4	D	12,595	C	312	12,907	F
	35	5th Street	w/o Tippecanoe Avenue	San Bernardino County	2	D	6,953	C	312	7,265	D
	36	Rialto Avenue	w/o Tippecanoe Avenue	San Bernardino	2	D	3,242	C	0	3,242	C
	37	Tippecanoe Avenue	s/o Harry Shepard Boulevard	San Bernardino	6	D	25,940	C	312	26,252	F
	38	Central Avenue	w/o Tippecanoe Avenue	San Bernardino	4	D	6,678	C	0	6,678	D
	39	Tippecanoe Avenue	n/o Gould Street	San Bernardino	6	D	24,468	C	312	24,780	F
	40	Gould Street	e/o Tippecanoe Avenue	San Bernardino	4	D	1,098	C	312	1,410	C
	41	Hospitality Lane	w/o Tippecanoe Avenue	San Bernardino	4	D	15,872	C	0	15,872	F
	42	Harriman Place	w/o Tippecanoe Avenue	San Bernardino	4	D	11,424	C	0	11,424	F
	43	Redlands Boulevard	e/o Gardena Street	San Bernardino/Loma Linda	4	D	12,938	C	312	13,250	F
	44	Steele Road	n/o Wier Road	San Bernardino	2	D	1,487	C	312	1,799	**Closed**
	45	Wier Road	n/o Washington Street	San Bernardino	4	D	2,967	C	0	2,967	C
	46	Washington Street	w/o Wier Road	San Bernardino/Colton	4	D	27,519	D	312	27,831	F
	47	Reche Canyon Road	n/o Fern Lane	Colton	2	D	20,029	F	312	20,341	F

TABLE 18 (Continued)
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION STREET SEGMENT ANALYSIS

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Jurisdiction Minimum LOS	Cumulative (2019) Base Conditions		Construction Increase in ADT	Cumulative (2019) Plus Project Construction Conditions [a]	
							ADT	LOS		ADT	LOS
4	48	Reche Vista Drive	s/o Reche Canyon Road	Riverside County	2	C	16,662	F	312	16,974	F
	49	Moreno Beach Drive	n/o Ironwood Avenue	Moreno Valley	2	C	3,477	C	312	3,789	C
	50	Locust Avenue	e/o Moreno Beach Road	Moreno Valley	3	C	1,401	C	0	1,401	C
	51	Ironwood Avenue	w/o Redlands Boulevard	Moreno Valley	2	C	3,734	C	312	4,046	C
	52	Redlands Boulevard	n/o Ironwood Avenue	Moreno Valley	2	C	17,089	F	0	17,089	F
	53	Theodore Street	s/o Cottonwood Avenue	Moreno Valley	2	C	771	C	312	1,083	C
	54	Alessandro Boulevard	e/o Theodore Street	Moreno Valley	2	C	2,880	C	312	3,192	C

Note:

[a] A minimum of two lanes would be provided along the pipeline alignment during construction.

[b] Restricted construction hours per City or jurisdiction requirements.

[c] Existing lanes will be maintained on the cross street at the intersection during boring or drilling along the pipeline alignment. Boring pits would reduce the number of lanes on the affected roadway.

[d] A construction zone along the street segment will have reduced capacity with construction activity occuring from 6:00 AM to 7:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-800 feet a day once all activities within the zone are completed.

[e] A construction zone along the street segment will have reduced capacity with construction activity occuring from 7:00 AM to 5:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-640 feet a day once all activities within the zone are completed.

[f] A construction zone along the street segment will have reduced capacity with construction activity occuring from 8:00 AM to 3:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-320 feet a day once all activities within the zone are completed.

[g] Existing lanes will be maintained at intersection except at night when construction would occur.

TMP = Traffic Management Plan

3.0 Analysis and Results

The existing and future conditions without and with the Proposed Project were analyzed utilizing the methodologies and assumptions per the County of San Bernardino traffic study guidelines, which are consistent with the other jurisdictions in the study area. The results were then used to assess the potential impact of the Proposed Project on the local street system.

The traffic impact analysis compares the LOS at each study location under the Existing Baseline and Existing Baseline plus Proposed Project; and cumulative base and cumulative plus Proposed Project conditions to determine the impacts caused by the Proposed Project. These values provide the information needed to assess the potential impact of the Proposed Project using significance criteria established by each jurisdiction.

3.1 Significant Impact Criteria

This evaluation is being conducted to assist with CPUC and USFS compliance with CEQA and NEPA related to consideration of the Proposed Project. Use of the term “significant” differs under these two laws. While CEQA requires that an EIR include a determination of significance for each impact, NEPA does not require such a determination. Under NEPA, significance is used to determine whether an Environmental Impact Statement (EIS) or some other level of documentation is required. Once a decision to prepare an EIS is made, the EIS considers all impacts and proposes mitigation whenever feasible, regardless of the “significance” of the impacts before and after mitigation is applied.

NEPA

NEPA requires environmental impact statements for “major Federal actions significantly affecting the quality of the human environment.” Implementing regulations by the Council on Environmental Quality (CEQ) requires federal agencies to emphasize significant environmental issues in project planning and to integrate impact studies required by other environmental laws and Executive Orders into the NEPA process. The significance criteria analyzed under CEQA (described below) will ensure that the NEPA analysis considers and is focused upon all potential traffic and transportation impacts.

CEQA

The potential for the Proposed Project to result in impacts related to transportation and traffic was analyzed in relation to the questions contained in Appendix G of the State CEQA Guidelines, guidelines provided by the County of San Bernardino CMP and the other local jurisdictions within the study area. An impact would be considered significant if it exceeded any of the following thresholds:

- Conflict with applicable plan, ordinance, or policy establishing measures of effectiveness for performance of circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit
- Conflict with applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

A detailed discussion of the specific traffic and transportation impacts of the Proposed Project components to individual transportation system elements follow.

Traffic Impact Criteria

Traffic has the potential to result in significant impacts if it results in a substantial increase in vehicle trips, average delay on roads, or congestion at intersections, or if it exceeds a level of service standard established by the County congestion management agency and/or the local jurisdictions in which the study intersections, segments, and other elements of the transportation system lie.

SANBAG, the County's congestion management agency, has established LOS E as the standard for roadway operations within the County. However, SANBAG also permits each jurisdiction to set its own, more stringent standard. The County of San Bernardino General Plan establishes LOS D as the standard in the Valley and Mountain Regions (Proposed Project segments 2, 3, and 4) and LOS C as the standard in the Desert Region (Proposed Project segment 1). Therefore, a significant impact would occur if the Proposed Project were to result in roadway operations at LOS E or F in the Valley or Mountain Regions, or at LOS D, E, or F in the Desert Region.

As is standard practice per the General Plan, roadway segment ADT volumes have been used as the primary performance measure and indicator of LOS and operating conditions for roadway segment evaluation. The General Plan adopts volume thresholds published in the 2002 *Florida Quality/Level of Service Handbook*. For the analysis of street segment impacts, the volume thresholds for "Major City/County Roadways" have been utilized. Since the General Plan also adopts the LOS standard of D in the Valley and Mountain Regions and C in the Desert region, the relevant volume thresholds are as shown below:

Roadway Daily Volume Thresholds

# of Lanes	Valley[1]	Mountain[2]	Desert[3]
2	14,600	13,600	7,000
4	31,100	29,300	16,400
6	46,800	44,100	25,700

[1]Major City/County Roadway, Urbanized Area, LOS D
[2]Major City/County Roadway, Transitioning and Non-Urbanized Area, LOS D
[3]Major City/County Roadway, Areas over 5,000 not in Urbanized Area, LOS C

The significant impact criteria for each local jurisdiction used in the analysis is provided below.

City of Adelanto

The City of Adelanto's General Plan establishes LOS D as the minimum standard for intersections.

Caltrans

Caltrans has established LOS D as the minimum standard for freeway mainline segments and freeway ramps. It is Caltrans policy that if an existing state facility is operating at less than minimum standard, the existing measure of effectiveness should be maintained.

City of Colton

The City of Colton's General Plan establishes LOS D as the minimum standard for intersections.

City of Highland

The City of Highland's General Plan establishes LOS D as the minimum standard for intersections.

City of Loma Linda

The City of Loma Linda's General Plan establishes LOS C as the minimum standard for intersections.

City of Moreno Valley

The City of Moreno Valley's General Plan establishes LOS D as the minimum standard for intersections and roadway segments that are adjacent to freeway on/off ramps, and/or adjacent to employment generating land uses. LOS C is applicable to all other intersections and roadway segment. Boundary intersections are assumed to be LOS D.

Riverside County

Riverside County's General Plan establishes LOS C as the minimum standard along all County-maintained roads and conventional state highways for intersections. As an exception, LOS D may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways of freeway ramps intersections. LOS E may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.

City of San Bernardino

The City of San Bernardino has a sliding scale to determine traffic impacts based on project increases in volume to capacity (V/C) ratios. If an intersection is operating at LOS C and the project V/C increase is greater than 0.040, then the project is impacted. If an intersection is operating at LOS D and the project V/C increase is greater than 0.020, then the project is impacted. If an intersection is operating at LOS E or F and the project V/C increase is greater than 0.010, then the project is impacted.

San Bernardino County CMP

The San Bernardino County CMP establishes LOS E as the minimum standard.

City of Victorville

The City of Victorville's General Plan establishes LOS D as the minimum standard for intersections when using the Highway Capacity Manual delay LOS.

SBNF

The USFS does not have established criteria for assessing impacts within the SBNF. For purposes of this Study, the County of San Bernardino's criteria were used for lands within SBNF.

3.2 Proposed Project Operations Impacts

This section presents an analysis of the potential impacts of the traffic generated by the Proposed Project operations.

Proposed Project Operations Trip Generation

The proposed Adelanto Compressor Station, the natural gas pipeline, and the pressure limiting stations would be unstaffed and therefore, would not generate any traffic during typical morning and afternoon peak commute hours on a regular basis. Routine maintenance activities would occur on a regular basis and would generate very few trips.

3.2.1 Intersection and Street Segment Impacts

Since the Proposed Project would not increase operational (after construction) traffic on the street system near the Adelanto Compressor Station, the Moreno Pressure Limiting Station, Whitewater Pressure Limiting Station, Shaver Summit Pressure Limiting Station, Desert Center Compressor Station, or along the proposed pipeline alignment, the Proposed Project would not cause significant or substantially adverse impacts at any of the analyzed intersections or street segments for existing and future conditions. Therefore, no project-specific mitigation measures would be required.

3.2.2 Regional CMP Traffic Impact Analysis

This analysis was conducted in accordance with the procedures outlined in the *San Bernardino County Congestion Management Program*. The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

The CMP guidelines for determining the study area for analysis of CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterials monitoring locations where the Proposed Project would add 50 or more two-way trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the Proposed Project would add 100 or more two-way trips, in either direction, during either the AM or PM weekday peak hours.

The Proposed Project would not add 50 or more new trips per hour at any of the CMP arterials. Therefore, no further analysis of CMP arterial monitoring locations is required.

The nearest mainline freeway monitoring locations to the Proposed Project site include US 395, I-215, I-15, I-10, SR-210, SR-138, SR-60, and SR-18. The Proposed Project would not add 100 or more new trips during the peak hours to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

3.2.3 Non-Auto System Impacts

3.2.3.1 Transit Impacts

The Proposed Project would not result in any changes to the existing transit system during operations. Therefore, the Proposed Project would not cause significant or substantially adverse impacts to the transit system.

3.2.3.2 Pedestrian Impacts

The Proposed Project would not result in any changes to the existing pedestrian circulation system during operations. The Proposed Project, therefore, would not cause significant or substantially adverse impacts to the pedestrian circulation system.

3.2.3.3 Bicycle Impacts

The Proposed Project would not result in any changes to the existing bicycle lanes or circulation system during operations. Therefore, the Proposed Project would not cause significant or substantially adverse impacts to the bicycle system.

3.2.4 Other CEQA Impacts – Air Traffic, Design Features and Emergency Access

The Proposed Project would not result in a structure over 200 feet, and therefore, would not significantly impact air traffic patterns in the study area.

The Implementation of the Proposed Project would not result in potentially significant impacts from hazards due to a design feature. The Proposed Project would not involve a physical change in the environment expected to result in increased hazards related to traffic engineering design features or incompatible uses.

The Proposed Project would not affect any transportation system elements that affect emergency access or cause inadequate emergency access. Therefore, the Proposed Project would not impact emergency access in the study area.

Table 19 provides a summary of the Proposed Project operations impacts per the CEQA guidelines outlined in Section 3.1.

TABLE 19

SUMMARY OF SIGNIFICANCE OF IMPACT (OPERATIONS)

CEQA Transportation/Traffic Impact Question	No Impact	Less than Significant	Less than Significant with Mitigation	Potentially Significant
1. Conflict with applicable plan, ordinance, or policy establishing measures of effectiveness for performance of circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
2. Conflict with applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
5. Result in inadequate emergency access?	X			
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	X			

3.3 Proposed Project Construction Impacts

This section presents an analysis of the potential impacts of the Proposed Project Construction as well as generalized impacts that could occur during construction of the Proposed Project.

As detailed in Section 2, comprehensive construction traffic impacts analysis has been performed as part of this Study based on available information relative to the Proposed Project construction activities.

The Proposed Project construction would result in some temporary changes to the transportation system for the duration of construction such as closed streets, lane closures, left-turn intersection prohibitions, reduced capacities for construction zones (spreads), sidewalk closures, crosswalk closures and relocation, transit route and bus stop changes, and bicycle and pedestrian system changes. Each construction zone (spread) along the proposed pipeline alignment would affect the adjacent street system as it is progresses linearly at approximately 80-800 feet a day.

Proposed Project construction would reduce capacity, reduce speed limits, and stop traffic for construction vehicles and equipment on the streets along the proposed pipeline alignment and streets that cross the proposed pipeline alignment. It is expected that all the streets on the proposed pipeline alignment and the streets crossing the proposed pipeline alignment would have temporary construction-related impacts.

For Existing Baseline Plus Proposed Project Construction and Cumulative (2019) Plus Proposed Project Construction traffic conditions, saturation flow rates of 1,200 vehicles per lane for all lanes have been assumed to account for the reduction of capacities at the study intersections and segments due to the construction activity along the street system. A description of the analysis and temporary construction impacts is provided in the following sections.

3.3.3 Intersection and Street Segment Impacts

Each construction zone along the proposed pipeline alignment would affect the adjacent street system as it progresses linearly at approximately 80–800 feet a day.

In summary, during construction, the Proposed Project construction would result in temporary construction traffic impacts along the roadway system elements adjacent to the pipeline alignment. These impacts would be considered potentially significant at 37 of the 44 representative study intersections and at 49 of the 54 representative study street segments under existing conditions as shown on Tables 20 and 21. These temporary construction impacts per Proposed Project segment are summarized below.

Existing Plus Proposed Project Construction Summary of Significant Traffic Impacts		
Proposed Project Segment	Study Intersections	Study Street Segments
1	3	5
2	1	2
3	27	36
4	6	6
Total	37	49

Under future conditions, as shown on Tables 22 and 23, the Proposed Project Construction is expected to cause temporary construction impacts along the roadway system elements adjacent to the pipeline alignment. These impacts would be potentially significant at 38 of the 44 representative study intersections and at 49 of the 54 representative study street segments. These temporary construction impacts per Proposed Project segment are summarized below.

Cumulative Plus Proposed Project Construction Summary of Significant Traffic Impacts		
Proposed Project Segments	Study Intersections	Study Street Segments
1	3	5
2	1	2
3	28	36
4	6	6
Total	38	49

The closure of portions of Baldy Mesa Road, Cajon Boulevard, Golden Avenue, Gardena Street, Steele Road, Wier Road, and Reche Canyon Road during construction would result in detours and adverse temporary impact to adjacent streets and intersections.

TABLE 20
EXISTING BASELINE PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Existing (2015) Conditions		Existing (2015) Plus Project Construction Conditions		Project Increase in Delay	Temporary Construction Impact [b]	TMP Mitigation	Additional TMP Components						Existing (2015) Plus Project Construction & Mitigation		Project Increase in Delay	Residual Construction Impact
													Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [c]	Nighttime Construction	Summer/non-school day Construction				
						Delay (sec)	LOS	Delay (sec)	LOS										Delay (sec)	LOS		
1	1	Baldy Mesa Rd & Bonanza Rd [a]	San Bernardino County	C	AM	19.9	C	N-S Closed	n/a	n/a	**Yes**	**Yes**		X				X	N-S Closed	n/a	n/a	**Yes**
				C	PM	10.6	B	N-S Closed	n/a	n/a	**Yes**	**Yes**		X				X	N-S Closed	n/a	n/a	**Yes**
	2	Baldy Mesa Rd & Yucca Terrace Dr [a]	San Bernardino County	C	AM	33.5	D	N-S Closed	n/a	n/a	**Yes**	**Yes**		X				X	N-S Closed	n/a	n/a	**Yes**
				C	PM	11.7	B	N-S Closed	n/a	n/a	**Yes**	**Yes**		X				X	N-S Closed	n/a	n/a	**Yes**
	3	Baldy Mesa Rd & Phelan Rd	San Bernardino County	C	AM	28.2	C	N-S Closed	n/a	n/a	**Yes**	**Yes**		X					N-S Closed	n/a	n/a	**Yes**
				C	PM	28.7	C	N-S Closed	n/a	n/a	**Yes**	**Yes**		X					N-S Closed	n/a	n/a	**Yes**
2	4	Santa Fe Rd/ Wagon Train Rd & SR-138 [a]	San Bernardino National Forest	D	AM	11.7	B	11.8	B	0.1	No	n/a							11.8	B	0.1	No
			Caltrans	D	PM	12.6	B	12.6	B	0.0	No	n/a							12.6	B	0.0	No
	5	I-15 NB Ramps & Cleghorn Rd [a]	San Bernardino National Forest	D	AM	0.0	A	0.0	A	0.0	No	n/a							0.0	A	0.0	No
			Caltrans	D	PM	41.3	E	42.0	E	0.7	**Yes**	**Yes**			X				41.3	E	0.0	No
	6	I-15 SB Ramps & Cleghorn Rd [a]	San Bernardino National Forest	D	AM	8.8	A	8.8	A	0.0	No	n/a							8.8	A	0.0	No
			Caltrans	D	PM	8.9	A	8.9	A	0.0	No	n/a							8.9	A	0.0	No
3	7	Devore Rd/ Glen Helen Pkwy & Cajon Bl [a]	San Bernardino County	D	AM	8.6	A	8.7	A	0.1	No	n/a							8.7	A	0.1	No
				D	PM	10.4	B	10.6	B	0.2	No	n/a							10.6	B	0.2	No
	8	Kendall Dr & Palm Av *	San Bernardino	D	AM	>100	F	>100	F	n/a	**Yes**	**Yes**					X		>100	F	n/a	**Yes**
			Caltrans	D	PM	52.9	D	>100	F	n/a	**Yes**	**Yes**					X		74.6	E	21.7	**Yes**
	9	I-215 NB Ramps & Palm Av *	San Bernardino	D	AM	16.7	B	>100	F	n/a	**Yes**	**Yes**					X		16.7	B	0.0	No
			Caltrans	D	PM	25.6	C	>100	F	n/a	**Yes**	**Yes**					X		25.6	C	0.0	No
	10	Little League Dr/Kendall Dr & Palm Av	San Bernardino	D	AM	28.5	C	>100	F	n/a	**Yes**	**Yes**					X		28.7	C	0.2	No
				D	PM	19.8	B	>100	F	n/a	**Yes**	**Yes**					X		21.1	C	1.3	No
	11	Kendall Dr & Campus Pkwy	San Bernardino	D	AM	7.7	A	>100	F	n/a	**Yes**	**Yes**							>100	F	n/a	**Yes**
				D	PM	7.8	A	>100	F	n/a	**Yes**	**Yes**							>100	F	n/a	**Yes**
	12	Kendall Dr & University Pkwy	San Bernardino	D	AM	25.9	C	>100	F	n/a	**Yes**	**Yes**	X					X	>100	F	n/a	**Yes**
				D	PM	34.8	C	>100	F	n/a	**Yes**	**Yes**	X					X	>100	F	n/a	**Yes**
	13	Kendall Dr & Little Mountain Dr	San Bernardino	D	AM	10.8	B	64.0	E	53.2	**Yes**	**Yes**			X			X	11.1	B	0.3	No
				D	PM	12.0	B	>100	F	n/a	**Yes**	**Yes**			X			X	12.0	B	0.0	No
	14	Kendall Dr & Shandin Hills Dr/40th St *	San Bernardino	D	AM	16.6	B	71.3	E	54.7	**Yes**	**Yes**							71.3	E	54.7	**Yes**
				D	PM	21.3	C	>100	F	n/a	**Yes**	**Yes**							>100	F	n/a	**Yes**
	15	Waterman Av (SR-18) & 40th St *	San Bernardino	D	AM	22.8	C	>100	F	n/a	**Yes**	**Yes**	X						>100	F	n/a	**Yes**
			Caltrans	D	PM	21.5	C	>100	F	n/a	**Yes**	**Yes**	X						>100	F	n/a	**Yes**
	16	Valencia Av & 40th St [a]	San Bernardino	D	AM	10.0	A	53.6	F	43.6	**Yes**	**Yes**			X				10.9	B	0.9	Yes during construction period. No impact during AM and PM peak hours
				D	PM	11.1	B	66.0	F	54.9	**Yes**	**Yes**			X				11.2	B	0.1	
	17	Golden Av & Lynwood Dr	San Bernardino	D	AM	7.7	A	N-S Closed	n/a	n/a	**Yes**	**Yes**		X	X				N-S Closed	n/a	n/a	**Yes**
				D	PM	8.1	A	N-S Closed	n/a	n/a	**Yes**	**Yes**		X	X				N-S Closed	n/a	n/a	**Yes**
	18	Golden Av & Highland Av	San Bernardino	D	AM	12.2	B	N-S Closed	n/a	n/a	**Yes**	**Yes**		X	X				N-S Closed	n/a	n/a	**Yes**
				D	PM	12.9	B	N-S Closed	n/a	n/a	**Yes**	**Yes**		X	X				N-S Closed	n/a	n/a	**Yes**
	19	Del Rosa Av & Highland Av *	San Bernardino	D	AM	16.5	B	>100	F	n/a	**Yes**	**Yes**			X				16.8	B	0.3	Yes during construction period. No impact during AM and PM peak hours
				D	PM	25.8	C	>100	F	n/a	**Yes**	**Yes**			X				25.9	C	0.1	
	20	Del Rosa Dr & Baseline St *	San Bernardino/Highland	D	AM	8.7	A	42.8	D	34.1	No	n/a			X				8.8	A	0.1	Yes during construction period. No impact during AM and PM peak hours
				D	PM	9.3	A	>100	F	n/a	**Yes**	**Yes**			X				9.3	A	0.0	

TABLE 20 (Continued)
EXISTING BASELINE PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Existing (2015) Conditions		Existing (2015) Plus Project Construction Conditions		Project Increase in Delay	Temporary Construction Impact [b]	TMP Mitigation	Additional TMP Components							Existing (2015) Plus Project Construction & Mitigation		Project Increase in Delay	Residual Construction Impact
						Delay (sec)	LOS	Delay (sec)	LOS				Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [c]	Nighttime Construction	Summer/non-school day Construction		Delay (sec)	LOS		
3	21	Tippecanoe Av & Baseline St	San Bernardino	D	AM	18.5	B	36.1	D	17.6	No	n/a			X					20.7	C	2.2	Yes during construction period. No impact during AM and PM peak hours
				D	PM	23.9	C	84.1	F	60.2	**Yes**	**Yes**			X					24.9	C	1.0	
	22	Tippecanoe Av & 9th St	San Bernardino/Highland	D	AM	8.3	A	16.9	B	8.6	No [d]	n/a								16.9	B	8.6	No
				D	PM	8.2	A	17.8	B	9.6	No [d]	n/a								18.3	B	10.1	No
	23	Tippecanoe Av & 6th St	San Bernardino/Highland	D	AM	8.6	A	58.6	E	50.0	**Yes**	**Yes**			X					8.7	A	0.1	Yes during construction period. No impact during AM and PM peak hours
				D	PM	6.1	A	15.1	B	9.0	No	n/a			X					6.1	A	0.0	
	24	Tippecanoe Av & 3rd St *	San Bernardino/Highland	D	AM	19.7	B	>100	F	n/a	**Yes**	**Yes**			X					20.3	C	0.6	Yes during construction period. No impact during AM and PM peak hours
				D	PM	27.8	C	>100	F	n/a	**Yes**	**Yes**			X					27.8	C	0.0	
	25	Tippecanoe Av & Harry Shepard Bl	San Bernardino	D	AM	16.9	B	>100	F	n/a	**Yes**	**Yes**			X					18.1	B	1.2	Yes during construction period. No impact during AM and PM peak hours
				D	PM	15.4	B	>100	F	n/a	**Yes**	**Yes**			X					15.4	B	0.0	
	26	Tippecanoe Av & Mill St *	San Bernardino	D	AM	19.7	B	>100	F	n/a	**Yes**	**Yes**			X					19.8	B	0.1	Yes during construction period. No impact during AM and PM peak hours
				D	PM	16.2	B	>100	F	n/a	**Yes**	**Yes**			X					16.3	B	0.1	
	27	Tippecanoe Av & Orange Show Rd/San Bernardino Av *	San Bernardino	D	AM	19.0	B	>100	F	n/a	**Yes**	**Yes**			X					19.4	B	0.4	Yes during construction period. No impact during AM and PM peak hours
				D	PM	26.4	C	>100	F	n/a	**Yes**	**Yes**			X					26.5	C	0.1	
	28	Tippecanoe Av & Hospitality Ln/Coulston St	San Bernardino	D	AM	23.4	C	>100	F	n/a	**Yes**	**Yes**					X			24.3	C	0.9	Yes during construction period. No impact during AM and PM peak hours
				D	PM	46.6	D	>100	F	n/a	**Yes**	**Yes**					X			47.7	D	1.1	
	29	Tippecanoe Av/Anderson St & I-10 WB Ramps *	San Bernardino	D	AM	22.3	C	22.6	C	0.3	No [e]	n/a					X			22.6	C	0.3	Yes during construction period. No impact during AM and PM peak hours
			Caltrans	D	PM	24.2	C	24.3	C	0.1	No [e]	n/a					X			24.3	C	0.1	
	30	Anderson St & I-10 EB Ramps *	Loma Linda	C	AM	14.0	B	15.0	B	1.0	No [e]	n/a					X			15.0	B	1.0	Yes during construction period. No impact during AM and PM peak hours
			Caltrans	C	PM	32.9	C	32.9	C	0.0	No [e]	n/a					X			32.9	C	n/a	
	31	Anderson St & Redlands Bl *	Loma Linda	C	AM	30.3	C	33.8	C	3.5	No [e]	n/a					X			33.8	C	3.5	No
				C	PM	38.2	D	41.0	D	2.8	**Yes [e]**	**Yes**					X			39.2	D	1.0	**Yes**
	32	Gardena St & Redlands Bl [a]	San Bernardino	D	AM	20.2	C	N-S Closed	n/a	n/a	**Yes**	**Yes**		X						N-S Closed	n/a	n/a	**Yes**
				D	PM	15.3	C	N-S Closed	n/a	n/a	**Yes**	**Yes**		X						N-S Closed	n/a	n/a	**Yes**
	33	Waterman Av & Wier Rd	San Bernardino	D	AM	13.1	B	East Closed	n/a	n/a	**Yes**	**Yes**		X						East Closed	n/a	n/a	**Yes**
				D	PM	6.9	A	East Closed	n/a	n/a	**Yes**	**Yes**		X						East Closed	n/a	n/a	**Yes**
	34	Waterman Av & Washington St *	San Bernardino/Colton	D	AM	46.0	D	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
				D	PM	45.5	D	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
	35	Reche Canyon Rd & Washington St *	Colton	D	AM	18.4	B	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
				D	PM	62.3	E	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
	36	Reche Canyon Rd & Prado Ln	Colton	D	AM	11.4	B	>100	F	n/a	**Yes**	**Yes**		X		X		X		>100	F	n/a	**Yes**
				D	PM	14.8	B	>100	F	n/a	**Yes**	**Yes**		X		X		X		>100	F	n/a	**Yes**
	37	Reche Canyon Rd & Shane Dr	Colton	D	AM	13.2	B	>100	F	n/a	**Yes**	**Yes**		X		X				>100	F	n/a	**Yes**
				D	PM	9.3	A	>100	F	n/a	**Yes**	**Yes**		X		X				>100	F	n/a	**Yes**

TABLE 20 (Continued)
EXISTING BASELINE PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Existing (2015) Conditions		Existing (2015) Plus Project Construction Conditions		Project Increase in Delay	Temporary Construction Impact [b]	TMP Mitigation	Additional TMP Components						Existing (2015) Plus Project Construction & Mitigation		Project Increase in Delay	Residual Construction Impact
						Delay (sec)	LOS	Delay (sec)	LOS				Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [c]	Nighttime Construction	Summer/non-school day Construction	Delay (sec)	LOS		
4	38	Reche Canyon Rd & Reche Vista Dr	Riverside County	C	AM	11.2	B	>100	F	n/a	**Yes**	**Yes**		X		X			>100	F	n/a	**Yes**
				C	PM	15.4	B	>100	F	n/a	**Yes**	**Yes**		X		X			>100	F	n/a	**Yes**
	39	Moreno Beach Dr & Ironwood Av	Moreno Valley	C	AM	35.7	D	87.8	F	52.1	**Yes**	**Yes**		X		X			87.8	F	52.1	**Yes**
				C	PM	32.0	C	57.6	E	25.6	**Yes**	**Yes**		X		X			57.6	E	25.6	**Yes**
	40	Redlands Bl & Locust Av [a]	Moreno Valley	C	AM	49.8	E	49.8	E	0.0	No	n/a							49.8	E	0.0	No
				C	PM	53.2	F	53.2	F	0.0	No	n/a							53.2	F	0.0	No
	41	Redlands Bl & Ironwood Av	Moreno Valley	C	AM	15.3	B	>100	F	n/a	**Yes**	**Yes**		X	X	X			18.3	B	3.0	Yes during construction period. No impact during AM and PM peak hours
				C	PM	14.4	B	>100	F	n/a	**Yes**	**Yes**		X	X	X			14.9	B	0.5	
	42	Redlands Bl & Spruce Av/SR-60 WB Ramps [a]	Moreno Valley	D	AM	37.4	E	41.5	E	4.1	**Yes [d]**	**Yes**				X			41.5	E	4.1	**Yes**
			Caltrans	D	PM	36.6	E	54.0	F	17.4	**Yes [d]**	**Yes**				X			54.0	F	17.4	**Yes**
	43	Redlands Bl & SR-60 EB Ramps	Moreno Valley	D	AM	22.5	C	>100	F	n/a	**Yes [d]**	n/a				X			>100	F	n/a	**Yes**
			Caltrans	D	PM	23.9	C	>100	F	n/a	**Yes [d]**	n/a							>100	F	n/a	**Yes**
	44	Redlands Bl & Cottonwood Av	Moreno Valley	C	AM	6.5	A	62.9	E	56.4	**Yes**	**Yes**			X	X			22.4	C	15.9	Yes during construction period. No impact during AM and PM peak hours
				C	PM	5.3	A	42.4	D	37.1	**Yes**	**Yes**			X	X			16.7	B	11.4	

Notes:

[a] Unsignalized intersection - stop-controlled on minor or all approaches. Intersection evaluated using Highway Capacity Manual (HCM) 2010 Two-Way Stop-Controlled (TWSC) and All-Way Stop-Control (AWSC) methodologies. Level of service based on average intersection delay (in seconds) for AWSC intersections and highest approach delay to TWSC intersections.

[b] Per the County of San Bernardino General Plan, LOS D is the minimum LOS for the Valley and Mountain regions and LOS C is minimum in the Desert region.

[c] Restricted construction hours per City or jurisdiction requirements.

[d] Existing lanes will be maintained on the cross street at the intersection during boring or drilling along the pipeline alignment.

[e] Existing lanes will be maintained at intersection except at night when construction would occur.

* San Bernardino County CMP location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

TMP = Traffic Management Plan

TABLE 21
EXISTING PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION STREET SEGMENT ANALYSIS

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Jurisdiction Minimum LOS	Existing (2015) Conditions		Construction Increase in ADT	Existing (2015) Plus Project Construction Conditions [a]		Temporary Construction Impact	TMP Mitigation	Additional TMP Components						Residual Impact
							ADT	LOS		ADT	LOS			Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [b]	Nighttime Construction	Summer/non-school day Construction	
1	1	Rancho Road	e/o Koala Road	Adelanto	2	C	4,078	C	394	4,472	C	No	n/a							No
	2	Palmdale Road	w/o Baldy Mesa Road	Adelanto/San Bernardino County/Caltrans	2	C	10,342	D	312	10,654	F	No [c]	n/a							No
	3	Baldy Mesa Road	n/o Bear Valley Road-Duncan Road	San Bernardino County	2	C	273	C	312	585	C	**Yes [d]**	**Yes**		X					**Yes**
	4	Duncan Road	e/o Baldy Mesa Road	San Bernardino County	2	C	1,160	C	312	1,472	C	**Yes [d]**	**Yes**		X					**Yes**
	5	Baldy Mesa Road	n/o 5th Street	San Bernardino County	2	C	5,733	C	312	6,045	D	**Yes [d]**	**Yes**		X					**Yes**
	6	Phelan Road	e/o Baldy Mesa Road	San Bernardino County	2	C	13,683	E	312	13,995	F	**Yes [d]**	**Yes**		X					**Yes**
	7	Mesquite Street	e/o Baldy Mesa Road	San Bernardino County	2	C	1,485	C	312	1,797	C	**Yes [d]**	**Yes**		X					**Yes**
2	8	SR-138	e/o Wagon Train Road	San Bernardino National Forest/Caltrans	4	D	3,332	C	268	3,600	D	No [c]	n/a		X					No
	9	Cajon Boulevard	s/o Cleghorn Road	San Bernardino National Forest	2	D	5,943	C	312	6,255	**Closed**	**Yes [d]**	**Yes**		X					**Yes**
	10	Kenwood Avenue	e/o Cajon Boulevard	San Bernardino County	2	D	5,842	C	312	6,154	D	**Yes [d]**	**Yes**		X					**Yes**
3	11	Glen Helen Parkway	s/o Cajon Boulevard	San Bernardino County	2	D	5,525	C	312	5,837	D	**Yes [d]**	**Yes**		X					**Yes**
	12	Kendall Drive	n/o Little League Drive	San Bernardino	2	D	3,534	C	312	3,846	D	**Yes [d]**	**Yes**		X					**Yes**
	13	Little League Drive	e/o Kendall Drive	San Bernardino	2	D	1,736	C	0	1,736	C	**Yes [d]**	**Yes**		X					**Yes**
	14	Palm Avenue	e/o Kendall Drive	San Bernardino	4	D	14,378	C	312	14,690	F	**Yes [e]**	**Yes**					X		**Yes**
	15	Pine Avenue	e/o Kendall Drive	San Bernardino	4	D	6,999	C	0	6,999	D	**Yes [e]**	**Yes**							**Yes**
	16	Campus Parkway	e/o Kendall Drive	San Bernardino	4	D	4,408	C	0	4,408	C	**Yes [e]**	**Yes**							**Yes**
	17	University Parkway	w/o Kendall Drive	San Bernardino	6	D	30,442	C	312	30,754	F	**Yes [e]**	**Yes**	X					X	No
	18	Kendall Drive	s/o Pine Avenue	San Bernardino	4	D	13,987	C	312	14,299	F	**Yes [e]**	**Yes**							**Yes**
	19	Kendall Drive	s/o University Parkway	San Bernardino	4	D	16,942	C	312	17,254	F	**Yes [e]**	**Yes**	X					X	**Yes**
	20	40th Street	w/o Electric Avenue	San Bernardino	4	D	10,925	C	312	11,237	F	**Yes [e]**	**Yes**							**Yes**
	21	Electric Avenue	n/o 40th Street	San Bernardino	2	D	10,312	D	0	10,312	F	**Yes [e]**	**Yes**							**Yes**
	22	Electric Avenue	s/o 40th Street	San Bernardino	2	D	5,994	C	0	5,994	D	**Yes [e]**	**Yes**							**Yes**
	23	Sierra Way	n/o 40th Street	San Bernardino	4	D	8,760	C	0	8,760	F	**Yes [e]**	**Yes**							**Yes**
	24	Sierra Way	s/o 40th Street	San Bernardino	4	D	8,663	C	0	8,663	F	**Yes [e]**	**Yes**							**Yes**
	25	Waterman Avenue (SR-18)	s/o 40th Street	San Bernardino/Caltrans	4	D	21,106	C	0	21,106	F	**Yes [e]**	**Yes**	X						No
	26	Valencia Avenue	s/o 40th Street	San Bernardino	2	D	4,490	C	312	4,802	D	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	27	Lynwood Drive	e/o Valencia Avenue	San Bernardino	2	D	133	C	312	445	C	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**
	28	Golden Avenue	n/o Highland Avenue	San Bernardino	4	D	6,119	C	312	6,431	**Closed**	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**
	29	Highland Avenue	e/o Golden Avenue	San Bernardino	4	D	17,167	C	312	17,479	F	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**
	30	Del Rosa Drive	n/o Baseline Street	San Bernardino	4	D	10,412	C	312	10,724	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	31	Pacific Street	e/o Del Rosa Drive	Highland/San Bernardino County	4	D	7,677	C	312	7,989	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	32	Pacific Street	w/o Del Rosa Drive	San Bernardino County	4	D	10,549	C	0	10,549	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	33	Baseline Street	e/o Tippecanoe Avenue	San Bernardino	4	D	15,809	C	0	15,809	F	**Yes [f]**	**Yes**			X				**Yes. During construction period**

TABLE 21 (Continued)
EXISTING PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION STREET SEGMENT ANALYSIS

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Jurisdiction Minimum LOS	Existing (2015) Conditions		Construction Increase in ADT	Existing (2015) Plus Project Construction Conditions [a]		Temporary Construction Impact	TMP Mitigation	Additional TMP Components						Residual Impact
							ADT	LOS		ADT	LOS			Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [a]	Nighttime Construction	Summer/non-school day Construction	
3	34	Tippecanoe Avenue	s/o 9th Street	Highland/San Bernardino County	4	D	11,486	C	312	11,798	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	35	5th Street	w/o Tippecanoe Avenue	San Bernardino County	2	D	6,177	C	312	6,489	D	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	36	Rialto Avenue	w/o Tippecanoe Avenue	San Bernardino	2	D	2,994	C	0	2,994	C	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	37	Tippecanoe Avenue	s/o Harry Shepard Boulevard	San Bernardino	6	D	23,744	C	312	24,056	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	38	Central Avenue	w/o Tippecanoe Avenue	San Bernardino	4	D	5,644	C	0	5,644	D	No [c]	n/a							No
	39	Tippecanoe Avenue	n/o Gould Street	San Bernardino	6	D	21,881	C	312	22,193	F	**Yes [f]**	**Yes**			X				**Yes. During construction period**
	40	Gould Street	e/o Tippecanoe Avenue	San Bernardino	4	D	1,046	C	312	1,358	C	**Yes [f]**	**Yes**			X				**Yes. During construction period**
	41	Hospitality Lane	w/o Tippecanoe Avenue	San Bernardino	4	D	14,291	C	0	14,291	F	**Yes [f,g]**	**Yes**					X		**Yes. During construction period**
	42	Harriman Place	w/o Tippecanoe Avenue	San Bernardino	4	D	9,750	C	0	9,750	F	**Yes [f,g]**	**Yes**					X		**Yes. During construction period**
	43	Redlands Boulevard	e/o Gardena Street	San Bernardino/Loma Linda	4	D	11,860	C	312	12,172	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	44	Steele Road	n/o Wier Road	San Bernardino	2	D	1,416	C	312	1,728	**Closed**	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**
	45	Wier Road	n/o Washington Street	San Bernardino	4	D	2,826	C	0	2,826	C	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	46	Washington Street	w/o Wier Road	San Bernardino/Colton	4	D	25,170	D	312	25,482	F	**Yes [f]**	**Yes**			X				**Yes. During construction period**
	47	Reche Canyon Road	n/o Fern Lane	Colton	2	D	18,519	F	312	18,831	F	**Yes [f]**	**Yes**		X		X			**Yes**
4	48	Reche Vista Drive	s/o Reche Canyon Road	Riverside County	2	C	15,274	E	312	15,586	F	**Yes [f]**	**Yes**		X		X			**Yes**
	49	Moreno Beach Drive	n/o Ironwood Avenue	Moreno Valley	2	C	3,010	C	312	3,322	C	**Yes [e]**	**Yes**		X		X			**Yes**
	50	Locust Avenue	e/o Moreno Beach Road	Moreno Valley	3	C	1,295	C	0	1,295	C	No	n/a		X					No
	51	Ironwood Avenue	w/o Redlands Boulevard	Moreno Valley	2	C	3,218	C	312	3,530	C	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	52	Redlands Boulevard	n/o Ironwood Avenue	Moreno Valley	2	C	15,186	E	0	15,186	F	**Yes [e]**	**Yes**							**Yes**
	53	Theodore Street	s/o Cottonwood Avenue	Moreno Valley	2	C	713	C	312	1,025	C	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	54	Alessandro Boulevard	e/o Theodore Street	Moreno Valley	2	C	2,662	C	312	2,974	C	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**

Note:
[a] A minimum of two lanes would be provided along the pipeline alignment during construction.
[b] Restricted construction hours per City or jurisdiction requirements.
[c] Existing lanes will be maintained on the cross street at the intersection during boring or drilling along the pipeline alignment. Boring pits would reduce the number of lanes on the affected roadway.
[d] A construction zone along the street segment will have reduced capacity with construction activity occuring from 6:00 AM to 7:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-800 feet a day once all activities within the zone are completed.
[e] A construction zone along the street segment will have reduced capacity with construction activity occuring from 7:00 AM to 5:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-640 feet a day once all activities within the zone are completed.
[f] A construction zone along the street segment will have reduced capacity with construction activity occuring from 8:00 AM to 3:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-320 feet a day once all activities within the zone are completed.
[g] Existing lanes will be maintained at intersection except at night when construction would occur.
TMP = Traffic Management Plan

TABLE 22
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

Project Segment	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Cumulative (2019) Base Conditions [a]		Cumulative (2019) Plus Project Construction Conditions [a]		Project Increase in Delay	Temporary Construction Impact [b]	TMP Mitigation	Additional TMP Components							Cumulative (2019) Plus Project Construction & Mitigation		Project Increase in Delay	Residual Construction Impact
													Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [c]	Nighttime Construction	Summer/non-school day Construction				
						Delay (sec)	LOS	Delay (sec)	LOS											Delay (sec)	LOS		
1	1	Baldy Mesa Rd & Bonanza Rd [a]	San Bernardino County	C	AM	23.3	C	N-S Closed	n/a	n/a	**Yes**	**Yes**		X				X		N-S Closed	n/a	n/a	**Yes**
				C	PM	10.9	B	N-S Closed	n/a	n/a	**Yes**	**Yes**		X				X		N-S Closed	n/a	n/a	**Yes**
	2	Baldy Mesa Rd & Yucca Terrace Dr [a]	San Bernardino County	C	AM	47.9	E	N-S Closed	n/a	n/a	**Yes**	**Yes**		X				X		N-S Closed	n/a	n/a	**Yes**
				C	PM	12.2	B	N-S Closed	n/a	n/a	**Yes**	**Yes**		X				X		N-S Closed	n/a	n/a	**Yes**
	3	Baldy Mesa Rd & Phelan Rd	San Bernardino County	C	AM	34.2	C	N-S Closed	n/a	n/a	**Yes**	**Yes**		X						N-S Closed	n/a	n/a	**Yes**
				C	PM	34.4	C	N-S Closed	n/a	n/a	**Yes**	**Yes**		X						N-S Closed	n/a	n/a	**Yes**
2	4	Santa Fe Rd/ Wagon Train Rd & SR-138 [a]	San Bernardino National Forest	D	AM	12.1	B	12.2	B	0.1	No	n/a								12.2	B	0.1	No
			Caltrans	D	PM	13.0	B	13.1	B	0.1	No	n/a								13.1	B	0.1	No
	5	I-15 NB Ramps & Cleghorn Rd [a]	San Bernardino National Forest	D	AM	0.0	A	0.0	A	0.0	No	n/a								0.0	A	0.0	No
			Caltrans	D	PM	50.4	F	50.9	F	0.5	**Yes**	**Yes**			X					50.4	F	0.0	No
	6	I-15 SB Ramps & Cleghorn Rd [a]	San Bernardino National Forest	D	AM	8.8	A	8.8	A	0.0	No	n/a								8.8	A	0.0	No
			Caltrans	D	PM	8.9	A	9.0	A	0.1	No	n/a								9.0	A	0.1	No
3	7	Devore Rd/ Glen Helen Pkwy & Cajon Bl [a]	San Bernardino County	D	AM	8.9	A	9.0	A	0.1	No	n/a								9.0	A	0.1	No
				D	PM	11.2	B	11.5	B	0.3	No	n/a								11.5	B	0.3	No
	8	Kendall Dr & Palm Av *	San Bernardino	D	AM	>100	F	>100	F	n/a	**Yes**	**Yes**					X			>100	F	n/a	**Yes**
			Caltrans	D	PM	81.8	F	>100	F	n/a	**Yes**	**Yes**					X			>100	F	n/a	**Yes**
	9	I-215 NB Ramps & Palm Av *	San Bernardino	D	AM	22.9	C	>100	F	n/a	**Yes**	**Yes**					X			22.9	C	0.0	No
			Caltrans	D	PM	47.6	D	>100	F	n/a	**Yes**	**Yes**					X			48.0	D	0.4	No
	10	Little League Dr/Kendall Dr & Palm Av	San Bernardino	D	AM	32.7	C	>100	F	n/a	**Yes**	**Yes**					X			32.8	C	0.1	No
				D	PM	20.6	C	>100	F	n/a	**Yes**	**Yes**					X			23.3	C	2.7	No
	11	Kendall Dr & Campus Pkwy	San Bernardino	D	AM	8.0	A	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
				D	PM	8.2	A	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
	12	Kendall Dr & University Pkwy	San Bernardino	D	AM	29.6	C	>100	F	n/a	**Yes**	**Yes**	X					X		>100	F	n/a	**Yes**
				D	PM	37.4	D	>100	F	n/a	**Yes**	**Yes**	X					X		>100	F	n/a	**Yes**
	13	Kendall Dr & Little Mountain Dr	San Bernardino	D	AM	11.3	B	80.7	F	69.4	**Yes**	**Yes**			X			X		11.6	B	0.3	No
				D	PM	12.7	B	>100	F	n/a	**Yes**	**Yes**			X			X		12.8	B	0.1	No
	14	Kendall Dr & Shandin Hills Dr/40th St *	San Bernardino	D	AM	18.0	B	95.8	F	77.8	**Yes**	**Yes**								95.8	F	95.8	**Yes**
				D	PM	23.5	C	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
	15	Waterman Av (SR-18) & 40th St *	San Bernardino	D	AM	25.8	C	>100	F	n/a	**Yes**	**Yes**	X							>100	F	n/a	**Yes**
			Caltrans	D	PM	24.0	C	>100	F	n/a	**Yes**	**Yes**	X							>100	F	n/a	**Yes**
	16	Valencia Av & 40th St [a]	San Bernardino	D	AM	10.2	B	54.0	F	43.8	**Yes**	**Yes**			X					11.2	B	1.0	Yes during construction period. No impact during AM and PM peak hours
				D	PM	11.5	B	66.0	F	54.5	**Yes**	**Yes**			X					11.7	B	0.2	
	17	Golden Av & Lynwood Dr	San Bernardino	D	AM	7.8	A	N-S Closed	n/a	n/a	**Yes**	**Yes**		X	X					N-S Closed	n/a	n/a	**Yes**
				D	PM	8.2	A	N-S Closed	n/a	n/a	**Yes**	**Yes**		X	X					N-S Closed	n/a	n/a	**Yes**
	18	Golden Av & Highland Av	San Bernardino	D	AM	12.3	B	N-S Closed	n/a	n/a	**Yes**	**Yes**		X	X					N-S Closed	n/a	n/a	**Yes**
				D	PM	14.1	B	N-S Closed	n/a	n/a	**Yes**	**Yes**		X	X					N-S Closed	n/a	n/a	**Yes**
	19	Del Rosa Av & Highland Av *	San Bernardino	D	AM	16.8	B	>100	F	n/a	**Yes**	**Yes**			X					17.1	B	0.3	Yes during construction period. No impact during AM and PM peak hours
				D	PM	27.3	C	>100	F	n/a	**Yes**	**Yes**			X					27.4	C	0.1	
	20	Del Rosa Dr & Baseline St *	San Bernardino/Highland	D	AM	9.0	A	58.3	E	49.3	**Yes**	n/a			X					9.2	A	0.2	Yes during construction period. No impact during AM and PM peak hours
				D	PM	9.8	A	>100	F	n/a	**Yes**	**Yes**			X					9.8	A	0.0	

TABLE 22 (Continued)
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Cumulative (2019) Base Conditions [a]		Cumulative (2019) Plus Project Construction Conditions [a]		Project Increase in Delay	Temporary Construction Impact [b]	TMP Mitigation	Additional TMP Components							Cumulative (2019) Plus Project Construction & Mitigation		Project Increase in Delay	Residual Construction Impact
						Delay (sec)	LOS	Delay (sec)	LOS				Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [c]	Nighttime Construction	Summer/non-school day Construction		Delay (sec)	LOS		
3	21	Tippecanoe Av & Baseline St	San Bernardino	D	AM	20.7	C	54.6	D	33.9	No	n/a			X					24.8	C	4.1	Yes during construction period. No impact during AM and PM peak hours
				D	PM	25.5	C	>100	F	n/a	**Yes**	**Yes**			X					25.5	C	0.0	
	22	Tippecanoe Av & 9th St	San Bernardino/Highland	D	AM	8.6	A	31.2	C	22.6	No [d]	n/a								31.2	C	22.6	No
				D	PM	8.6	A	41.2	D	32.6	No [d]	n/a								41.2	D	32.6	No
	23	Tippecanoe Av & 6th St	San Bernardino/Highland	D	AM	9.2	A	81.0	F	71.8	**Yes**	**Yes**			X					9.3	A	0.1	Yes during construction period. No impact during AM and PM peak hours
				D	PM	6.6	A	21.0	C	14.4	No	n/a			X					6.6	A	0.0	
	24	Tippecanoe Av & 3rd St *	San Bernardino/Highland	D	AM	23.3	C	>100	F	n/a	**Yes**	**Yes**			X					24.0	C	0.7	Yes during construction period. No impact during AM and PM peak hours
				D	PM	37.0	D	>100	F	n/a	**Yes**	**Yes**			X					37.0	D	0.0	
	25	Tippecanoe Av & Harry Shepard Bl	San Bernardino	D	AM	17.6	B	>100	F	n/a	**Yes**	**Yes**			X					20.8	C	3.2	Yes during construction period. No impact during AM and PM peak hours
				D	PM	17.0	B	>100	F	n/a	**Yes**	**Yes**			X					17.0	B	0.0	
	26	Tippecanoe Av & Mill St *	San Bernardino	D	AM	19.9	B	>100	F	n/a	**Yes**	**Yes**			X					22.0	C	2.1	Yes during construction period. No impact during AM and PM peak hours
				D	PM	18.3	B	>100	F	n/a	**Yes**	**Yes**			X					18.3	B	0.0	
	27	Tippecanoe Av & Orange Show Rd/San Bernardino Av *	San Bernardino	D	AM	21.2	C	>100	F	n/a	**Yes**	**Yes**			X					22.0	C	0.8	Yes during construction period. No impact during AM and PM peak hours
				D	PM	30.9	C	>100	F	n/a	**Yes**	**Yes**			X					31.1	C	0.2	
	28	Tippecanoe Av & Hospitality Ln/Coulston St	San Bernardino	D	AM	25.3	C	>100	F	n/a	**Yes**	**Yes**					X			26.9	C	1.6	Yes during construction period. No impact during AM and PM peak hours
				D	PM	52.7	D	>100	F	n/a	**Yes**	**Yes**					X			53.6	D	0.9	
	29	Tippecanoe Av/Anderson St & I-10 WB Ramps *	San Bernardino	D	AM	26.7	C	26.8	C	0.1	No [e]	n/a					X			26.8	C	0.1	Yes during construction period. No impact during AM and PM peak hours
			Caltrans	D	PM	28.7	C	28.8	C	0.1	No [e]	n/a					X			28.8	C	0.1	
	30	Anderson St & I-10 EB Ramps *	Loma Linda	C	AM	15.1	B	16.5	B	1.4	No [e]	n/a					X			16.5	B	1.4	Yes during construction period. No impact during AM and PM peak hours
			Caltrans	C	PM	47.0	D	47.0	D	0.0	**Yes [e]**	n/a					X			47.0	D	0.0	
	31	Anderson St & Redlands Bl *	Loma Linda	C	AM	35.6	D	40.0	D	4.4	**Yes [e]**	n/a					X			40.1	D	4.5	**Yes**
				C	PM	53.6	D	53.9	D	0.3	**Yes [e]**	**Yes**					X			54.9	D	1.3	**Yes**
	32	Gardena St & Redlands Bl [a]	San Bernardino	D	AM	22.1	C	N-S Closed	N/A	n/a	**Yes**	**Yes**		X						N-S Closed	n/a	n/a	**Yes**
				D	PM	16.8	C	N-S Closed	N/A	n/a	**Yes**	**Yes**		X						N-S Closed	n/a	n/a	**Yes**
	33	Waterman Av & Wier Rd	San Bernardino	D	AM	14.2	B	East Closed	N/A	n/a	**Yes**	**Yes**		X						East Closed	n/a	n/a	**Yes**
				D	PM	7.4	A	East Closed	N/A	n/a	**Yes**	**Yes**		X						East Closed	n/a	n/a	**Yes**
	34	Waterman Av & Washington St *	San Bernardino/Colton	D	AM	49.1	D	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
				D	PM	51.3	D	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
	35	Reche Canyon Rd & Washington St *	Colton	D	AM	21.1	C	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
				D	PM	71.1	E	>100	F	n/a	**Yes**	**Yes**								>100	F	n/a	**Yes**
	36	Reche Canyon Rd & Prado Ln	Colton	D	AM	13.2	B	>100	F	n/a	**Yes**	**Yes**		X		X		X		>100	F	n/a	**Yes**
				D	PM	21.2	C	>100	F	n/a	**Yes**	**Yes**		X		X		X		>100	F	n/a	**Yes**
	37	Reche Canyon Rd & Shane Dr	Colton	D	AM	19.1	B	>100	F	n/a	**Yes**	**Yes**		X		X				>100	F	n/a	**Yes**
				D	PM	11.4	B	>100	F	n/a	**Yes**	**Yes**		X		X				>100	F	n/a	**Yes**

TABLE 22 (Continued)
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS

	No.	Intersection	Jurisdiction	Juridiction Minimum LOS	Peak Hour	Cumulative (2019) Base Conditions [a]		Cumulative (2019) Plus Project Construction Conditions [a]		Project Increase in Delay	Temporary Construction Impact [b]	TMP Mitigation	Additional TMP Components						Cumulative (2019) Plus Project Construction & Mitigation		Project Increase in Delay	Residual Construction Impact
						Delay (sec)	LOS	Delay (sec)	LOS				Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [c]	Nighttime Construction	Summer/non-school day Construction	Delay (sec)	LOS		
4	38	Reche Canyon Rd & Reche Vista Dr	Riverside County	C	AM	13.5	B	>100	F	n/a	**Yes**	**Yes**		X		X			>100	F	n/a	**Yes**
				C	PM	31.1	C	>100	F	n/a	**Yes**	**Yes**		X		X			>100	F	n/a	**Yes**
	39	Moreno Beach Dr & Ironwood Av	Moreno Valley	C	AM	41.3	D	>100	F	n/a	**Yes**	**Yes**		X		X			>100	F	n/a	**Yes**
				C	PM	35.0	C	82.7	F	47.7	**Yes**	**Yes**		X		X			82.7	F	47.7	**Yes**
	40	Redlands Bl & Locust Av [a]	Moreno Valley	C	AM	85.3	F	85.3	F	0.0	No	n/a							85.3	F	0.0	No
				C	PM	77.3	F	77.3	F	0.0	No	n/a							77.3	F	0.0	No
	41	Redlands Bl & Ironwood Av	Moreno Valley	C	AM	18.6	B	>100	F	n/a	**Yes**	**Yes**		X	X	X			23.4	C	4.8	Yes during construction period. No impact during AM and PM peak hours
				C	PM	18.6	B	>100	F	n/a	**Yes**	**Yes**		X	X	X			19.5	B	0.9	
	42	Redlands Bl & Spruce Av/SR-60 WB Ramps [a]	Moreno Valley	D	AM	39.5	E	52.7	F	13.2	**Yes [d]**	**Yes**				X			52.7	F	13.2	**Yes**
			Caltrans	D	PM	42.2	E	55.4	F	13.2	**Yes [d]**	**Yes**				X			55.4	F	13.2	**Yes**
	43	Redlands Bl & SR-60 EB Ramps	Moreno Valley	D	AM	25.0	C	>100	F	n/a	**Yes [d]**	n/a				X			>100	F	n/a	**Yes**
			Caltrans	D	PM	40.9	D	>100	F	n/a	**Yes [d]**	n/a							>100	F	n/a	**Yes**
	44	Redlands Bl & Cottonwood Av	Moreno Valley	C	AM	6.7	A	87.4	F	80.7	**Yes**	**Yes**			X	X			24.9	C	18.2	Yes during construction period. No impact during AM and PM peak hours
				C	PM	5.6	A	54.7	D	49.1	**Yes**	**Yes**			X	X			17.9	B	12.3	

Notes:

[a] Unsignalized intersection - stop-controlled on minor or all approaches. Intersection evaluated using Highway Capacity Manual (HCM) 2010 Two-Way Stop-Controlled (TWSC) and All-Way Stop-Control (AWSC) methodologies. Level of service based on average intersection delay (in seconds) for AWSC intersections and highest approach delay to TWSC intersections.

[b] Per the County of San Bernardino General Plan, LOS D is the minimum LOS for the Valley and Mountain regions and LOS C is minimum in the Desert region.

[c] Restricted construction hours per City or jurisdiction requirements.

[d] Existing lanes will be maintained on the cross street at the intersection during boring or drilling along the pipeline alignment.

[e] Existing lanes will be maintained at intersection except at night when construction would occur.

* San Bernardino County CMP location.

V/C - Volume to Capacity Ratio

LOS - Level of Service

TMP = Traffic Management Plan

TABLE 23
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION STREET SEGMENT ANALYSIS

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Jurisdiction Minimum LOS	Cumulative (2019) Base Conditions		Construction Increase in ADT	Cumulative (2019) Plus Project Construction Conditions [a]		Temporary Construction Impact	TMP Mitigation	Additional TMP Components						Residual Impact
							ADT	LOS		ADT	LOS			Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [b]	Nighttime Construction	Summer/non-school day Construction	
1	1	Rancho Road	e/o Koala Road	Adelanto	2	C	4,728	C	394	5,122	C	No	n/a							No
	2	Palmdale Road	w/o Baldy Mesa Road	Adelanto/San Bernardino County/Caltrans	2	C	13,467	D	312	13,779	F	No [c]	n/a							No
	3	Baldy Mesa Road	n/o Bear Valley Road-Duncan Road	San Bernardino County	2	C	294	C	312	606	C	**Yes [d]**	**Yes**		X					**Yes**
	4	Duncan Road	e/o Baldy Mesa Road	San Bernardino County	2	C	1,271	C	312	1,583	C	**Yes [d]**	**Yes**		X					**Yes**
	5	Baldy Mesa Road	n/o 5th Street	San Bernardino County	2	C	5,996	C	312	6,308	D	**Yes [d]**	**Yes**		X					**Yes**
	6	Phelan Road	e/o Baldy Mesa Road	San Bernardino County	2	C	14,793	F	312	15,105	F	**Yes [d]**	**Yes**		X					**Yes**
	7	Mesquite Street	e/o Baldy Mesa Road	San Bernardino County	2	C	1,580	C	312	1,892	C	**Yes [d]**	**Yes**		X					**Yes**
2	8	SR-138	e/o Wagon Train Road	San Bernardino National Forest/Caltrans	4	D	3,545	C	268	3,813	D	No [c]	n/a		X					No
	9	Cajon Boulevard	s/o Cleghorn Road	San Bernardino National Forest	2	D	6,323	C	312	6,635	**Closed**	**Yes [d]**	**Yes**		X					**Yes**
	10	Kenwood Avenue	e/o Cajon Boulevard	San Bernardino County	2	D	6,403	C	312	6,715	D	**Yes [d]**	**Yes**		X					**Yes**
3	11	Glen Helen Parkway	s/o Cajon Boulevard	San Bernardino County	2	D	6,055	C	312	6,367	D	**Yes [d]**	**Yes**		X					**Yes**
	12	Kendall Drive	n/o Little League Drive	San Bernardino	2	D	3,711	C	312	4,023	D	**Yes [d]**	**Yes**		X					**Yes**
	13	Little League Drive	e/o Kendall Drive	San Bernardino	2	D	1,823	C	0	1,823	C	**Yes [d]**	**Yes**		X					**Yes**
	14	Palm Avenue	e/o Kendall Drive	San Bernardino	4	D	15,671	C	312	15,983	F	**Yes [e]**	**Yes**					X		**Yes**
	15	Pine Avenue	e/o Kendall Drive	San Bernardino	4	D	7,884	C	0	7,884	F	**Yes [e]**	**Yes**							**Yes**
	16	Campus Parkway	e/o Kendall Drive	San Bernardino	4	D	5,005	C	0	5,005	D	**Yes [e]**	**Yes**							**Yes**
	17	University Parkway	w/o Kendall Drive	San Bernardino	6	D	33,049	C	312	33,361	F	**Yes [e]**	**Yes**	X					X	No
	18	Kendall Drive	s/o Pine Avenue	San Bernardino	4	D	15,532	C	312	15,844	F	**Yes [e]**	**Yes**							**Yes**
	19	Kendall Drive	s/o University Parkway	San Bernardino	4	D	18,594	C	312	18,906	F	**Yes [e]**	**Yes**	X					X	**Yes**
	20	40th Street	w/o Electric Avenue	San Bernardino	4	D	11,546	C	312	11,858	F	**Yes [e]**	**Yes**							**Yes**
	21	Electric Avenue	n/o 40th Street	San Bernardino	2	D	10,903	D	0	10,903	F	**Yes [e]**	**Yes**							**Yes**
	22	Electric Avenue	s/o 40th Street	San Bernardino	2	D	6,369	C	0	6,369	D	**Yes [e]**	**Yes**							**Yes**
	23	Sierra Way	n/o 40th Street	San Bernardino	4	D	9,198	C	0	9,198	F	**Yes [e]**	**Yes**							**Yes**
	24	Sierra Way	s/o 40th Street	San Bernardino	4	D	9,096	C	0	9,096	F	**Yes [e]**	**Yes**							**Yes**
	25	Waterman Avenue (SR-18)	s/o 40th Street	San Bernardino/Caltrans	4	D	22,236	D	0	22,236	F	**Yes [e]**	**Yes**	X						No
	26	Valencia Avenue	s/o 40th Street	San Bernardino	2	D	4,715	C	312	5,027	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	27	Lynwood Drive	e/o Valencia Avenue	San Bernardino	2	D	140	C	312	452	C	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**
	28	Golden Avenue	n/o Highland Avenue	San Bernardino	4	D	6,630	C	312	6,942	**Closed**	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**
	29	Highland Avenue	e/o Golden Avenue	San Bernardino	4	D	19,173	C	312	19,485	F	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**
	30	Del Rosa Drive	n/o Baseline Street	San Bernardino	4	D	11,609	C	312	11,921	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	31	Pacific Street	e/o Del Rosa Drive	Highland/San Bernardino County	4	D	8,502	C	312	8,814	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	32	Pacific Street	w/o Del Rosa Drive	San Bernardino County	4	D	11,209	C	0	11,209	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	33	Baseline Street	e/o Tippecanoe Avenue	San Bernardino	4	D	17,996	C	0	17,996	F	**Yes [f]**	**Yes**			X				**Yes. During construction period**

TABLE 23 (Continued)
CUMULATIVE (2019) PLUS PROJECT CONSTRUCTION IMPACT AND MITIGATION STREET SEGMENT ANALYSIS

Project Segment	ID	Street	Segment	Jurisdiction	Lanes	Jurisdiction Minimum LOS	Cumulative (2019) Base Conditions		Construction Increase in ADT	Cumulative (2019) Plus Project Construction Conditions [a]		Temporary Construction Impact	TMP Mitigation	Additional TMP Components						Residual Impact
							ADT	LOS		ADT	LOS			Boring	Detour and Local Access	Limit Construction Hours	Restricted Construction Hours [a]	Nighttime Construction	Summer/non-school day Construction	
3	34	Tippecanoe Avenue	s/o 9th Street	Highland/San Bernardino County	4	D	12,595	C	312	12,907	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	35	5th Street	w/o Tippecanoe Avenue	San Bernardino County	2	D	6,953	C	312	7,265	D	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	36	Rialto Avenue	w/o Tippecanoe Avenue	San Bernardino	2	D	3,242	C	0	3,242	C	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	37	Tippecanoe Avenue	s/o Harry Shepard Boulevard	San Bernardino	6	D	25,940	C	312	26,252	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	38	Central Avenue	w/o Tippecanoe Avenue	San Bernardino	4	D	6,678	C	0	6,678	D	No [c]	n/a							No
	39	Tippecanoe Avenue	n/o Gould Street	San Bernardino	6	D	24,468	C	312	24,780	F	**Yes [f]**	**Yes**			X				**Yes. During construction period**
	40	Gould Street	e/o Tippecanoe Avenue	San Bernardino	4	D	1,098	C	312	1,410	C	**Yes [f]**	**Yes**			X				**Yes. During construction period**
	41	Hospitality Lane	w/o Tippecanoe Avenue	San Bernardino	4	D	15,872	C	0	15,872	F	**Yes [f,g]**	**Yes**					X		**Yes. During construction period**
	42	Harriman Place	w/o Tippecanoe Avenue	San Bernardino	4	D	11,424	C	0	11,424	F	**Yes [f,g]**	**Yes**					X		**Yes. During construction period**
	43	Redlands Boulevard	e/o Gardena Street	San Bernardino/Loma Linda	4	D	12,938	C	312	13,250	F	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	44	Steele Road	n/o Wier Road	San Bernardino	2	D	1,487	C	312	1,799	**Closed**	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**
	45	Wier Road	n/o Washington Street	San Bernardino	4	D	2,967	C	0	2,967	C	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	46	Washington Street	w/o Wier Road	San Bernardino/Colton	4	D	27,519	D	312	27,831	F	**Yes [f]**	**Yes**			X				**Yes. During construction period**
	47	Reche Canyon Road	n/o Fern Lane	Colton	2	D	20,029	F	312	20,341	F	**Yes [f]**	**Yes**		X		X			**Yes**
4	48	Reche Vista Drive	s/o Reche Canyon Road	Riverside County	2	C	16,662	F	312	16,974	F	**Yes [f]**	**Yes**		X		X			**Yes**
	49	Moreno Beach Drive	n/o Ironwood Avenue	Moreno Valley	2	C	3,477	C	312	3,789	C	**Yes [e]**	**Yes**		X		X			**Yes**
	50	Locust Avenue	e/o Moreno Beach Road	Moreno Valley	3	C	1,401	C	0	1,401	C	No	n/a		X					No
	51	Ironwood Avenue	w/o Redlands Boulevard	Moreno Valley	2	C	3,734	C	312	4,046	C	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	52	Redlands Boulevard	n/o Ironwood Avenue	Moreno Valley	2	C	17,089	F	0	17,089	F	**Yes [e]**	**Yes**							**Yes**
	53	Theodore Street	s/o Cottonwood Avenue	Moreno Valley	2	C	771	C	312	1,083	C	**Yes [e]**	**Yes**			X				**Yes. During construction period**
	54	Alessandro Boulevard	e/o Theodore Street	Moreno Valley	2	C	2,880	C	312	3,192	C	**Yes [e]**	**Yes**		X	X				**Yes. During construction period**

Note:
[a] A minimum of two lanes would be provided along the pipeline alignment during construction.
[b] Restricted construction hours per City or jurisdiction requirements.
[c] Existing lanes will be maintained on the cross street at the intersection during boring or drilling along the pipeline alignment. Boring pits would reduce the number of lanes on the affected roadway.
[d] A construction zone along the street segment will have reduced capacity with construction activity occuring from 6:00 AM to 7:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-800 feet a day once all activities within the zone are completed.
[e] A construction zone along the street segment will have reduced capacity with construction activity occuring from 7:00 AM to 5:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-640 feet a day once all activities within the zone are completed.
[f] A construction zone along the street segment will have reduced capacity with construction activity occuring from 8:00 AM to 3:00 PM. This constuction zone is approximately one mile in length and is anticipated to progress linearly at approximately 80-320 feet a day once all activities within the zone are completed.
[g] Existing lanes will be maintained at intersection except at night when construction would occur.
TMP = Traffic Management Plan

These impacts would be temporary in nature and would last only for the duration of construction activity along the roadways and the adjacent roadway systems, including CMP monitoring stations. Roadways and intersections along the detour route provided in the proposed detour plans, which are a component of the construction TMPs (prepared at the time of final design), may also be significantly impacted.

It is also worth noting that these temporary construction impacts do not occur at all locations identified at the same time, but rather in the same sequence as each of the construction zones along the proposed pipeline alignment and would progress linearly at the rate of approximately 80-800 feet per day depending on the Proposed Project alignment.

On-street parking would temporarily be prohibited as these areas along the proposed pipeline alignment would be utilized as travel lanes to minimize traffic lane closures during construction, as necessary. Again, the on-street parking restrictions and consequently the impacts, where applicable would only apply to the construction zones progressing linearly at the rate of approximately 80–800 feet per day depending on the Proposed Project alignment.

The temporary Proposed Project construction traffic impacts by segment for each affected jurisdiction and along the proposed pipeline alignment are discussed in the following section. Proposed Project construction would result in temporary traffic impacts to the transportation system directly adjacent to the construction zones. However, these temporary construction impacts would not occur at all locations identified at the same time. They would coincide with the linearly progressing construction zones along the proposed pipeline alignment at the rate of approximately 80–800 feet per day depending on the alignment

Segment 1

City of Adelanto

Proposed Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment on Koala Road within the City of Adelanto for the duration of construction that is expected to progress linearly at the rate of 80–800 feet per day. In addition, roadways that intersect with along the proposed pipeline alignment on Koala Road within the City of Adelanto would also have temporary construction impacts. Bore crossing is planned on Koala Road/Baldy Mesa Road under Palmdale Road (SR-18). The use of bore crossings would be determined during final design, particularly as they relate to specific details associated with location,

size, and other requirements for the entry and exit pits and adjacent construction zones, and coordinated with the City of Adelanto staff.

City of Victorville

Proposed Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment on Baldy Mesa Road within the City of Victorville for the duration of construction that is expected to progress linearly at the rate of 80–800 feet per day. In addition, roadways that intersect the proposed pipeline alignment on Baldy Mesa Road within the City of Victorville would also have temporary construction impacts for the duration of construction.

Bore crossing is planned on Koala Road/Baldy Mesa Road under Palmdale Road (SR-18). The use of bore crossings would be determined during final design and review with the City of Victorville. The use of bore crossings would be determined during final design, particularly as they relate to specific details associated with location, size, and other requirements for the entry and exit pits and adjacent construction zones, and coordinated with the City of Victorville staff.

Segment 2

SBNF

The Proposed Project construction would result in temporary construction traffic impacts on Santa Fe Road (under the I-15 northbound and southbound north of SR-138, and three railroad crossings at or near Santa Fe Road, east of the I-15) and Cajon Boulevard for the duration of construction that is expected to progress linearly at the rate of 80–800 feet per day. Three to four separate closures on the Cajon Road alignment segment from Cleghorn Road to Kenwood Road are planned to be closed for six to eight weeks. The closures would still accommodate local traffic to have access to the I-15.

The Proposed Project construction would include bore crossing of the proposed pipeline alignment under railroad right-of-way and under Caltrans facilities in SBNF areas. Bore crossings are planned on SBNF areas at the SR-138, east of I-15, and I-15 south of Cleghorn Road. The proposed pipeline alignment is planned under the I-15 south of the I-15 and I-215 interchange at Palm Avenue and Golden Avenue under the SR-210. The use of bore crossings would be determined during final design, particularly as they relate to specific details associated with location, size, and other requirements for the entry and exit pits and adjacent construction zones, and coordinated with the USFS staff.

Segment 3

City of Colton

Proposed Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment on Washington Street and Reche Canyon Road within the City of Colton for the duration of construction that is expected to progress linearly at the rate of 80–320 feet per day. In addition, roadways that intersect the Proposed Project alignment on Washington Street and Reche Canyon Road within the City of Colton would have temporary construction impacts for the duration of construction that is expected to progress linearly at the rate of 80–320.

City of Highland

Proposed Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment on Del Rosa Drive and Tippecanoe Avenue within the City of Highland for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day. In addition, roadways that intersect the proposed pipeline alignment on Del Rosa Drive and Tippecanoe Avenue within the City of Highland would have temporary construction impacts for the duration of construction.

City of Loma Linda

Proposed Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment on Anderson Street and Redlands Boulevard within the City of Loma Linda for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day. In addition, roadways that intersect the proposed pipeline alignment on Anderson Street and Redlands Boulevard within the City of Loma Linda would also have temporary construction impacts for the duration of construction.

City of San Bernardino

Proposed Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment on the following streets within the City of San Bernardino for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day:

- Cajon Boulevard
- Kendall Drive
- Palm Avenue
- 40th Street
- Valencia Avenue
- Lynwood Drive
- Golden Avenue
- Highland Avenue
- Del Rosa Avenue
- Del Rosa Drive
- Baseline Street
- Tippecanoe Avenue
- Redlands Boulevard
- Gardena Street
- Steel Road
- Waterman Avenue
- Washington Street

In addition, roadways that intersect the proposed pipeline alignment on streets listed above within the City of San Bernardino would have temporary construction impacts for the duration of construction.

Segment 4

City of Moreno Valley

Proposed Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment for the duration of construction, that is expected to progress linearly at the rate of 80–640 feet per day, on the following streets within the City of Moreno Valley:

- Moreno Beach Drive
- Ironwood Avenue
- Redlands Boulevard
- Cottonwood Avenue
- Theodore Street
- Alessandro Boulevard

In addition, roadways that intersect the proposed pipeline alignment on streets listed above within the City of Moreno Valley would have temporary construction impacts for the duration of construction in the area.

Riverside County

Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment on Reche Canyon Road within Riverside County for the duration of construction that is expected to progress linearly at the rate of 80–320 feet per day. In addition, roadways that intersect the proposed pipeline alignment on Reche Canyon Road within Riverside County would also have temporary construction impacts for the duration of construction.

Segments 1, 2, 3, and 4

BNSF

The Proposed Project construction would include bore crossing of the proposed pipeline alignment under the railroad right-of-way. The use of bore crossings would be determined during final design, particularly as they relate to specific details associated with location, size, and other requirements for the entry and exit pits and adjacent construction zones, and coordinated with the BNSF staff.

The Proposed Project construction would result in temporary construction traffic impacts for the duration of construction, that is expected to progress linearly at the rate of 80–800 feet per day, on Santa Fe Road (three railroad crossing at or near Santa Fe Road, east of I-15) and on Tippecanoe Avenue (south of Victoria Avenue) near the BNSF railroad crossings.

California Department of Water Resources (DWR)

The Proposed Project construction would include span, bore crossing, drill crossing, bridge crossing, or open cut water crossing at rivers, creeks, flood control channels, and bridges along the proposed pipeline alignment. The use of span, bore crossing, drill crossing, bridge crossing, or open cut water crossing would be determined during final design particularly as they relate to specific details associated with location, size and other requirements for the entry and exit pits and adjacent construction zones, and coordinated with DWR staff.

Proposed Project construction would result in temporary construction traffic impacts for the duration of construction, that is expected to progress linearly at the rate of 80–800 feet per day, at the following locations along the proposed pipeline alignment where it crosses numerous water features:

- Baldy Mesa Road (south of 5th Street) near the California Water Aqueduct
- Kendall Drive (north of Pine Avenue) near Cable Creek Channel
- Kendall Drive (north of Campus Parkway) near Devil Creek Diversion
- 40th Street (at 3rd Avenue) near Devil Creek Channel

- Lynwood Drive (west of 30th Street) near East Twin Flood Control Channel
- Del Rosa Avenue (north of Del Rosa Drive) near Del Rosa Channel
- Baseline Street (west of Fairfax Drive) near Del Rosa Channel
- Tippecanoe Avenue (north of 9th Street) near Upper Warm Creek Channel/Highland Creek
- Tippecanoe Avenue (north of 3rd Street and north of Harry Shepard Boulevard) near City Creek Channel
- Tippecanoe Avenue (north of San Bernardino Avenue) near Santa Ana River
- Tippecanoe Avenue (south of Victoria Avenue) near Mission Channel
- Redlands Boulevard (ease of Gardena Street) near San Timoteo Creek

Caltrans

The Proposed Project construction would include bore crossings along the proposed pipeline alignment under Caltrans facilities. The use of bore crossings would be determined during final design, particularly as they relate to specific details associated with location, size, and other requirements for the entry and exit pits and adjacent construction zones, and coordinated with the Caltrans staff.

Bore crossings are planned on Koala Road/Baldy Mesa Road under Palmdale Road (SR-18), Santa Fe Road under the I-15 northbound and southbound north of SR-138, SR-138 east of I-15, I-15 south of Cleghorn Road, and on Redland Boulevard under SR-60. The proposed pipeline alignment is planned under the I-15 south of the I-15 and I-215 interchange at Palm Ave and on Golden Avenue under the SR-210.

The construction along the proposed pipeline alignment on Palm Avenue at the I-15 northbound and southbound on-off ramps, Tippecanoe Avenue at the I-10 eastbound and westbound on-off ramps at, and Redlands Boulevard at the SR-60 eastbound and westbound on-off ramps would result in temporary construction traffic impacts on the roadways and freeway ramps for the duration of construction, that is expected to progress linearly at the rate of 80–800 feet per day.

San Bernardino County

Proposed Project construction would result in temporary construction traffic impacts along the proposed pipeline alignment on the following streets within San Bernardino County for the duration of construction:

- Koala Road
- Baldy Mesa Road
- Joshua Street
- Bracero Street
- Mesquite Street
- Landover Road
- Santa Fe Road
- Cajon Boulevard
- Kenwood Avenue
- 40th Street
- Lynwood Drive
- Del Rosa Avenue
- Del Rosa Drive
- Baseline Street
- Tippecanoe Avenue

In addition, roadways that intersect the proposed pipeline alignment on streets listed above within San Bernardino County would have temporary construction impacts for the duration of construction, that is expected to progress linearly at the rate of 80–800 feet per day.

Union Pacific

The construction would include bore crossing of the proposed pipeline alignment under the railroad right-of-way. The use of bore crossings would be determined during final design, particularly as they relate to specific details associated with location, size, and other requirements for the entry and exit pits and adjacent construction zones, and coordinated with the Union Pacific staff.

Proposed Project construction would result in temporary construction traffic impacts on Baldy Mesa Road (south of Phelan Road), Santa Fe Road (one railroad crossing at or near Santa Fe Road, east of I-15), and at the end of Gardena Street near Union Pacific railroad crossings for the duration of construction that is expected to progress linearly at the rate of 80–800 feet per day.

3.3.2 Regional CMP Traffic Impact Analysis

The *San Bernardino County Congestion Management Program* does not require traffic impact analyses to be conducted for select regional facilities based on temporary, short term construction. Therefore, no further analysis of CMP arterial monitoring locations or freeway monitoring stations is required. Although, no further analysis is required per the CMP, an analysis of CMP arterial monitoring locations were conducted and it was determined that the construction is expected to cause temporary construction impacts at 13 of the 14 CMP locations along the Proposed Project pipeline alignment as shown in Tables 20 and 22.

3.3.3 Non-Auto System Impacts

3.3.3.1 Transit System Impacts

The project construction would impact transit services along the proposed pipeline alignment. The transit lines discussed earlier for VVTA, OminTrans, and RTA would be affected by the lane closures and potential left-turn restrictions.

Where bus stops become affected by the Proposed Project construction (blocked bus stops, diverted traffic is sent to bus stop curb lane areas), temporary bus stop closures would be accommodated with replacement bus stops outside of the immediate construction work area. The temporary stops would need to be located along wide portions of the roadway where the maximum number of travel lanes can be accommodated during construction.

These impacts would be temporary in nature and would last only for the duration of construction activity along the roadways and the adjacent roadway systems, that is expected to progress linearly at the rate of 80–800 feet per day. Roadways and intersections that are part of the route used as part of the detour plans developed as a component of the construction TMPs (prepared at the time of final design) may also have temporary construction impacts.

The temporary construction impacts to transit by segment for each affected jurisdiction and along the proposed pipeline alignment are discussed in the following section.

Segment 1

VVTA

Construction would result in temporary construction impacts to Line 21 and associated bus stops along the proposed pipeline alignment on Baldy Mesa Road, Phelan Road, and Duncan Road for the duration of construction, that is expected to progress linearly at the rate of 80–800 feet per day.

Segment 2

The Proposed Project construction would not result in temporary construction impacts to transit in Segment 2.

Segment 3

OmniTrans

Construction would result in temporary construction impacts to the following OmniTrans bus lines and associated bus stops along the proposed pipeline alignment for the duration of construction, that is expected to progress linearly at the rate of 80–800 feet per day.

- sbX Green Line, which travels primarily on Kendall Drive and Anderson Street along the proposed pipeline alignment
- Line 1, which travels primarily on Golden Avenue, Lynwood Drive, and Highland Avenue along the proposed pipeline alignment
- Line 2, which travels primarily on Kendall Drive along the proposed pipeline alignment
- Line 3/4, which travels primarily on Highland Avenue and Baseline Street along the proposed pipeline alignment
- Line 5, which travels primarily on Del Rosa Avenue and 40th Street along the proposed pipeline alignment
- Line 7, which travels primarily on 40th Street along the proposed pipeline alignment
- Line 8, which travels primarily on Tippecanoe Avenue along the proposed pipeline alignment
- Line 11, which travels primarily along University Parkway across the proposed pipeline alignment
- Line 19, which travels primarily along Washington Street on the proposed pipeline alignment
- Line 325, which travels primarily along Washington Street on the proposed pipeline alignment

RTA

Construction would result in temporary construction impacts along the proposed pipeline alignment to Line 14, which travels primarily on Anderson Street along the proposed pipeline alignment for the duration of construction.

It is also worth noting that these temporary construction impacts would not occur at all locations identified at the same time. They would coincide with the linearly progressing construction zones along the proposed pipeline alignment at the rate of approximately 80–800 feet per day depending on the Proposed Project alignment that is expected to progress linearly at the rate of 80–800 feet per day

Segment 4

The Proposed Project construction would not result in temporary construction impacts to transit in Segment 4.

3.3.3.2 Pedestrian System Impacts

The Proposed Project construction would impact pedestrian movements at closed sidewalks and crosswalk locations along the proposed pipeline alignment for the duration of construction that is expected to progress linearly at the rate of 80–800 feet per day depending on the Proposed Project alignment. It is important that marked pedestrian crosswalks be maintained throughout the Proposed Project construction, especially where a school or transit stop is located nearby. The crosswalks would be relocated temporarily, immediately adjacent to the construction work area. For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

The temporary construction impacts to pedestrian circulation by segment for each affected jurisdiction and along the proposed pipeline alignment are discussed in the following section.

Segment 1

City of Adelanto

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the City of Adelanto, and therefore the Proposed Project construction would not result in temporary construction pedestrian traffic impacts.

Construction would occur along the proposed pipeline alignment on Koala Road within the City of Adelanto. Pedestrian facilities are also not available on roadways that intersect with the proposed pipeline alignment on Koala Road within the City of Adelanto, and therefore the Proposed Project construction would not result in temporary construction pedestrian traffic impacts.

City of Victorville

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the City of Victorville, and therefore the Proposed Project construction would not result in temporary construction pedestrian traffic impacts.

Segment 2

SBNF

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the SBNF area, and therefore the Proposed Project construction would not result in temporary construction pedestrian traffic impacts.

Segment 3

City of Colton

Construction would result in temporary construction pedestrian traffic impacts on pedestrian facilities along the Proposed Project alignment on Washington Street and Reche Canyon Road within the City of Colton for the duration of construction that is expected to progress linearly at the rate of 80–320 feet per day. In addition, pedestrian facilities on roadways that intersect the proposed pipeline alignment on Washington Street and Reche Canyon Road within the City of Colton would also have temporary construction pedestrian traffic impacts. For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

City of Highland

Construction would result in temporary construction pedestrian traffic impacts on pedestrian facilities along the Proposed Project alignment on Del Rosa Drive and Tippecanoe Avenue within the City of Highland for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day. In addition, pedestrian facilities on roadways that intersect the proposed pipeline alignment on Del Rosa Drive and Tippecanoe Avenue within the City of Highland would have temporary construction pedestrian traffic impacts. For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

City of Loma Linda

Construction would result in temporary construction pedestrian traffic impacts on pedestrian facilities along the proposed pipeline alignment on Anderson Street and Redlands Boulevard within the City of Loma Linda for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day. In addition, pedestrian facilities on roadways that intersect the Proposed Project alignment on Anderson Street and Redlands Boulevard within the City of Loma Linda would have temporary construction pedestrian traffic impacts.

For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

City of San Bernardino

Construction would result in temporary construction impacts on pedestrian facilities along the proposed pipeline alignment on the following streets within the City of San Bernardino for the duration of construction that is expected to progress linearly at the rate of 80–800 feet per day depending on the Proposed Project alignment:

- Cajon Boulevard
- Kendall Drive
- Palm Avenue
- 40th Street
- Valencia Avenue
- Lynwood Drive
- Golden Avenue
- Highland Avenue
- Del Rosa Avenue
- Del Rosa Drive
- Baseline Street
- Tippecanoe Avenue
- Redlands Boulevard
- Gardena Street
- Steel Road
- Waterman Avenue
- Washington Street

In addition, pedestrian facilities on roadways that intersect the proposed pipeline alignment on streets listed above within the City of San Bernardino would have temporary construction impacts.

For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

Caltrans

The construction along the proposed pipeline alignment on Golden Avenue under the SR-210 and Tippecanoe Avenue at the I-10 eastbound and westbound on-off ramps would result in temporary construction impacts to the pedestrian facilities on these roadways for the duration of construction that is expected to progress linearly at the rate of 80–800 feet per day depending on the Proposed Project alignment.

For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

Segment 4

City of Moreno Valley

Construction would result in temporary construction impacts on pedestrian facilities along the proposed pipeline alignment on the following streets within the City of Moreno Valley for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day:

- Moreno Beach Drive
- Ironwood Avenue
- Redlands Boulevard
- Cottonwood Avenue
- Theodore Street
- Alessandro Boulevard

In addition, pedestrian facilities on roadways that intersect the proposed pipeline alignment on streets listed above within the City of Moreno Valley would have temporary construction impacts.

For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

Riverside County

Construction would result in temporary construction impacts on pedestrian facilities along the proposed pipeline alignment on Reche Canyon Road within the unincorporated territory of Riverside County for the duration of construction that is expected to progress linearly at the rate of 80–320 feet per day. In addition, pedestrian facilities on roadways that intersect the proposed pipeline alignment on Reche Canyon Road within the Riverside County would have temporary construction impacts. For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

Segments 1, 2, and 3

BNSF

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the BNSF right-of-way, and therefore the Proposed Project construction would not result in temporary construction pedestrian traffic impacts.

DWR

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the DWR right-of-way, and therefore the Proposed Project construction would not result in temporary construction pedestrian traffic impacts.

San Bernardino County

Proposed Project construction would result in temporary construction impacts on pedestrian facilities along the proposed pipeline alignment on the following streets within the unincorporated territory of San Bernardino County for the duration of construction that is expected to progress linearly at the rate of 80–800 feet per day:

- Koala Road
- Baldy Mesa Road
- Joshua Street
- Bracero Street
- Mesquite Street
- Landover Road
- Santa Fe Road
- Cajon Boulevard
- Kenwood Avenue
- 40th Street
- Lynwood Drive
- Del Rosa Avenue
- Del Rosa Drive
- Baseline Street
- Tippecanoe Avenue

In addition, pedestrian facilities on roadways that intersect the proposed pipeline alignment on streets listed above within San Bernardino County would have temporary construction impacts. For the period of construction, pedestrian local access and circulation in the vicinity of the construction activity would be maintained.

Union Pacific

Pedestrian facilities, such as sidewalks and crosswalks, are not available along the proposed pipeline alignment within the Union Pacific right-of-way, and therefore the Proposed Project construction would not result in temporary construction pedestrian traffic impacts.

3.3.3.3 Bicycle System Impacts

The Proposed Project construction would require the temporary closure of bike lanes on the proposed pipeline alignment during the period of construction, as well as on bike lanes that cross the proposed pipeline alignment. Bicycle circulation would be affected and detour plans would need to be provided.

The temporary construction impacts to bicycle circulation by segment for each affected jurisdiction and along the proposed pipeline alignment are discussed in the following section.

Segment 1

City of Adelanto

Bicycle facilities are not available along the proposed pipeline alignment within the City of Adelanto, and therefore the Proposed Project construction would not result in temporary construction impacts.

City of Victorville

Bicycle facilities are not available along the proposed pipeline alignment within the City of Victorville, and therefore the Proposed Project construction would not result in temporary construction impacts.

Segment 2

SBNF

Bicycle facilities are not available along the proposed pipeline alignment within the SBNF right-of-way, and therefore the Proposed Project construction would not result in temporary construction impacts.

Segment 3

City of Colton

A bicycle route is designated on Washington Street along the proposed pipeline alignment within the City of Colton. Construction on this bicycle route would result in temporary construction impacts along the proposed pipeline alignment for the duration of construction that is expected to progress linearly at the rate of 80–320 feet per day. Detour plans developed in coordination with the City would address the affected bicycle route.

City of Highland

Bicycle lanes are provided on 5th Street that would cross the proposed pipeline alignment within the City of Highland. Construction would result in temporary construction impacts on this bike lane that crosses the proposed pipeline alignment for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day. Detour plans developed in coordination with the City would address the affected bicycle route.

City of Loma Linda

Bicycle lanes are provided on Barton Road that is adjacent to the proposed pipeline alignment within the City of Loma Linda. Construction would result in temporary construction impacts on this bike lane that is adjacent to the proposed pipeline alignment for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day. Detour plans developed in coordination with the City would address the affected bicycle route.

City of San Bernardino

Bicycle lanes are provided on Kendall Drive and Valencia Avenue along the proposed pipeline alignment within the City of San Bernardino. Campus Parkway, University Parkway, Electric Avenue, and 5th Street have bicycle lanes that would cross the proposed pipeline alignment. Construction would result in temporary construction impacts at these bicycle facilities that are along or cross the proposed pipeline alignment for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day. Detour plans developed in coordination with the City would address the affected bicycle route.

San Bernardino County

Bicycle lanes are provided on 5th Street that would cross the proposed pipeline alignment. Construction would result in temporary construction impacts at these bicycle lanes crossing the proposed pipeline alignment for the duration of construction that is expected to progress linearly at the rate of 80–640 feet per day. Detour plans developed in coordination with the City would address the affected bicycle route.

Segment 4

City of Moreno Valley

A bicycle route is designated on Ironwood Avenue along the proposed pipeline alignment within the City of Moreno Valley. Construction on this bicycle route would result in temporary construction impacts along the proposed pipeline alignment for the duration of construction that is expected to

progress linearly at the rate of 80–640 feet per day. Detour plans developed in coordination with the City would address the affected bicycle route.

Riverside County

Bicycle facilities are not available along the proposed pipeline alignment within the Riverside County, and therefore the Proposed Project construction would not result in temporary construction impacts.

Segments 1, 2, 3, and 4

BNSF

Bicycle facilities are not available along the proposed pipeline alignment within the BNSF right-of-way, and therefore the Proposed Project construction would not result in temporary construction impacts.

DWR

Bicycle facilities are not available along the proposed pipeline alignment within the DWR right-of-way, and therefore the Proposed Project construction would not result in temporary construction impacts.

Caltrans

Bicycle facilities are not available along the proposed pipeline alignment within Caltrans right-of-way, and therefore the Proposed Project construction would not result in temporary construction impacts.

Union Pacific

Bicycle facilities are not available along the proposed pipeline alignment within the Union Pacific right-of-way, and therefore the Proposed Project construction would not result in temporary construction impacts.

3.3.4 Other CEQA Impacts – Air Traffic, Design Features and Emergency Access

The Proposed Project Construction would not result in a structure over 200 feet, and therefore, would not significantly impact air traffic patterns in the study area.

The Proposed Project Construction would result in potentially significant impacts to increasing hazards due to a design feature. The proposed project construction zones would traverse and negatively affect a network of paved roads in the urbanized San Bernardino and Riverside County areas, as well as unpaved roads in portions of Reche Canyon area in Riverside County and San Bernardino Forest for the duration of construction. Therefore, the proposed project construction would involve a physical change in the environment; construction-induced traffic would be expected to result in increased hazards related to traffic engineering design features or incompatible uses. The impacts related to an increase in hazards due to a design feature would be temporarily, potentially significant.

The Proposed Project Construction would not affect any transportation system elements that affect emergency access or cause inadequate emergency access. Therefore, the Proposed Project Construction would not impact emergency access in the study area.

3.4 Project Construction Traffic Mitigation

The Proposed Project construction will result in temporary impacts to the traffic, transit, pedestrian, and bicycle circulation systems. To mitigate these temporary construction impacts, detailed construction TMPs will be developed at and along affected street segments and intersections working in close coordination with affected local jurisdictions, at the time of final design. These TMPs would be designed to minimize the temporary construction traffic impacts and manage construction-related street and intersection lane closures.

Each construction zone along the pipeline alignment would affect the adjacent system as it progresses linearly at approximately 80–800 feet a day. The following are some of the key components that will be included in detailed construction TMPs to minimize the temporary construction traffic impacts, and prepared in coordination with and to the satisfaction of the affected jurisdiction at the time of final design:

- Road Closure/Detour Plans for each construction zone in each jurisdiction.
- Truck Route Plans for each construction zone in each jurisdiction.
- Final Design Plan for lane closure that minimize the number and duration of lane closures and maintain at least one lane along the street segment and at the intersection during Proposed Project construction.
- Anticipated days and time of construction.
- Signage and traffic control plan.
- Procedures for providing prior notification of property owners and residents whose access will be affected.
- Procedures for coordinating with local emergency response providers (local police, fire, and medical dispatch).
- Demonstration that local and emergency access to all uses adjacent to construction zones would be maintained at all times.
- Assurances that work would not be conducted near residential areas at night.
- Assurances that work would be conducted in conformance with the noise ordinances of various jurisdictions where they exist.

- As part of the development of detour plans, left-turn movement would temporarily be prohibited along the Proposed Project construction alignment depending on available roadway right-of-way width and discussions with affected jurisdictions.
- Provisions for temporarily modifying of signal phasing if left-turn movement needed. This would need to be discussed with affected jurisdictions.
- Provisions for necessary manual traffic control
- Coordination with local transit agencies. Where bus stops are temporarily affected by Proposed Project construction (blocked bus stops, diverted traffic is sent to bus stop curb lane areas), potential temporary bus stop relocations would need to be accommodated outside of the immediate construction work area. Pedestrian access and circulation would need to be maintained at all bus stops during Proposed Project construction.
- Provisions for maintaining pedestrian access and circulation and vehicle access and circulation to all properties and uses in the vicinity of the construction zones.
- Provision for maintaining marked pedestrian crosswalks at or adjacent to their current location throughout the Proposed Project construction zones, especially where a school or transit stop is located nearby.
- Provision of alternate pedestrian and bicycle access, if necessary.
- Demonstration that safe routes to school will be maintained.

The effectiveness of the measures identified above were assessed and it was determined that, even with these measures, a significant impact would continue to occur at 37 of 44 representative intersections and 49 of 54 representative street segments as shown in Tables 20 and 21, respectively.

The following additional measures were identified which could further reduce these significant impacts:

- Provision for boring at certain intersections
- Provision for detailed detour and local access plans to alleviate closed streets during construction
- Provision for limited construction hours outside of the AM and PM peak hours
- Provision for restricted construction hours per jurisdictional requirements
- Provision for night-time construction
- Provision for scheduling Project construction near schools during summer months or school break

Limited construction hours and nighttime construction would limit Proposed Project construction from occurring during the peak commute hours of 7:00–9:00 AM in the morning and 4:00–6:00 PM in the afternoon. Even with implementation of the TMPs, significant construction impact, reducing the number of impacted intersections and segments, would remain at 21 of the representative intersections and 47 of the representative study segments. Although there would be limited impacts during the AM and PM peak commute hours, the intersections and segments would remain significantly impacted during the construction period.

A summary of the additional TMP components and the resulting residual impacts are provided in Tables 20 through 23.

The additional TMP components would reduce the number of impacted intersections from 37 to 21 and the number of impacted segments from 49 to 47 under existing conditions. These temporary construction impacts with TMP components per Proposed Project segment are summarized below.

Existing Baseline Plus Proposed Project Construction Plus TMP Components Summary of Significant Traffic Impacts		
Proposed Project Segments	Study Intersections	Study Street Segments
1	3	5
2	0	2
3	14	34
4	4	6
Total	21	47

Capacity calculation worksheets for Existing Baseline plus Proposed Project Construction Plus TMP Components conditions are attached in Appendix L of the report.

Under future conditions, the additional TMP components would reduce the number of impacted intersections from 38 to 21 and the number of impacted segments from 49 to 47. These temporary construction impacts with additional TMP components per Proposed Project segment are summarized below.

Cumulative Plus Proposed Project Construction Plus TMP Components Summary of Significant Traffic Impacts		
Proposed Project Segments	Study Intersections	Study Street Segments
1	3	5
2	0	2
3	14	34
4	4	6
Total	21	47

Capacity calculation worksheets for Cumulative plus Proposed Project Construction Plus TMP Components conditions are attached in Appendix M of the report.

Detailed descriptions of these generalized elements relative to their applicability for construction in various jurisdictions by segment and additional TMP components are provided in the following section.

Segment 1

City of Adelanto

A final construction TMP would be submitted to the City of Adelanto that ensures that the construction activities and workers follow the City's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within the City of Adelanto's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by the City of Adelanto prior to the start of work.

City of Victorville

A final construction TMP would be submitted to the City of Victorville that ensures that the construction activities and workers follow the City's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within the City of Victorville's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by the City of Victorville prior to the start of work.

Segment 2

SBNF

A final construction TMP would be submitted to USFS that ensures that the construction activities and workers follow the USFS's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management,

appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within the USFS's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by the USFS prior to the start of work.

Segment 3

City of Colton

A final construction TMP would be submitted to the City of Colton that ensures that the construction activities and workers follow the City's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within the City of Colton's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by the City of Colton prior to the start of work.

Construction work activities along the pipeline alignment on Washington Street would occur from 8:00 AM to 3:00 PM, unless otherwise approved by the City. Construction work activities along the pipeline alignment on Reche Canyon Road would occur from 7 AM to 5 PM to expedite construction, and would be limited to local traffic only during construction.

The following additional TMP component is recommended to alleviate Proposed Project construction impacts at study locations; however, residual significant impacts would remain during the construction time period:

- Summer or non–school day construction is recommended on Reche Canyon Road at Prado Lane (Intersection No. 36).

City of Highland

A final construction TMP would be submitted to the City of Highland that ensures that the construction activities and workers follow the City's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within the City of Highland's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by the City of Highland prior to the start of work.

Construction work activities along the pipeline alignment in residential areas would occur from 7:00 AM to 5:00 PM. Construction work activities along the pipeline alignment on portions of Tippecanoe Avenue would occur from 8:00 AM to 3:00 PM, unless otherwise approved by the City.

The following additional TMP components are recommended to alleviate Proposed Project construction impacts at study locations; however residual significant impacts would remain during the construction time period:

- It is recommended that Proposed Project construction hours be limited from occurring during the peak commute hours of 7:00–9:00 AM in the morning and 4:00–6:00 PM in the afternoon. The existing lanes will be maintained during the peak commute hours. The limited construction hours are recommended at the following intersections:
    - No. 20 Del Rosa Avenue and Baseline Street
    - No. 23 Tippecanoe Avenue and 6th Street
    - No. 24 Tippecanoe Avenue and 3rd Street

Although there would be limited impacts during the AM and PM peak commute hours, the intersections and segments would remain significantly impacted during the construction period

City of Loma Linda

A final construction TMP would be submitted to the City of Loma Linda that ensures that the construction activities and workers follow the City's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within the City of Loma Linda's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the

Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by the City of Loma Linda prior to the start of work.

Construction on the Tippecanoe Avenue at the I-10 eastbound and westbound ramps shall be conducted at night. Construction work activities along the pipeline alignment on Redlands Boulevard would occur from 8:00 AM to 3:30 PM, unless otherwise allowed by the City.

The following additional TMP components are recommended to alleviate Proposed Project construction impacts at study locations; however, residual significant impacts would remain during the construction time period:

- Nighttime construction is recommended at study intersections:
    - No. 30 Anderson Street and I-10 Eastbound ramps
    - No. 31 Anderson Street and Redlands Boulevard

Significant impacts during AM and PM commute hours would be alleviated with nighttime construction. Although there would be no significant impacts during the AM and PM peak commute hours, the intersections and segments would remain significantly impacted during the construction hours.

City of San Bernardino

A final construction TMP would be submitted to the City of San Bernardino that ensures that the construction activities and workers follow the City's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within the City of San Bernardino's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by the City of San Bernardino prior to the start of work.

Construction work activities along the pipeline alignment in residential areas would occur from 7:00 AM to 5:00 PM. Construction on the Tippecanoe Avenue at the I-10 eastbound and westbound ramps shall be conducted at night. Construction work activities along the pipeline alignment on Tippecanoe Avenue and Washington Street would occur from 8:00 AM to 3:00 PM.

The following additional TMP components are recommended to alleviate Proposed Project construction impacts at study locations; however, residual significant impacts would remain during the construction time period:

- Nighttime construction is recommended at study intersections:
    - No. 8 Kendall Drive and Palm Avenue
    - No. 9 I-215 Northbound on-off ramps and Palm Avenue
    - No. 10 Little League Drive/Kendall Drive and Palm Avenue
    - No. 28 Tippecanoe Avenue and Hospitality
    - No. 29 Tippecanoe Avenue/Anderson Street and I-10 Westbound ramps

- Boring and/or summer or non–school day construction is recommended on Kendall Drive at University Parkway (Intersection No. 12). Boring is recommended on 40th Street at Waterman Avenue (SR-18) (Intersection No. 15).

- It is recommended that Proposed Project construction hours be limited from occurring during the peak commute hours of 7:00–9:00 AM in the morning and 4:00–6:00 PM in the afternoon. The existing lanes will be maintained during the peak commute hours. The limited construction hours are recommended at the following intersections:
    - No. 13 Kendall Drive and Little Mountain Drive
    - No. 16 Valencia Avenue and 40th Street
    - No. 17 Golden Avenue and Lynwood Drive
    - No. 18 Golden Avenue and Highland Avenue
    - No. 19 Del Rosa Avenue and Highland Avenue
    - No. 20 Del Rosa Avenue and Baseline Street
    - No. 21 Tippecanoe Avenue and Baseline Street
    - No. 23 Tippecanoe Avenue and 6th Street
    - No. 24 Tippecanoe Avenue and 3rd Street
    - No. 25 Tippecanoe Avenue and Harry Shepard Boulevard
    - No. 26 Tippecanoe Avenue and Mill Street
    - No. 27 Tippecanoe Avenue and San Bernardino Avenue

Significant impacts during AM and PM commute hours would be alleviated. However, the intersections and segments would remain significantly impacted during the construction hours.

Segment 4

City of Moreno Valley

A final construction TMP would be submitted to the City of Moreno Valley that ensures that the construction activities and workers follow the City's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within the City of Moreno Valley's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by the City of Moreno Valley prior to the start of work.

The following additional TMP components are recommended to alleviate Proposed Project construction impacts at study locations; however residual significant impacts would remain during the construction time period:

- It is recommended that Proposed Project construction hours be limited from occurring during the peak commute hours of 7:00–9:00 AM in the morning and 4:00–6:00 PM in the afternoon. The existing lanes will be maintained during the peak commute hours. The limited construction hours are recommended at the following intersections:
    - No. 41 Redlands Boulevard and Ironwood Avenue
    - No. 44 Redlands Boulevard and Cottonwood Avenue

Significant impacts during AM and PM commute hours would be alleviated. However, the intersections and segments would remain significantly impacted during the construction period.

Riverside County

A final construction TMP would be submitted to Riverside County that ensures that the construction activities and workers follow the County's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within Riverside County's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by Riverside County prior to the start of work.

Construction work activities along the pipeline alignment on Reche Canyon Road would occur from 8:00 AM to 3:00 PM, unless otherwise allowed by the City to expedite construction in this area.

Segments 1, 2, 3, and 4

Caltrans

A final construction TMP would be submitted to Caltrans that ensures that the construction activities and workers follow Caltrans regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within Caltrans' jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by Caltrans prior to the start of work.

Construction on Tippecanoe Avenue at the I-10 eastbound and westbound ramps, as well as Palm Avenue interchange at I-215 would be conducted at night.

Caltrans would be contacted to obtain permits for the transport of oversized loads, to obtain encroachment permits (if necessary), and to coordinate work on State Route facilities or within interchanges.

San Bernardino County

A final construction TMP would be submitted to San Bernardino County that ensures that the construction activities and workers follow the County's regulations and provides details of activities planned on-site would need to be prepared at the time of final design, prior to commencement of construction. This plan would include details such as those noted above including haul routes and delivery management, appropriate signage, temporary relocation/closing sidewalks, and other specific changes during construction within San Bernardino County's jurisdiction.

For detour routes, wayfinding signs and other relevant traffic control devices would need to be placed on all major roadways into the larger area around each construction closure location, and would be repositioned for each construction phase (as the construction zones progress along the Proposed Project alignment). Wayfinding signs would need to be placed at major detour decision points, to keep vehicles on-track through the detour route. The final location of all wayfinding signs and traffic control devices would be developed at the time of final design process, when all traffic control plans are developed.

Associated with the detailed construction traffic control and detour (traffic deviations via alternative routes) plans to be prepared for each phase of construction, a public outreach program should be implemented to inform the public of the elements of the Proposed Project and the Proposed Project's roadway construction-related closures and detour route. The construction TMP prepared for each construction segment would need to be approved by San Bernardino County prior to the start of work.

Construction work activities along the pipeline alignment in residential areas would occur from 7:00 AM to 5:00 PM. Construction work activities along the pipeline alignment on Tippecanoe Avenue and Reche Canyon Road would occur from 8:00 AM to 3:00 PM, unless otherwise authorized to expedite construction schedule.

The following additional TMP components are recommended to alleviate Proposed Project construction impacts at study locations; however, residual significant impacts would remain during the construction time period:

- Schools are located near study intersections No. 1 Baldy Mesa Road and Bonanza Road and No. 2 Baldy Mesa Road and Yucca Terrace Drive. It is recommended that Proposed Project construction occur during the summer or non–school days.
- It is recommended that Proposed Project construction employees and trucks trips be limited during the PM peak commute hours between 4:00-6:00 PM.

Significant impacts during AM and PM commute hours would be alleviated. However, the intersections and segments would remain significantly impacted during the construction hours.

Table 24 provides a summary of the Proposed Project temporary construction impacts with the implementation of TMPs per the CEQA guidelines outlined in Section 3.1.

TABLE 24

SUMMARY OF SIGNIFICANCE OF IMPACT (CONSTRUCTION)

CEQA Transportation/Traffic Impact Question	No Impact	Less than Significant	Less than Significant with Mitigation	Potentially Significant*
1. Conflict with applicable plan, ordinance, or policy establishing measures of effectiveness for performance of circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				X
2. Conflict with applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
5. Result in inadequate emergency access?	X			
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

*Potentially significant impacts due to construction of the Proposed Project would be temporary in nature and would not occur after completion of construction.

3.5 Summary of Conclusions

A detailed assessment of the potential traffic and transportation impacts associated with the Proposed Project has been performed by Raju Associates, Inc.

Current and future traffic analyses at 44 key intersections and 54 street segments along the proposed pipeline alignment were conducted in this Study. At these locations, traffic operations were studied prior to and after implementation of the Proposed Project and during construction. There will be no long term impacts associated with operation of the Proposed Project. However, adverse effects and temporary construction impacts were identified, and improvements and mitigation measures developed. The following summary highlights the key findings of this study.

- A total of 44 intersections and 54 street segments representative of locations potentially affected by the Proposed Project were analyzed in this study. Currently, 39 of 44 analyzed intersection locations are operating at levels of service, LOS D or better, during both the morning and evening peak hours. The other five intersections are operating at LOS E or F during one or both peak hours. Street Segments analyses indicate that 50 of the 54 study segments are operating at LOS D or better. The remaining four street segments are operating at LOS E or F.

- The Proposed Project would be limited to the generation of infrequent incidental trips after construction, and therefore would not cause significantly traffic impacts at any of the study intersections and street segments under existing and future conditions, during both AM and PM peak hours as well as on a daily basis. Therefore, the Proposed Project during operation would not require any project-specific mitigation measures.

- The Proposed Project would not have operational significant impacts after construction per the following CEQA Guidelines:
  - *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.*
  - *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.*
  - *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks*
  - *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)*
  - *Result in inadequate emergency access.*
  - *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities*

- The Proposed Project would not have significant adverse impacts during operation analyzed under NEPA.

- Per the CMP guidelines, no further analysis is required for the Proposed Project.

- The Proposed Project would have temporary short-term construction impacts that do not occur at all locations at the same time, but rather in the same sequence as each of the linearly progressing construction zones along the pipeline alignment. The short-term construction impacts include the following:

  - The Proposed Project construction is expected to cause temporary construction impacts along the roadway system elements adjacent to the pipeline alignment. These impacts would occur at 37 of the 44 representative study intersections and at 49 of the 54 representative study street segments under both existing and future conditions. These temporary construction impacts per Proposed Project segment are shown in the following table.

Existing Plus Proposed Project Construction Summary of Significant Traffic Impacts		
Proposed Project Segments	Study Intersections	Study Street Segments
1	3	5
2	1	2
3	27	36
4	6	6
Total	37	49

  - Under future conditions, the Proposed Project construction is expected to cause temporary construction impacts along the roadway system elements adjacent to the pipeline alignment. These impacts would occur at 38 of the 44 representative study intersections and at 49 of the 54 representative study street segments. These temporary construction impacts per Proposed Project segment are shown in the following table.

Cumulative Plus Proposed Project Construction Summary of Significant Traffic Impacts		
Proposed Project Segments	Study Intersections	Study Street Segments
1	3	5
2	1	2
3	28	36
4	6	6
Total	38	49

  - During the construction period, detours of traffic around the Proposed Project pipeline alignment could also cause temporary construction impacts at intersections and along street segments that are part of the detour routes. The closure of Baldy Mesa Road, Cajon Boulevard, Golden Avenue, Gardena Street, Steele Road, Wier Road, and Reche Canyon Road would result in detours and temporary construction impacts to adjacent streets and intersections.

- These construction impacts would be temporary in nature and would last only for the duration of construction activity along the roadways and the adjacent roadway systems, including CMP locations. The Proposed Project construction is expected to cause temporary construction impacts at 13 CMP locations along the Proposed Project pipeline alignment.

- Temporary construction impacts on transit, bicycle and pedestrian systems in close proximity of the construction activities along the pipeline alignment would also occur for the short period of construction as the linear Proposed Project progresses at approximately 80-800 feet per day during construction.

- To mitigate the temporary construction impacts, detailed construction TMPs are recommended to be developed at and along affected street segments and intersections working in close coordination with these jurisdictions, at the time of final design. These TMPs would be designed to alleviate impacts associated with the construction-related street and intersection lane closures.
- Additional TMP components such as boring, limited or restricted construction hours, summer or non-school season construction and nighttime construction would reduce the number of impacted intersections from 37 to 21 and the number of impacted segments from 49 to 47 under existing conditions.

Existing Baseline Plus Proposed Project Construction Plus TMP Components Summary of Significant Traffic Impacts		
Proposed Project Segments	Study Intersections	Study Street Segments
1	3	5
2	0	2
3	14	34
4	4	6
Total	21	47

- Under future conditions, the additional TMP components would reduce the number of impacted intersections from 38 to 21 and the number of impacted segments from 49 to 47 under Existing Baseline conditions.

Cumulative Plus Proposed Project Construction Plus TMP Components Summary of Significant Traffic Impacts		
Proposed Project Segments	Study Intersections	Study Street Segments
1	3	5
2	0	2
3	14	34
4	4	6
Total	21	47

3.6 CEQA Findings

CEQA Guidelines Section 15126.4(a)(3) states that mitigation measures are for impacts found to be significant, and are not required for impacts that are not found to be significant. Therefore, where an impact is less than significant, no mitigation measures have been proposed. While many local jurisdictions do not consider temporary significant impact during construction to be significant under CEQA, the Proposed Project would nevertheless result in temporary impacts which may be considered significant during construction under Existing Baseline conditions at 37 of the 44 study intersections and at 49 of the 54 study street segments, and under future conditions at 38 of the 44 study intersections and at 49 of the 54 study street segments.

Each construction zone along the proposed pipeline alignment would affect the adjacent street system as it progresses linearly at approximately 80–800 feet a day. Potential closures during construction could cause congestion at these intersections and roadways, resulting in inconvenience and delays to the local communities. Impacts to pedestrians, bicyclists, and cyclists would result. Therefore, additional TMP components and alternate access for temporary impact to the pedestrians, bicyclists, and automobiles on impacted roadways and intersections would help alleviate traffic congestion concerns. SoCalGas would collaborate with cities and counties where the impacted intersections are identified to reduce impacts to the maximum extent practicable.

The following are some of the key components that need to be included in detailed construction TMPs to minimize the temporary construction traffic impacts, developed in close coordination with the affected jurisdiction at the time of final design:

- Road Closure/Detour Plans for each construction zone in each jurisdiction.
- Truck Route Plans for each construction zone in each jurisdiction.
- Final Design Plan for lane closure that minimize the number and duration of lane closures and maintain at least one lane along the street segment and at the intersection during Proposed Project construction.
- Anticipated days and time of construction.
- Signage and traffic control plan.
- Procedures for providing prior notification of property owners and residents whose access will be affected.
- Procedures for coordinating with local emergency response providers (local police, fire, and medical dispatch).

- Demonstration that local and emergency access to all uses adjacent to construction zones would be maintained at all times.
- Assurances that work would not be conducted near residential areas at night.
- Assurances that work would be conducted in conformance with the noise ordinances of various jurisdictions where they exist.
- As part of the development of detour plans, left-turn movement would temporarily be prohibited along the Proposed Project construction alignment depending on available roadway right-of-way width and discussions with affected jurisdictions.
- Provisions for temporarily modifying of signal phasing if left-turn movement needed. This would need to be discussed with affected jurisdictions.
- Provisions for necessary manual traffic control
- Coordination with local transit agencies. Where bus stops are temporarily affected by Proposed Project construction (blocked bus stops, diverted traffic is sent to bus stop curb lane areas), potential temporary bus stop relocations would need to be accommodated outside of the immediate construction work area. Pedestrian access and circulation would need to be maintained at all bus stops during Proposed Project construction.
- Provisions for maintaining pedestrian access and circulation and vehicle access and circulation to all properties and uses in the vicinity of the construction zones.
- Provision for maintaining marked pedestrian crosswalks at or adjacent to their current location throughout the Proposed Project construction zones, especially where a school or transit stop is located nearby.
- Provision of alternate pedestrian and bicycle access, if necessary.
- Demonstration that safe routes to school will be maintained.

Additional TMP components are considered along with the detailed construction TMPs, to further reduce, avoid, and minimize impacts to the maximum extent practicable. These additional TMP components intend to further mitigate impacts on intersections and segments that are operating at a LOS E or F during the construction period. These additional TMP components are being implemented in addition to the detailed construction TMP features, and include the following components:

- Boring.
- Detour and local access.
- Limit construction hours.
- Restricted construction hours.
- Nighttime construction.
- Summer and non–school day construction.

Despite implementation of all the feasible mitigation measures, impact during construction would remain significant and unavoidable under CEQA following implementation of detailed construction TMPs and additional TMP components.

Table 25 provides a summary of the Proposed Project overall impacts (construction and operations) per the CEQA guidelines outlined in Section 3.1.

TABLE 25

SUMMARY OF SIGNIFICANCE OF IMPACT (OVERALL)

CEQA Transportation/Traffic Impact Question	No Impact	Less than Significant	Less than Significant with Mitigation	Potentially Significant*
1. Conflict with applicable plan, ordinance, or policy establishing measures of effectiveness for performance of circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				X
2. Conflict with applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
5. Result in inadequate emergency access?	X			
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

*Potentially significant impacts due to construction of the Proposed Project would be temporary in nature and would not occur after completion of construction.

3.7 NEPA Findings

Unlike CEQA, NEPA does not have specific significance criteria. However, the NEPA regulations contain guidance regarding significance analysis. Specifically, consideration of “significance” involves an analysis of both context and intensity (Title 40 Code of Federal Regulations 1508.27). The identification of construction effects is focused on impacted roadways and intersections that would result in a reduced LOS from acceptable (A–C, and in some instances D) to unacceptable (E or F) with full construction traffic. The Study has concluded that while construction activities would be completed with detailed construction TMPs and additional TMP components, with disruptions temporary and isolated in duration, a portion of the trips undertaken in this area would utilize the routes that would be affected by construction. While there are no significant adverse effects during the operation of the Proposed Project, adverse construction effect would remain during construction. Implementation of detailed construction TMPs and additional TMP components during construction would further reduce adverse effects from construction activities. The Proposed Project construction would result in potential adverse effects at 1 of 3 representative study intersections and 1 of 2 representative study segments within SBNF area and with proposed TMP mitigation, residual adverse effect would remain at one of the representative study segments.

Furthermore, in places where the components of the Proposed Project span a road or require a lane closure, construction activities would be coordinated with the local jurisdictions; these traffic control measures would be consistent with those published In the California Joint Utility Control Manual. In the event of a temporary roadway or lane closure, SoCalGas would coordinate with local jurisdictions to minimize impacts to emergency access and evacuation routes. As a result, construction of the Proposed Project would not physically interfere with or impair the implementation of adopted emergency response and evacuation plans. Even with the application of detailed construction TMPs and additional TMP components, effects during construction would remain substantial and adverse during construction of the Proposed Project.

4.0 References

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APPENDIX A

List of Construction Equipment

Equipment Count Hours Per Day by Activity

Typical Off Road - North/South Project

Description	MOBILIZE	EXPOSE CROSSING LINES	ACCESS ROADS	DUST CONTROL	CLEAR - GRADE ROW	EXCAVATION	HAUL & STRING PIPE	BENDING	INSTALL PIPE	WELDING	FABRICATION	COATING (Field Joints)	SPECIAL CROSSINGS	PADDING & SHADING	TRENCH BREAKER	BACKFILL	CLEAN UP / RESTORE	CIVIL WORK	AUGER BORES	DEMOBILIZE	SUPERVISION & SUPPORT	TOTAL EQUIPMENT PER STREET CREW	HOURS PER DAY (10 HR WORK DAY)
PICKUP- 3/4 TON (2WD)		1	1		1	1	1	1	1	1	1	1	1	1	1			1	1		4	**19**	**8**
1 TON FLATBED (4WD)									1	1								1				**3**	**8**
1 TON WELD TRUCK										6	2		2	1					2			**13**	**6**
1 TON SERVICE/UTILITY																					1	**1**	**6**
2 TON FLATBED (2WD)	1	1	1			1	1		2				1		1						1	**10**	**6**
3 AX FLATBED W/22+ TON CRANE																				1		**1**	**8**
2 TON FUEL & LUBE TRUCK																					1	**1**	**6**
2 TON SANDBLAST												1										**1**	**6**
3 AX LOWBED TRACTOR	2																				1	**3**	**8**
3 AX WATER TRUCK 6X6				3											1					2		**6**	**8**
TRAILER- FLOAT																					1	**1**	**0**
TRAILER- LOWBED	2																			2	1	**5**	**0**
TRAILER- OFFICE																					2	**2**	**0**
FORKLIFT- 10,000# & OVER																					1	**1**	**6**
D-8 BULLDOZER					2																	**2**	**8**
D-7 BULLDOZER W/ WINCH					1				1								1	1				**4**	**6**
14G GRADER			1																			**1**	**8**
OUTLAW PADDER														2								**2**	**8**
FOAM UNIT															1							**1**	**6**
PIPELAYER- 572 SIZE							1	1														**2**	**6**
PIPELAYER- 583 SIZE									2				2									**4**	**6**
EXCAVATOR- CAT 330 SIZE						3							1									**4**	**8**
EXCAVATOR- CAT 345 SIZE W/ HOE RAM						1																**1**	**6**
BENDING MACHINE 6-20" 36"								1														**1**	**6**
BACKHOE- RTBH		1	1			1																**3**	**6**
R.T. CRANE- 25 TO 50 TON											1						1		1			**3**	**4**
AIR COMPRESSOR- 175 TO 475CFM		1				1						1	1					1				**5**	**4**
WELD MACHINE- 200 AMP									2	6	2		2						2			**14**	**8**
BORING MACHINE																			1			**1**	**8**
PIPE HAUL TRUCK							3															**3**	**8**
COMPRESSOR 300 PSI								1	1													**2**	**6**
TOTAL	**5**	**4**	**4**	**3**	**4**	**8**	**6**	**3**	**9**	**14**	**6**	**3**	**10**	**4**	**4**	**0**	**2**	**4**	**7**	**5**	**13**	**120**	**196**

Source: Sapphos Environmental, Inc.

Equipment Count Hours Per Day by Activity

Typical Street Work - North/South Project

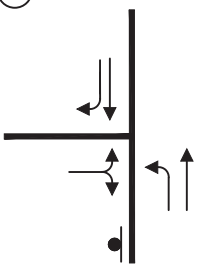
Description	MOBILIZE	TRAFFIC CONTROL	EXPOSE CROSSING LINES	SAW CUT	PAVEMENT REMOVAL	INTERSECTION CREW	EXCAVATE	SHORE TRENCH	STRING - BEND	LAY PIPE	WELDING	FABRICATION	WRAP PIPE	BACKFILL	BASE PAVEMENT	CLEAN UP	AUGER BORE	HDD	CIVIL WORK	GRIND - CAP	HYDROTEST	DEMOBILIZE	SUPERVISION / MAINTENANCE	TOTAL EQUIPMENT PER STREET CREW	HOURS PER DAY (6 HR WORK DAY)	HOURS PER DAY (10 HR WORK DAY)
PICKUP- 3/4 TON (2WD)		1	1			1	1		1	1		1	1	1		1	1	1	1	1	2		4	**20**	**5**	**7**
1 TON FLATBED (4WD)										1									1		1			**3**	**6**	**8**
1 TON WELD TRUCK										2	4	2					2				4			**14**	**4**	**6**
1 TON SERVICE/UTILITY				2																			1	**3**	**6**	**8**
2 TON FLATBED (2WD)	1	1	1			1		1						1		1						1	1	**9**	**4**	**6**
3 AX FLATBED W/22+ TON CRANE																	1				1			**2**	**5**	**7**
2 TON FUEL & LUBE TRUCK																							1	**1**	**6**	**8**
2 TON SANDBLAST													1				1							**2**	**4**	**6**
3 AX LOWBED TRACTOR	2																					2	1	**5**	**6**	**8**
3 AX WATER TRUCK 6X6																		1					1	**2**	**2**	**4**
HYDROEXCAVATOR TRUCK MOUNTED			1																					**1**	**4**	**6**
TRAILER- FLOAT																							1	**1**	**0**	**0**
TRAILER- LOWBED	2																					2	1	**5**	**0**	**0**
TRAILER- OFFICE																							2	**2**	**0**	**0**
FORKLIFT- 10,000# & OVER																		1					1	**2**	**4**	**6**
PIPELAYER- 572 SIZE									1												2			**3**	**4**	**6**
PIPELAYER- 583 SIZE										2														**2**	**4**	**6**
EXCAVATOR- CAT 330 SIZE							1																	**1**	**5**	**7**
BENDING MACHINE 6-20" 36"									1															**1**	**4**	**6**
BACKHOE- RTBH			1		1	1		1						1	1									**6**	**4**	**6**
R.T. CRANE- 25 TO 50 TON												1					1	1			1			**4**	**5**	**7**
AIR COMPRESSOR- 175 TO 475CFM			1			1	1						1		1	1	1		1					**8**	**4**	**6**
AIR COMP- 1500CFM																					2			**2**	**6**	**8**
WELD MACHINE- 200 AMP										2	4	2					2				4			**14**	**5**	**7**
MUD SYSTEM																		1						**1**	**6**	**8**
PUMP- HYDRO/TEST																					1			**1**	**4**	**6**
PUMP- FILL																					1			**1**	**5**	**7**
TRIPLEX PUMP																		1						**1**	**6**	**8**
GODWIN 6" PUMP																		2						**2**	**4**	**6**
LIGHT TOWER																		4			2			**6**	**2**	**4**
DRILLING 750,000#																		1						**1**	**6**	**8**
POWER GENERATOR																		1					2	**3**	**6**	**8**
BORING MACHINE																	1							**1**	**4**	**6**
PIPE HAUL TRUCK									2															**2**	**4**	**6**
SAW				2																				**2**	**4**	**6**
12 CY DUMP TRUCK					1	2	12							1					4					**20**	**5**	**7**
ROLLER 5 TON														1					1					**2**	**5**	**7**
STREET SWEEPER														1					1					**2**	**4**	**6**
GRINDING MACHINE																			1					**1**	**4**	**6**
PAVING MACHINE																			1					**1**	**4**	**6**
COMPRESSOR 300 PSI									1	1														**2**	**4**	**6**
TOTAL	**5**	**2**	**5**	**4**	**2**	**6**	**15**	**2**	**6**	**9**	**8**	**6**	**3**	**3**	**5**	**3**	**10**	**14**	**3**	**9**	**21**	**5**	**16**	**162**	**170**	**244**

Source: Sapphos Environmental, Inc.

APPENDIX B

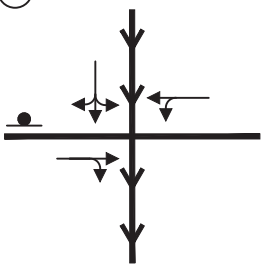
Intersection Lane Configurations

1



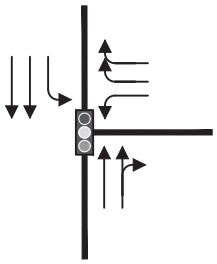
BALDY MESA RD &
BONANZA RD

6



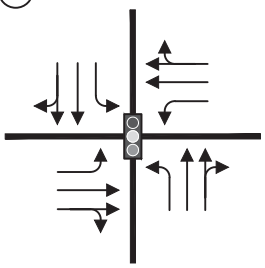
I-15 SB RAMPS &
CLEGHORN RD

11



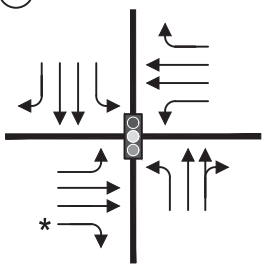
KENDALL DR &
CAMPUS PKWY

15



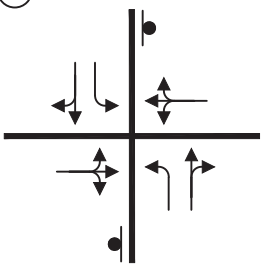
WATERMAN AV (SR-18) &
40TH ST

19



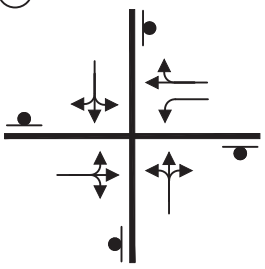
DEL ROSA AV &
HIGHLAND AV

2



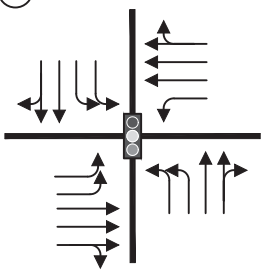
BALDY MESA RD &
YUCCA TERRACE DR

7



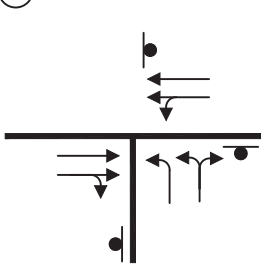
DEVORE RD/ GLEN HELEN PKWY &
CAJON BL

12



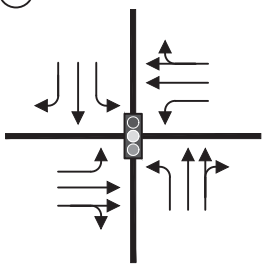
KENDALL DR &
UNIVERSITY PKWY

16



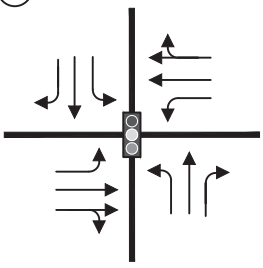
VALENCIA AV &
40TH ST

20



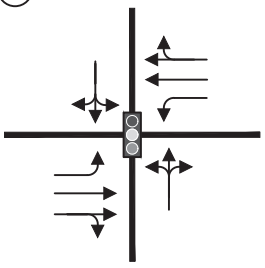
DEL ROSA DR &
BASELINE ST

3



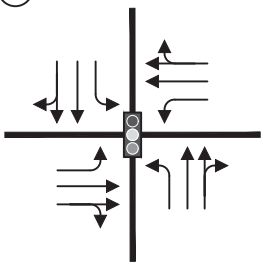
BALDY MESA RD &
PHELAN RD

8



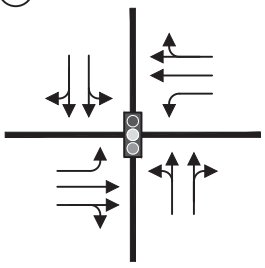
KENDALL DR &
PALM AV

13



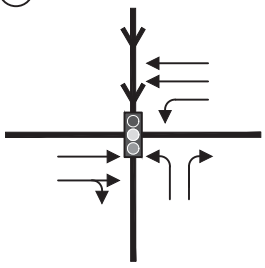
KENDALL DR &
LITTLE MOUNTAIN DR

17



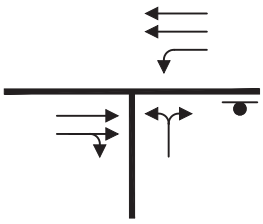
GOLDEN AV &
LYNWOOD DR

21



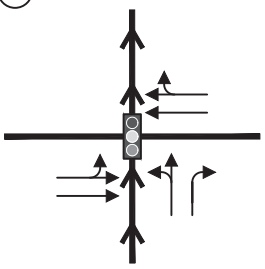
TIPPECANOE AV &
BASELINE ST

4



SANTA FE RD/ WAGON TRAIN RD &
SR-138

9



I-215 NB RAMPS &
PALM AV

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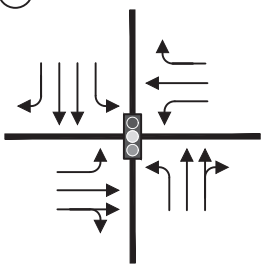
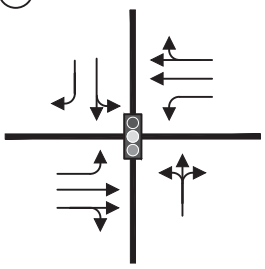


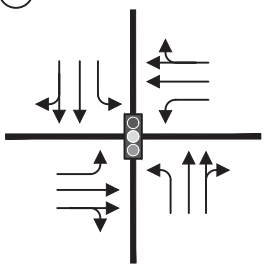
KENDALL DR &
SHANDIN HILLS DR/40TH ST

18



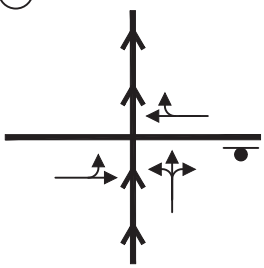
GOLDEN AV &
HIGHLAND AV

22



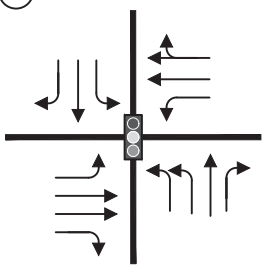
TIPPECANOE AV &
9TH ST

5



I-15 NB RAMPS &
CLEGHORN RD

10



LITTLE LEAGUE DR/KENDALL DR &
PALM AV

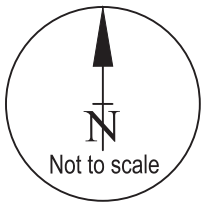
LEGEND:

(#) - Analyzed Intersection

- Traffic Signal Control

- STOP Sign

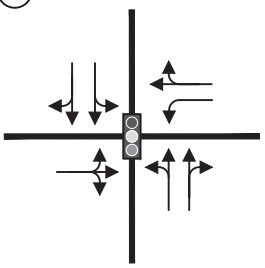
* - DeFacto Right Turn Lane



APPENDIX B1
INTERSECTION LANE CONFIGURATIONS

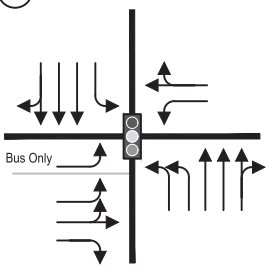
RAJU Associates, Inc.

(23)



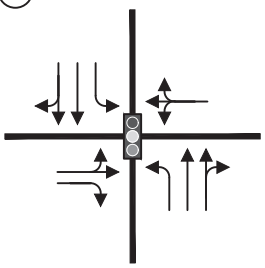
TIPPECANOE AV &
6TH ST

(28)



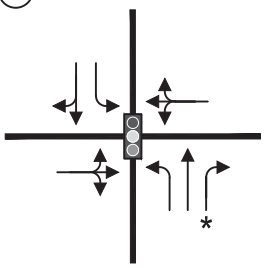
TIPPECANOE AV &
HOSPITALITY LN/COULSTON ST

(33)



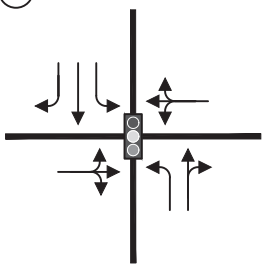
WATERMAN AV &
WIER RD

(37)



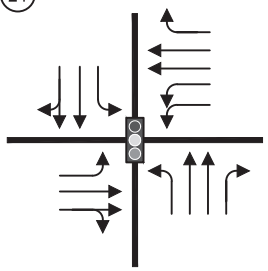
RECHE CANYON RD &
SHANE DR

(41)



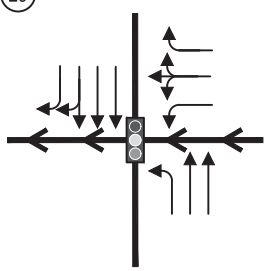
REDLANDS BL &
IRONWOOD AV

(24)



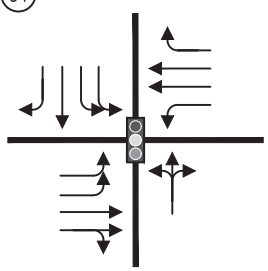
TIPPECANOE AV &
3RD ST

(29)



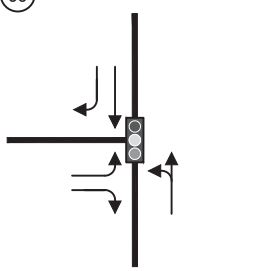
TIPPECANOE AV/ANDERSON ST &
I-10 WB RAMPS

(34)



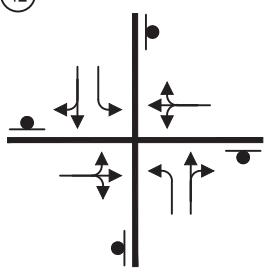
WATERMAN AV &
WASHINGTON ST

(38)



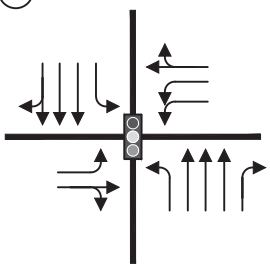
RECHE CANYON RD &
RECHE VISTA DR

(42)



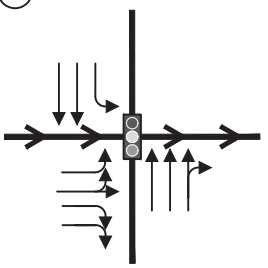
REDLANDS BL &
SPRUCE AV/SR-60 WB RAMPS

(25)



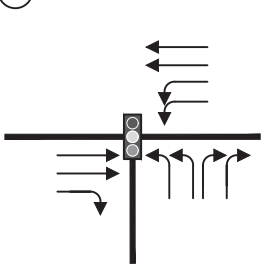
TIPPECANOE AV &
HARRY SHEPARD BL

(30)



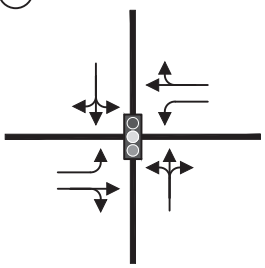
ANDERSON ST &
I-10 EB RAMPS

(35)



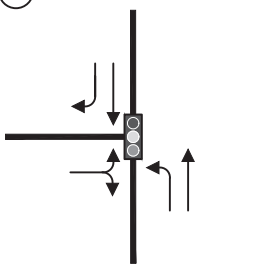
RECHE CANYON RD &
WASHINGTON ST

(39)



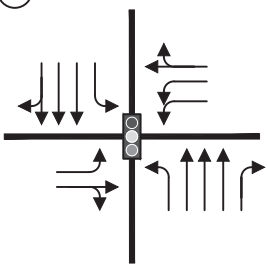
MORENO BEACH DR &
IRONWOOD AV

(43)



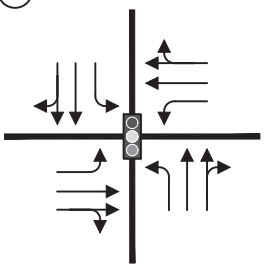
REDLANDS BL &
SR-60 EB RAMPS

(26)



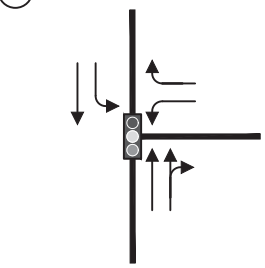
TIPPECANOE AV &
MILL ST

(31)



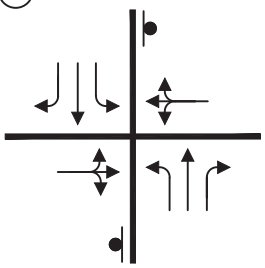
ANDERSON ST &
REDLANDS BL

(36)



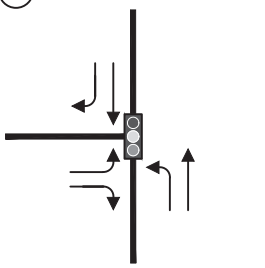
RECHE CANYON RD &
PRADO LN

(40)



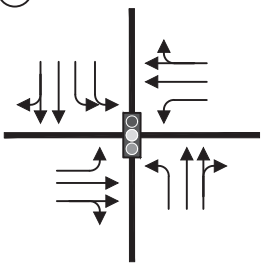
REDLANDS BL &
LOCUST AV

(44)



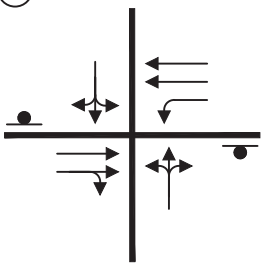
REDLANDS BL &
COTTONWOOD AV

(27)



TIPPECANOE AV &
ORANGE SHOW RD/SAN BERNARDINO AV

(32)



GARDENA ST &
REDLANDS BL

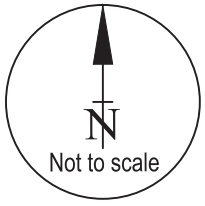
LEGEND:

(#) - Analyzed Intersection

- Traffic Signal Control

- STOP Sign

* - DeFacto Right Turn Lane



APPENDIX B2
INTERSECTION LANE CONFIGURATIONS

RAJU Associates, Inc.

APPENDIX C

Traffic Counts

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Baldy Mesa	LOCATION #:	1
	EAST & WEST:	Bonanza	CONTROL:	STOP E

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Bonanza			WESTBOUND Bonanza			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL
AM	7:00 AM	5	43	0	0	27	4	1	0	7	0	0	0	87
	7:15 AM	24	32	0	0	42	17	7	0	8	0	0	0	130
	7:30 AM	35	38	0	0	78	35	13	0	13	0	0	0	212
	7:45 AM	42	45	0	1	76	84	26	0	19	0	0	0	293
	8:00 AM	27	61	0	0	75	46	43	0	33	0	0	0	285
	8:15 AM	6	57	0	0	61	4	9	0	9	0	0	0	146
	8:30 AM	4	61	0	0	112	3	2	0	0	0	0	0	182
	8:45 AM	7	83	0	0	92	1	4	0	1	0	0	0	188
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	110	201	0	1	290	169	91	0	74	0	0	0	936
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	73	0	0	54	0	2	0	4	0	0	0	134
	4:15 PM	1	71	0	0	45	1	2	0	2	0	0	0	122
	4:30 PM	1	53	0	0	54	0	1	0	2	0	0	0	111
	4:45 PM	0	63	0	0	54	2	1	0	3	0	0	0	123
	5:00 PM	0	61	0	0	43	0	0	0	1	0	0	0	105
	5:15 PM	6	72	0	0	44	0	1	0	2	0	0	0	125
	5:30 PM	4	62	0	0	51	4	2	0	2	0	0	0	125
	5:45 PM	7	55	0	0	44	4	0	0	0	0	0	0	110
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	3	260	0	0	207	3	6	0	11	0	0	0	490

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, May 12, 15

LOCATION: Phelan
NORTH & SOUTH: Baldy Mesa
EAST & WEST: Bonanza

PROJECT #: SC0612
LOCATION #: 1
CONTROL: STOP E

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

Add U-Turns to Left Turns

		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Bonanza			WESTBOUND Bonanza				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	5	43	0	0	27	4	1	0	7	0	0	0	87	0	0	0	0	0
	7:15 AM	24	32	0	0	42	17	7	0	8	0	0	0	130	0	0	0	0	0
	7:30 AM	35	38	0	0	78	35	13	0	13	0	0	0	212	0	0	0	0	0
	7:45 AM	42	45	0	1	76	84	26	0	19	0	0	0	293	0	1	0	0	1
	8:00 AM	27	61	0	0	75	46	43	0	33	0	0	0	285	0	0	0	0	0
	8:15 AM	6	57	0	0	61	4	9	0	9	0	0	0	146	0	0	0	0	0
	8:30 AM	4	61	0	0	112	3	2	0	0	0	0	0	182	0	0	0	0	0
	8:45 AM	7	83	0	0	92	1	4	0	1	0	0	0	188	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	150	420	0	1	563	194	105	0	90	0	0	0	1,523	0	1	0	0	1
	APPROACH %	26%	74%	0%	0%	74%	26%	54%	0%	46%	0%	0%	0%						
	APP/DEPART	570	/	526	758	/	653	195	/	0	0	/	344	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	110	201	0	1	290	169	91	0	74	0	0	0	936					
	APPROACH %	35%	65%	0%	0%	63%	37%	55%	0%	45%	0%	0%	0%						
	PEAK HR FACTOR		0.884			0.714			0.543			0.000		0.799					
	APP/DEPART	311	/	293	460	/	364	165	/	0	0	/	279	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	73	0	0	54	0	2	0	4	0	0	0	134	0	0	0	0	0
	4:15 PM	1	71	0	0	45	1	2	0	2	0	0	0	122	0	0	0	0	0
	4:30 PM	1	53	0	0	54	0	1	0	2	0	0	0	111	0	0	0	0	0
	4:45 PM	0	63	0	0	54	2	1	0	3	0	0	0	123	0	0	0	0	0
	5:00 PM	0	61	0	0	43	0	0	0	1	0	0	0	105	0	0	0	0	0
	5:15 PM	6	72	0	0	44	0	1	0	2	0	0	0	125	0	0	0	0	0
	5:30 PM	4	62	0	0	51	4	2	0	2	0	0	0	125	0	0	0	0	0
	5:45 PM	7	55	0	0	44	4	0	0	0	0	0	0	110	0	0	0	0	0
	VOLUMES	20	510	0	0	389	11	9	0	16	0	0	0	955	0	0	0	0	0
	APPROACH %	4%	96%	0%	0%	97%	3%	36%	0%	64%	0%	0%	0%						
	APP/DEPART	530	/	519	400	/	405	25	/	0	0	/	31	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	260	0	0	207	3	6	0	11	0	0	0	490					
	APPROACH %	1%	99%	0%	0%	99%	1%	35%	0%	65%	0%	0%	0%						
	PEAK HR FACTOR		0.889			0.938			0.708			0.000		0.914					
	APP/DEPART	263	/	266	210	/	218	17	/	0	0	/	6	0					

Baldy Mesa

NORTH SIDE

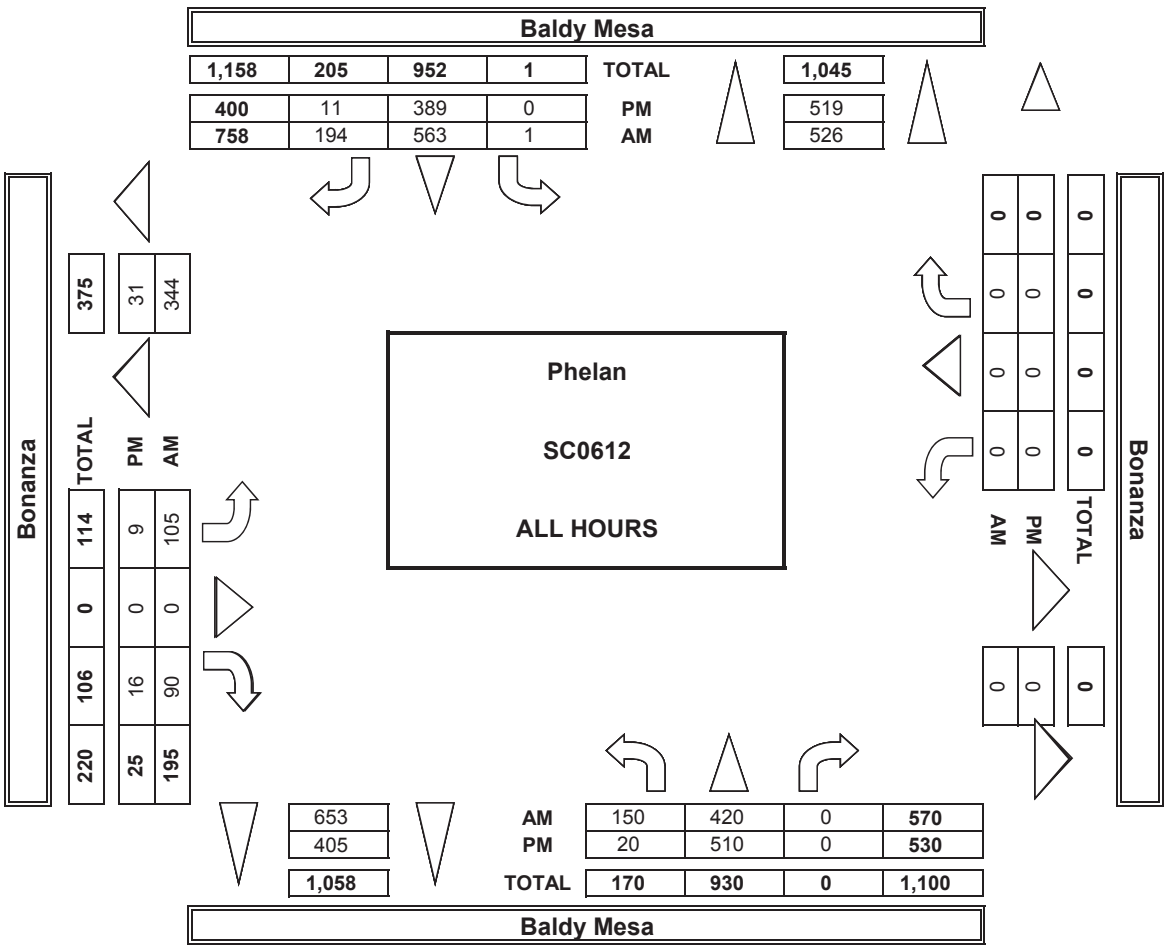
Bonanza WEST SIDE EAST SIDE **Bonanza**

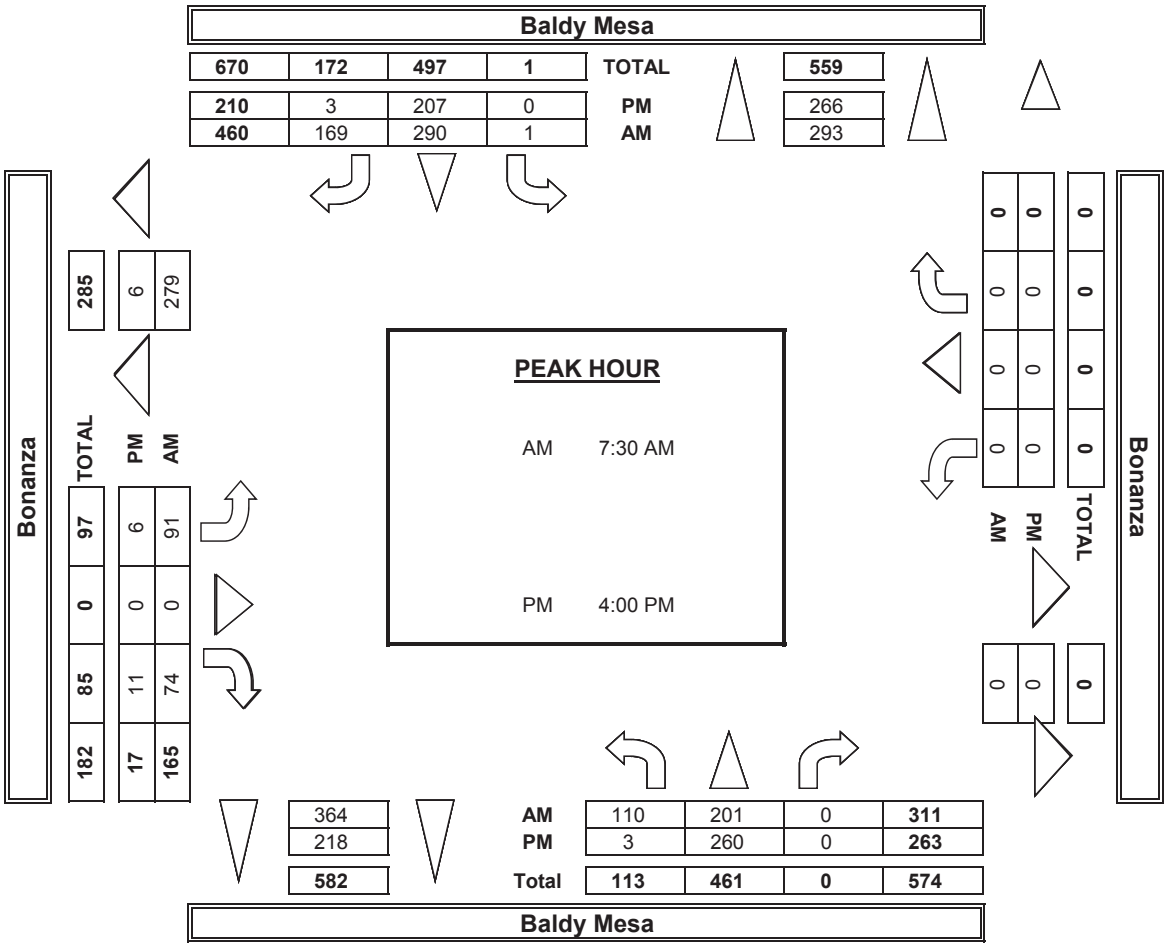
SOUTH SIDE

Baldy Mesa

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Baldy Mesa	LOCATION #:	1
TUESDAY	EAST & WEST:	Bonanza	CONTROL:	STOP E

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Bonanza			WESTBOUND Bonanza				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	5	43	0	0	27	4	1	0	7	0	0	0	87	0	0	0	0	0
	7:15 AM	24	32	0	0	42	17	7	0	8	0	0	0	130	0	0	0	0	0
	7:30 AM	35	38	0	0	78	35	13	0	13	0	0	0	212	0	0	0	0	0
	7:45 AM	42	45	0	1	76	84	26	0	19	0	0	0	293	0	1	0	0	1
	8:00 AM	27	61	0	0	75	46	43	0	33	0	0	0	285	0	0	0	0	0
	8:15 AM	6	57	0	0	61	4	9	0	9	0	0	0	146	0	0	0	0	0
	8:30 AM	4	61	0	0	112	3	2	0	0	0	0	0	182	0	0	0	0	0
	8:45 AM	7	83	0	0	92	1	4	0	1	0	0	0	188	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	150	420	0	1	563	194	105	0	90	0	0	0	1,523	0	1	0	0	1
	APPROACH %	26%	74%	0%	0%	74%	26%	54%	0%	46%	0%	0%	0%						
	APP/DEPART	570	/	526	758	/	653	195	/	0	0	/	344	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	110	201	0	0	290	169	91	0	74	0	0	0	936					
	APPROACH %	35%	65%	0%	0%	63%	37%	55%	0%	45%	0%	0%	0%						
	PEAK HR FACTOR		0.884			0.714			0.543			0.000		0.799					
	APP/DEPART	311	/	293	460	/	364	165	/	0	0	/	279	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	73	0	0	54	0	2	0	4	0	0	0	134	0	0	0	0	0
	4:15 PM	1	71	0	0	45	1	2	0	2	0	0	0	122	0	0	0	0	0
	4:30 PM	1	53	0	0	54	0	1	0	2	0	0	0	111	0	0	0	0	0
	4:45 PM	0	63	0	0	54	2	1	0	3	0	0	0	123	0	0	0	0	0
	5:00 PM	0	61	0	0	43	0	0	0	1	0	0	0	105	0	0	0	0	0
	5:15 PM	6	72	0	0	44	0	1	0	2	0	0	0	125	0	0	0	0	0
	5:30 PM	4	62	0	0	51	4	2	0	2	0	0	0	125	0	0	0	0	0
	5:45 PM	7	55	0	0	44	4	0	0	0	0	0	0	110	0	0	0	0	0
	VOLUMES	20	510	0	0	389	11	9	0	16	0	0	0	955	0	0	0	0	0
	APPROACH %	4%	96%	0%	0%	97%	3%	36%	0%	64%	0%	0%	0%						
	APP/DEPART	530	/	519	400	/	405	25	/	0	0	/	31	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	260	0	0	207	3	6	0	11	0	0	0	490					
	APPROACH %	1%	99%	0%	0%	99%	1%	35%	0%	65%	0%	0%	0%						
	PEAK HR FACTOR		0.889			0.938			0.708			0.000		0.914					
	APP/DEPART	263	/	266	210	/	218	17	/	0	0	/	6	0					

Baldy Mesa

NORTH SIDE

Bonanza WEST SIDE EAST SIDE **Bonanza**

SOUTH SIDE

Baldy Mesa

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Baldy Mesa	LOCATION #:	2
	EAST & WEST:	Yucca Terrace	CONTROL:	STOP E/W

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Yucca Te ace			WESTBOUND Yucca Te ace			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	1	52	0	0	35	1	1	0	8	2	0	2	102
	7:15 AM	2	48	0	1	54	1	1	0	5	1	0	2	115
	7:30 AM	15	89	0	0	91	9	4	0	4	0	0	3	215
	7:45 AM	22	121	1	2	94	20	14	0	26	0	0	3	303
	8:00 AM	20	73	0	1	121	30	15	0	40	2	0	0	302
	8:15 AM	30	26	1	0	44	35	32	0	25	1	0	0	194
	8:30 AM	53	21	0	0	40	86	34	1	35	0	3	1	274
	8:45 AM	34	20	0	1	27	61	61	1	51	0	1	2	259
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:45 AM											
	VOLUMES	125	241	2	3	299	171	95	1	126	3	3	4	1,073
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	46	2	0	44	11	22	0	31	0	0	0	165
	4:15 PM	7	69	2	0	45	5	1	0	12	0	0	1	142
	4:30 PM	1	60	0	2	46	6	4	0	6	1	0	0	126
	4:45 PM	4	68	0	2	48	6	3	0	6	0	0	0	137
	5:00 PM	8	58	0	0	40	9	2	0	6	2	0	0	125
	5:15 PM	14	74	2	0	38	7	13	1	6	0	0	1	156
	5:30 PM	4	62	1	0	42	7	6	0	6	0	0	0	128
	5:45 PM	11	47	0	1	38	6	12	1	4	0	1	1	122
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	21	243	4	4	183	28	30	0	55	1	0	1	570

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Baldy Mesa	LOCATION #:	2
	EAST & WEST:	Yucca Terrace	CONTROL:	STOP E/W

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Yucca Te ace			WESTBOUND Yucca Te ace				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	1	52	0	0	35	1	1	0	8	2	0	2	102	0	0	0	0	0
	7:15 AM	2	48	0	1	54	1	1	0	5	1	0	2	115	0	0	0	0	0
	7:30 AM	15	89	0	0	91	9	4	0	4	0	0	3	215	0	0	0	0	0
	7:45 AM	22	121	1	2	94	20	14	0	26	0	0	3	303	0	0	0	0	0
	8:00 AM	20	73	0	1	121	30	15	0	40	2	0	0	302	0	0	0	0	0
	8:15 AM	30	26	1	0	44	35	32	0	25	1	0	0	194	0	0	0	0	0
	8:30 AM	53	21	0	0	40	86	34	1	35	0	3	1	274	0	0	0	0	0
	8:45 AM	34	20	0	1	27	61	61	1	51	0	1	2	259	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	177	450	2	5	506	243	162	2	194	6	4	13	1,764	0	0	0	0	0
	APPROACH %	28%	72%	0%	1%	67%	32%	45%	1%	54%	26%	17%	57%						
	APP/DEPART	629	/	625	754	/	706	358	/	9	23	/	424	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	125	241	2	3	299	171	95	1	126	3	3	4	1,073					
	APPROACH %	34%	65%	1%	1%	63%	36%	43%	0%	57%	30%	30%	40%						
	PEAK HR FACTOR		0.639			0.778			0.793			0.625		0.885					
	APP/DEPART	368	/	340	473	/	428	222	/	6	10	/	299	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	46	2	0	44	11	22	0	31	0	0	0	165	0	0	0	0	0
	4:15 PM	7	69	2	0	45	5	1	0	12	0	0	1	142	0	0	0	0	0
	4:30 PM	1	60	0	2	46	6	4	0	6	1	0	0	126	0	0	0	0	0
	4:45 PM	4	68	0	2	48	6	3	0	6	0	0	0	137	0	0	0	0	0
	5:00 PM	8	58	0	0	40	9	2	0	6	2	0	0	125	0	0	0	0	0
	5:15 PM	14	74	2	0	38	7	13	1	6	0	0	1	156	0	0	0	0	0
	5:30 PM	4	62	1	0	42	7	6	0	6	0	0	0	128	1	0	0	0	1
	5:45 PM	11	47	0	1	38	6	12	1	4	0	1	1	122	0	0	0	0	0
	VOLUMES	58	484	7	5	341	57	63	2	77	3	1	3	1,102	1	0	0	0	1
	APPROACH %	11%	88%	1%	1%	85%	14%	44%	1%	54%	43%	14%	43%						
	APP/DEPART	550	/	550	403	/	422	142	/	14	7	/	116	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	21	243	4	4	183	28	30	0	55	1	0	1	570					
	APPROACH %	8%	91%	1%	2%	85%	13%	35%	0%	65%	50%	0%	50%						
	PEAK HR FACTOR		0.859			0.960			0.401			0.500		0.864					
	APP/DEPART	268	/	274	215	/	239	85	/	8	2	/	49	0					

Baldy Mesa

NORTH SIDE

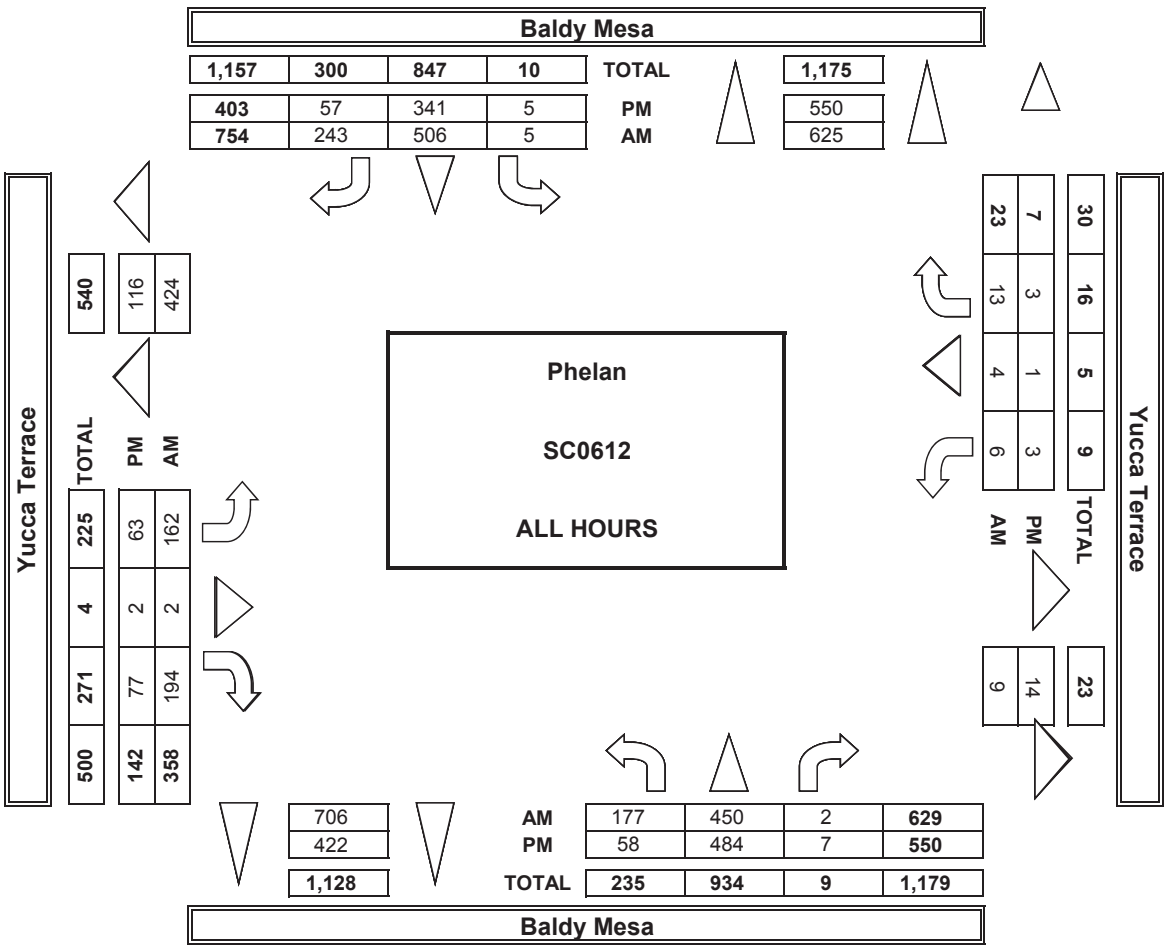
a Te a e WEST SIDE EAST SIDE **a Te a e**

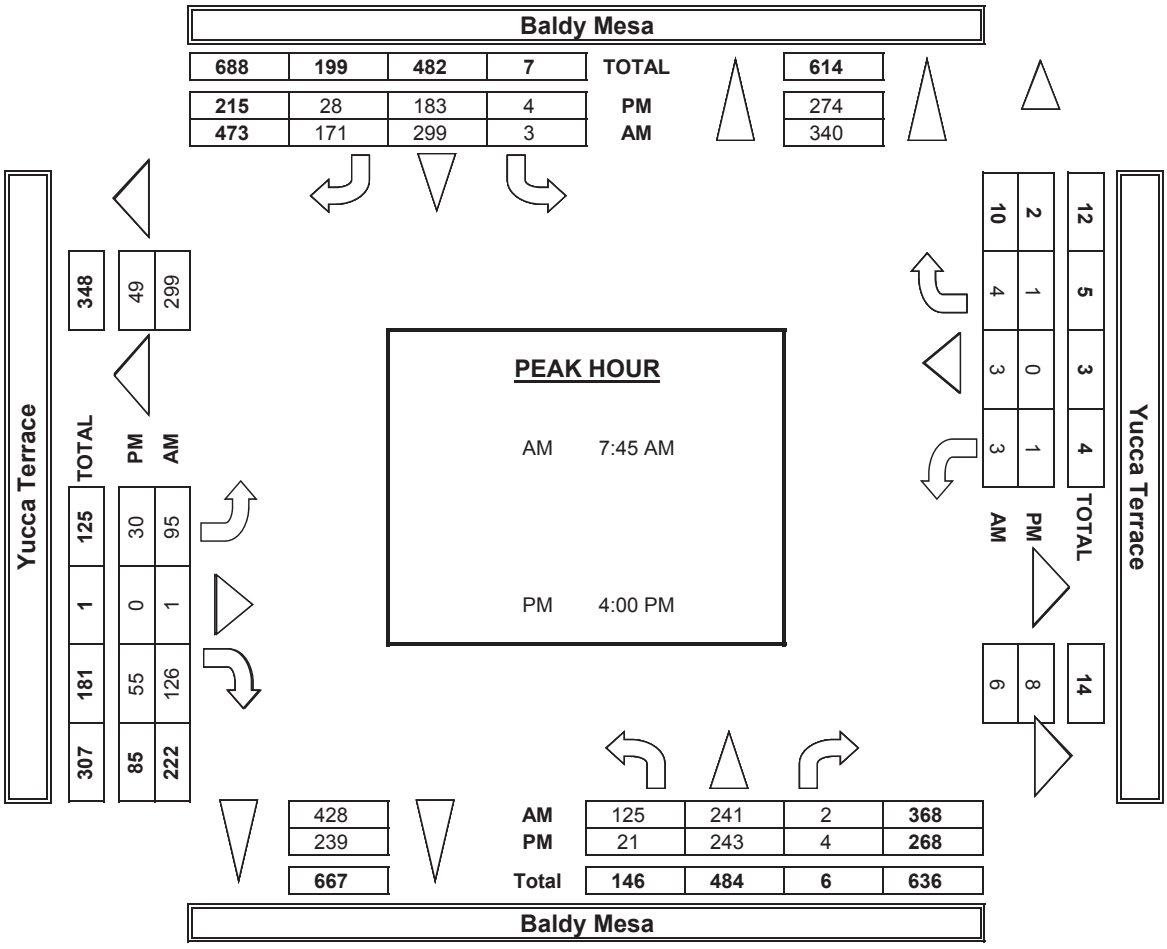
SOUTH SIDE

Baldy Mesa

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Baldy Mesa	LOCATION #:	2
TUESDAY	EAST & WEST:	Yucca Te ace	CONTROL:	STOP E/W

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Yucca Te ace			WESTBOUND Yucca Te ace				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	52	0	0	35	1	1	0	8	2	0	2	102	0	0	0	0	0
	7:15 AM	2	48	0	1	54	1	1	0	5	1	0	2	115	0	0	0	0	0
	7:30 AM	15	89	0	0	91	9	4	0	4	0	0	3	215	0	0	0	0	0
	7:45 AM	22	121	1	2	94	20	14	0	26	0	0	3	303	0	0	0	0	0
	8:00 AM	20	73	0	1	121	30	15	0	40	2	0	0	302	0	0	0	0	0
	8:15 AM	30	26	1	0	44	35	32	0	25	1	0	0	194	0	0	0	0	0
	8:30 AM	53	21	0	0	40	86	34	1	35	0	3	1	274	0	0	0	0	0
	8:45 AM	34	20	0	1	27	61	61	1	51	0	1	2	259	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	177	450	2	5	506	243	162	2	194	6	4	13	1,764	0	0	0	0	0
	APPROACH %	28%	72%	0%	1%	67%	32%	45%	1%	54%	26%	17%	57%						
	APP/DEPART	629	/	625	754	/	706	358	/	9	23	/	424	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	125	241	2	3	299	171	95	1	126	3	3	4	1,073					
	APPROACH %	34%	65%	1%	1%	63%	36%	43%	0%	57%	30%	30%	40%						
	PEAK HR FACTOR		0.639			0.778			0.793			0.625		0.885					
	APP/DEPART	368	/	340	473	/	428	222	/	6	10	/	299	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	46	2	0	44	11	22	0	31	0	0	0	165	0	0	0	0	0
	4:15 PM	7	69	2	0	45	5	1	0	12	0	0	1	142	0	0	0	0	0
	4:30 PM	1	60	0	2	46	6	4	0	6	1	0	0	126	0	0	0	0	0
	4:45 PM	4	68	0	2	48	6	3	0	6	0	0	0	137	0	0	0	0	0
	5:00 PM	8	58	0	0	40	9	2	0	6	2	0	0	125	0	0	0	0	0
	5:15 PM	14	74	2	0	38	7	13	1	6	0	0	1	156	0	0	0	0	0
	5:30 PM	4	62	1	0	42	7	6	0	6	0	0	0	128	1	0	0	0	1
	5:45 PM	11	47	0	1	38	6	12	1	4	0	1	1	122	0	0	0	0	0
	VOLUMES	58	484	7	5	341	57	63	2	77	3	1	3	1,102	1	0	0	0	1
	APPROACH %	11%	88%	1%	1%	85%	14%	44%	1%	54%	43%	14%	43%						
	APP/DEPART	550	/	550	403	/	422	142	/	14	7	/	116	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	21	243	4	4	183	28	30	0	55	1	0	1	570					
	APPROACH %	8%	91%	1%	2%	85%	13%	35%	0%	65%	50%	0%	50%						
	PEAK HR FACTOR		0.859			0.960			0.401			0.500		0.864					
	APP/DEPART	268	/	274	215	/	239	85	/	8	2	/	49	0					

Baldy Mesa

NORTH SIDE

a Te a e WEST SIDE EAST SIDE **a Te a e**

SOUTH SIDE

Baldy Mesa

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Baldy Mesa	LOCATION #:	3
	EAST & WEST:	Phelan	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Phelan			WESTBOUND Phelan			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	3	10	11	32	2	12	30	95	7	5	43	3	253
	7:15 AM	10	8	9	32	4	16	30	121	5	5	39	15	294
	7:30 AM	8	16	12	41	7	39	31	122	3	4	66	25	374
	7:45 AM	21	24	19	35	11	45	74	144	2	3	85	38	501
	8:00 AM	9	30	9	79	25	56	55	143	6	6	57	36	511
	8:15 AM	2	8	6	52	14	33	22	112	5	3	62	13	332
	8:30 AM	7	9	10	35	9	26	20	108	3	4	60	31	322
	8:45 AM	3	19	16	46	6	31	18	110	9	8	60	17	343
	9:00 AM	21	24	19	35	11	45	73	144	2	3	85	38	500
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	40	78	46	207	57	173	182	521	16	16	270	112	1,718
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	5	12	42	12	41	26	97	10	10	129	22	413
	4:15 PM	3	5	2	21	5	30	36	111	5	17	133	33	401
	4:30 PM	6	4	12	23	4	36	29	102	6	5	134	22	383
	4:45 PM	3	3	9	19	8	29	40	90	9	11	146	18	385
	5:00 PM	0	2	8	20	5	26	31	92	7	11	130	27	359
	5:15 PM	8	10	14	20	8	23	28	133	10	13	167	39	473
	5:30 PM	5	2	6	16	3	19	29	89	5	11	132	35	352
	5:45 PM	11	4	6	13	4	30	8	81	7	12	145	35	356
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	17	19	43	82	25	114	128	417	32	40	577	106	1,600

INTERSECTION TURNING MOVEMENT COUNTS

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

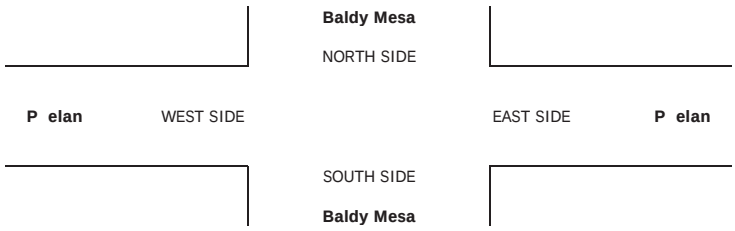
DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Baldy Mesa	LOCATION #:	3
	EAST & WEST:	Phelan	CONTROL:	SIGNAL

NOTES:

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

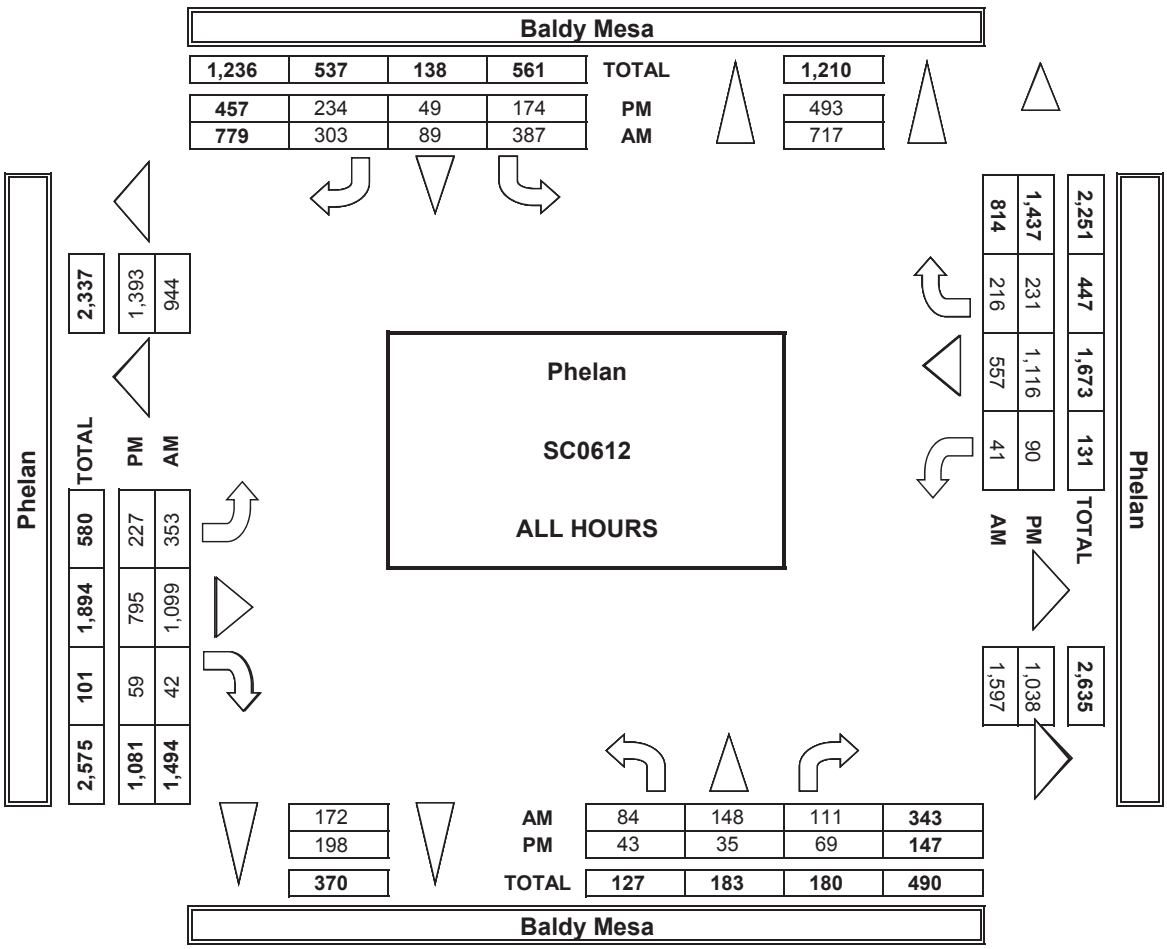
☑ Add U-Turns to Left Turns

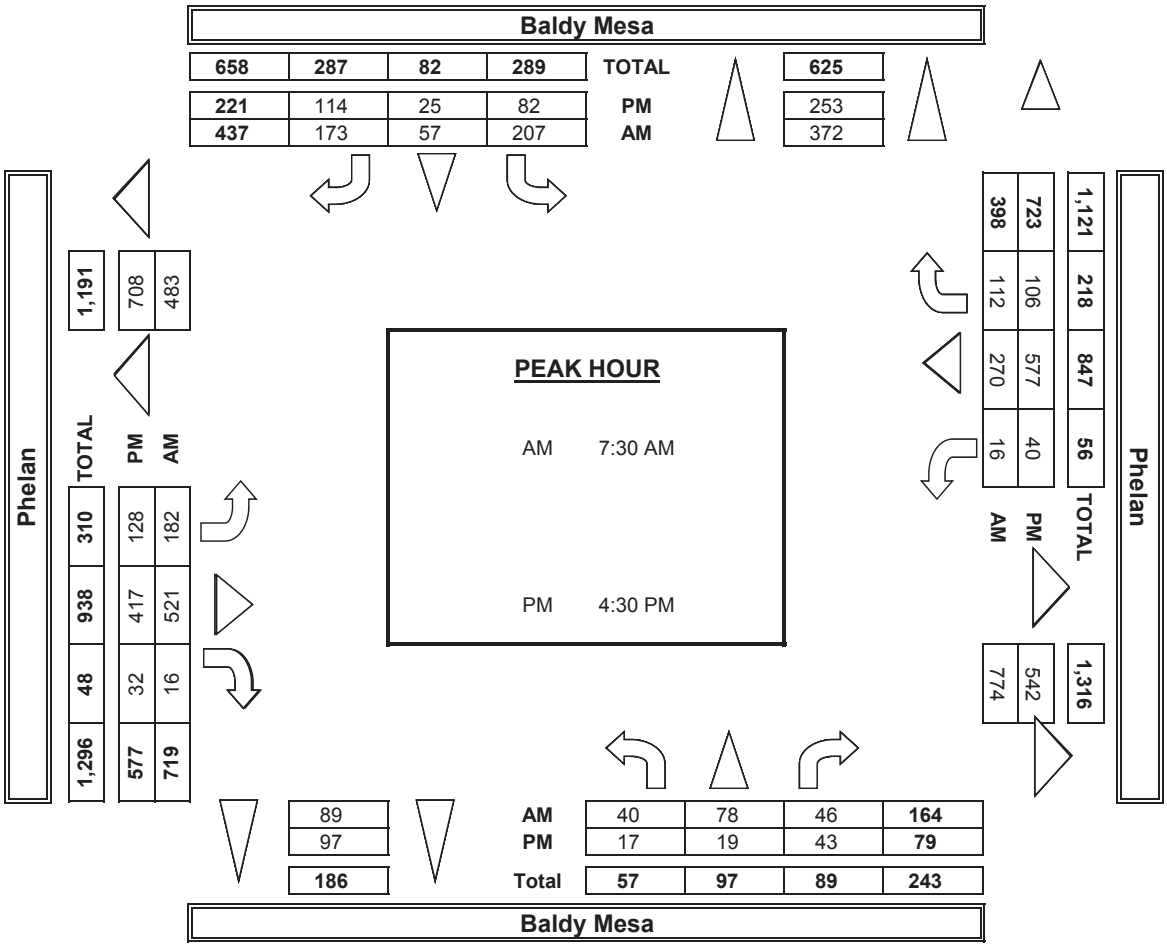
		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Phelan			WESTBOUND Phelan				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	10	11	32	2	12	30	95	7	5	43	3	253	0	0	0	0	0
	7:15 AM	10	8	9	32	4	16	30	121	5	5	39	15	294	0	0	0	0	0
	7:30 AM	8	16	12	41	7	39	31	122	3	4	66	25	374	0	0	0	0	0
	7:45 AM	21	24	19	35	11	45	74	144	2	3	85	38	501	0	0	0	0	0
	8:00 AM	9	30	9	79	25	56	55	143	6	6	57	36	511	0	0	0	0	0
	8:15 AM	2	8	6	52	14	33	22	112	5	3	62	13	332	0	0	0	0	0
	8:30 AM	7	9	10	35	9	26	20	108	3	4	60	31	322	0	0	0	0	0
	8:45 AM	3	19	16	46	6	31	18	110	9	8	60	17	343	0	0	0	0	0
	9:00 AM	21	24	19	35	11	45	73	144	2	3	85	38	500	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	84	148	111	387	89	303	353	1,099	42	41	557	216	3,430	0	0	0	0	0
	APPROACH %	24%	43%	32%	50%	11%	39%	24%	74%	3%	5%	68%	27%						
	APP/DEPART	343	/	717	779	/	172	1,494	/	1,597	814	/	944	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	40	78	46	207	57	173	182	521	16	16	270	112	1,718					
	APPROACH %	24%	48%	28%	47%	13%	40%	25%	72%	2%	4%	68%	28%						
	PEAK HR FACTOR		0.641			0.683			0.817			0.790		0.841					
	APP/DEPART	164	/	372	437	/	89	719	/	774	398	/	483	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	5	12	42	12	41	26	97	10	10	129	22	413	0	0	0	0	0
	4:15 PM	3	5	2	21	5	30	36	111	5	17	133	33	401	0	0	0	0	0
	4:30 PM	6	4	12	23	4	36	29	102	6	5	134	22	383	0	0	0	0	0
	4:45 PM	3	3	9	19	8	29	40	90	9	11	146	18	385	0	0	0	0	0
	5:00 PM	0	2	8	20	5	26	31	92	7	11	130	27	359	0	0	0	0	0
	5:15 PM	8	10	14	20	8	23	28	133	10	13	167	39	473	0	0	0	0	0
	5:30 PM	5	2	6	16	3	19	29	89	5	11	132	35	352	0	0	0	0	0
	5:45 PM	11	4	6	13	4	30	8	81	7	12	145	35	356	0	0	0	0	0
	VOLUMES	43	35	69	174	49	234	227	795	59	90	1,116	231	3,122	0	0	0	0	0
	APPROACH %	29%	24%	47%	38%	11%	51%	21%	74%	5%	6%	78%	16%						
	APP/DEPART	147	/	493	457	/	198	1,081	/	1,038	1,437	/	1,393	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	17	19	43	82	25	114	128	417	32	40	577	106	1,600					
	APPROACH %	22%	24%	54%	37%	11%	52%	22%	72%	6%	6%	80%	15%						
	PEAK HR FACTOR		0.617			0.877			0.844			0.825		0.846					
	APP/DEPART	79	/	253	221	/	97	577	/	542	723	/	708	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

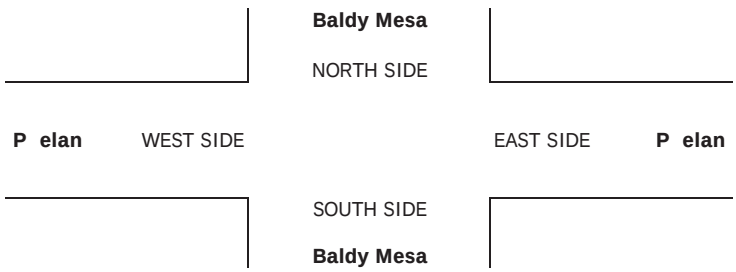
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Baldy Mesa	LOCATION #:	3
TUESDAY	EAST & WEST:	Phelan	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Baldy Mesa			SOUTHBOUND Baldy Mesa			EASTBOUND Phelan			WESTBOUND Phelan				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	10	11	32	2	12	30	95	7	5	43	3	253	0	0	0	0	0
	7:15 AM	10	8	9	32	4	16	30	121	5	5	39	15	294	0	0	0	0	0
	7:30 AM	8	16	12	41	7	39	31	122	3	4	66	25	374	0	0	0	0	0
	7:45 AM	21	24	19	35	11	45	74	144	2	3	85	38	501	0	0	0	0	0
	8:00 AM	9	30	9	79	25	56	55	143	6	6	57	36	511	0	0	0	0	0
	8:15 AM	2	8	6	52	14	33	22	112	5	3	62	13	332	0	0	0	0	0
	8:30 AM	7	9	10	35	9	26	20	108	3	4	60	31	322	0	0	0	0	0
	8:45 AM	3	19	16	46	6	31	18	110	9	8	60	17	343	0	0	0	0	0
	9:00 AM	21	24	19	35	11	45	73	144	2	3	85	38	500	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	84	148	111	387	89	303	353	1,099	42	41	557	216	3,430	0	0	0	0	0
	APPROACH %	24%	43%	32%	50%	11%	39%	24%	74%	3%	5%	68%	27%						
	APP/DEPART	343	/	717	779	/	172	1,494	/	1,597	814	/	944	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	40	78	46	207	57	173	182	521	16	16	270	112	1,718					
	APPROACH %	24%	48%	28%	47%	13%	40%	25%	72%	2%	4%	68%	28%						
	PEAK HR FACTOR		0.641			0.683			0.817			0.790		0.841					
	APP/DEPART	164	/	372	437	/	89	719	/	774	398	/	483	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	5	12	42	12	41	26	97	10	10	129	22	413	0	0	0	0	0
	4:15 PM	3	5	2	21	5	30	36	111	5	17	133	33	401	0	0	0	0	0
	4:30 PM	6	4	12	23	4	36	29	102	6	5	134	22	383	0	0	0	0	0
	4:45 PM	3	3	9	19	8	29	40	90	9	11	146	18	385	0	0	0	0	0
	5:00 PM	0	2	8	20	5	26	31	92	7	11	130	27	359	0	0	0	0	0
	5:15 PM	8	10	14	20	8	23	28	133	10	13	167	39	473	0	0	0	0	0
	5:30 PM	5	2	6	16	3	19	29	89	5	11	132	35	352	0	0	0	0	0
	5:45 PM	11	4	6	13	4	30	8	81	7	12	145	35	356	0	0	0	0	0
	VOLUMES	43	35	69	174	49	234	227	795	59	90	1,116	231	3,122	0	0	0	0	0
	APPROACH %	29%	24%	47%	38%	11%	51%	21%	74%	5%	6%	78%	16%						
	APP/DEPART	147	/	493	457	/	198	1,081	/	1,038	1,437	/	1,393	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	17	19	43	82	25	114	128	417	32	40	577	106	1,600					
	APPROACH %	22%	24%	54%	37%	11%	52%	22%	72%	6%	6%	80%	15%						
	PEAK HR FACTOR		0.617			0.877			0.844			0.825		0.846					
	APP/DEPART	79	/	253	221	/	97	577	/	542	723	/	708	0					



DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	I-215 Wagon Train	LOCATION #:	4
	EAST & WEST:	SR-138	CONTROL:	STOP N

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND I 215 Wa on T ain			SOUTHBOUND I 215 Wa on T ain			EASTBOUND SR 138			WESTBOUND SR 138			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL
AM	7:00 AM	31	0	2	1	0	0	0	9	44	3	89	0	179
	7:15 AM	25	0	5	0	0	0	2	13	26	1	84	0	156
	7:30 AM	34	0	0	0	0	0	0	13	34	6	71	0	158
	7:45 AM	34	0	6	0	0	0	0	6	30	3	64	0	143
	8:00 AM	21	0	1	0	0	0	1	7	27	5	33	0	95
	8:15 AM	28	0	0	0	0	0	0	11	27	3	35	0	104
	8:30 AM	22	0	1	0	0	0	0	12	20	0	31	0	86
	8:45 AM	41	0	1	0	0	0	0	7	33	1	27	0	110
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	124	0	13	1	0	0	2	41	134	13	308	0	636
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	24	0	5	0	0	0	0	57	33	3	16	0	138
	4:15 PM	28	0	10	0	0	0	0	54	31	0	18	0	141
	4:30 PM	22	0	6	0	0	0	0	60	31	0	11	0	130
	4:45 PM	36	0	6	0	0	0	0	65	37	2	20	0	166
	5:00 PM	33	0	7	0	0	0	0	63	31	0	17	0	151
	5:15 PM	26	0	4	0	0	0	0	57	29	0	24	0	140
	5:30 PM	36	0	6	0	0	0	0	57	23	1	12	0	135
	5:45 PM	25	0	2	0	0	0	0	52	33	0	10	0	122
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	131	0	23	0	0	0	0	242	120	3	73	0	592

INTERSECTION TURNING MOVEMENT COUNTS

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

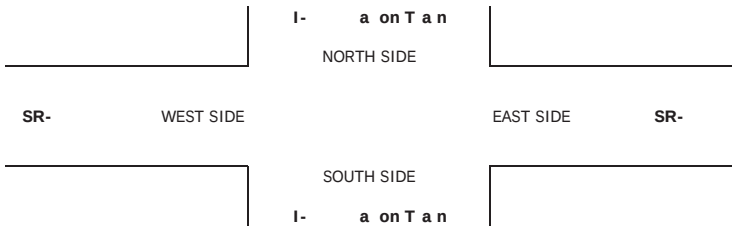
DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	I-215 Wagon Train	LOCATION #:	4
	EAST & WEST:	SR-138	CONTROL:	STOP N

NOTES:

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

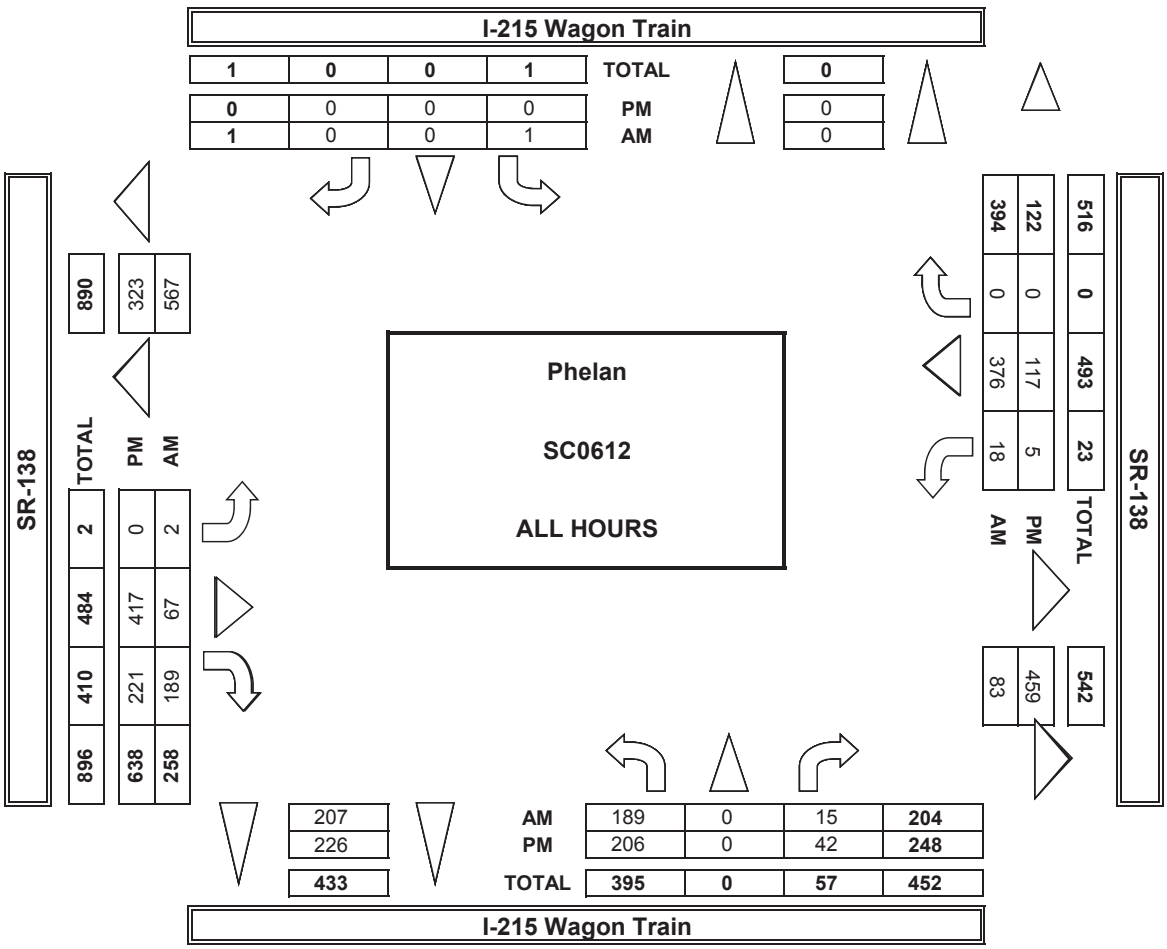
Add U-Turns to Left Turns

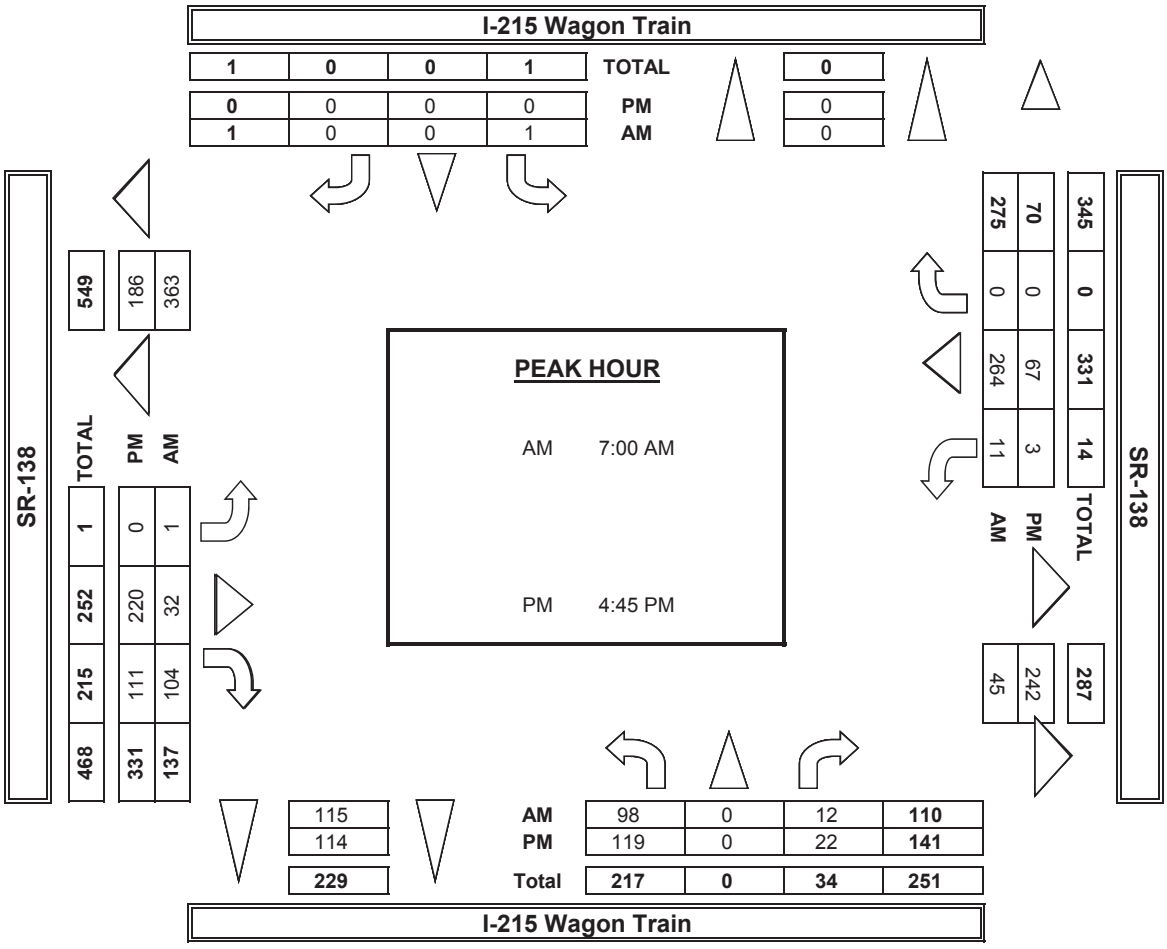
		NORTHBOUND I 215 Wa on T ain			SOUTHBOUND I 215 Wa on T ain			EASTBOUND SR 138			WESTBOUND SR 138				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	26	0	2	1	0	0	0	7	34	3	72	0	145	0	0	0	0	0
	7:15 AM	23	0	4	0	0	0	1	8	19	1	75	0	131	0	0	1	0	1
	7:30 AM	24	0	0	0	0	0	0	11	29	4	61	0	129	0	0	0	0	0
	7:45 AM	25	0	6	0	0	0	0	6	22	3	56	0	118	0	0	0	0	0
	8:00 AM	17	0	1	0	0	0	1	6	21	3	32	0	81	0	0	1	0	1
	8:15 AM	23	0	0	0	0	0	0	11	21	3	30	0	88	0	0	0	0	0
	8:30 AM	18	0	1	0	0	0	0	11	17	0	27	0	74	0	0	0	0	0
	8:45 AM	33	0	1	0	0	0	0	7	26	1	23	0	91	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	189	0	15	1	0	0	2	67	189	18	376	0	857	0	0	2	0	2
	APPROACH %	93%	0%	7%	100%	0%	0%	1%	26%	73%	5%	95%	0%						
	APP/DEPART	204	/	0	1	/	207	258	/	83	394	/	567	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	98	0	12	1	0	0	1	32	104	11	264	0	523					
	APPROACH %	89%	0%	11%	100%	0%	0%	1%	23%	76%	4%	96%	0%						
	PEAK HR FACTOR		0.887			0.250			0.835			0.905		0.902					
	APP/DEPART	110	/	0	1	/	115	137	/	45	275	/	363	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	19	0	4	0	0	0	0	48	28	2	14	0	115	0	0	0	0	0
	4:15 PM	27	0	8	0	0	0	0	50	26	0	16	0	127	0	0	0	0	0
	4:30 PM	19	0	6	0	0	0	0	50	28	0	11	0	114	0	0	0	0	0
	4:45 PM	33	0	6	0	0	0	0	57	31	2	18	0	147	0	0	0	0	0
	5:00 PM	28	0	7	0	0	0	0	58	29	0	17	0	139	0	0	0	0	0
	5:15 PM	24	0	3	0	0	0	0	54	28	0	20	0	129	0	0	0	0	0
	5:30 PM	34	0	6	0	0	0	0	51	23	1	12	0	127	0	0	0	0	0
	5:45 PM	22	0	2	0	0	0	0	49	28	0	9	0	110	0	0	0	0	0
	VOLUMES	206	0	42	0	0	0	0	417	221	5	117	0	1,008	0	0	0	0	0
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	65%	35%	4%	96%	0%						
	APP/DEPART	248	/	0	0	/	226	638	/	459	122	/	323	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	119	0	22	0	0	0	0	220	111	3	67	0	542					
	APPROACH %	84%	0%	16%	0%	0%	0%	0%	66%	34%	4%	96%	0%						
	PEAK HR FACTOR		0.881			0.000			0.940			0.875		0.922					
	APP/DEPART	141	/	0	0	/	114	331	/	242	70	/	186	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

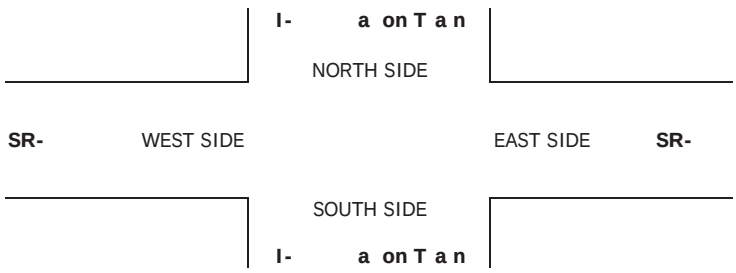
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 Wa on T ain	LOCATION #:	4
TUESDAY	EAST & WEST:	SR 138	CONTROL:	STOP N

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND I 215 Wa on T ain			SOUTHBOUND I 215 Wa on T ain			EASTBOUND SR 138			WESTBOUND SR 138				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	23	0	2	1	0	0	0	6	26	3	55	0	116	0	0	0	0	0
	7:15 AM	21	0	3	0	0	0	0	4	14	1	66	0	109	0	0	0	0	0
	7:30 AM	18	0	0	0	0	0	0	9	24	3	51	0	105	0	0	0	0	0
	7:45 AM	19	0	6	0	0	0	0	6	15	3	48	0	97	0	0	0	0	0
	8:00 AM	13	0	1	0	0	0	1	5	17	2	31	0	70	0	0	1	0	1
	8:15 AM	19	0	0	0	0	0	0	11	16	3	26	0	75	0	0	0	0	0
	8:30 AM	15	0	1	0	0	0	0	10	14	0	23	0	63	0	0	0	0	0
	8:45 AM	26	0	1	0	0	0	0	7	21	1	20	0	76	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	154	0	14	1	0	0	1	58	147	16	320	0	711	0	0	1	0	1
	APPROACH %	92%	0%	8%	100%	0%	0%	0%	28%	71%	5%	95%	0%						
	APP/DEPART	168	/	0	1	/	163	206	/	73	336	/	475	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	81	0	11	1	0	0	0	25	79	10	220	0	427					
	APPROACH %	88%	0%	12%	100%	0%	0%	0%	24%	76%	4%	96%	0%						
	PEAK HR FACTOR		0.920			0.250			0.788			0.858		0.920					
	APP/DEPART	92	/	0	1	/	89	104	/	37	230	/	301	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	15	0	3	0	0	0	0	40	24	1	12	0	95	0	0	0	0	0
	4:15 PM	26	0	6	0	0	0	0	46	22	0	14	0	114	0	0	0	0	0
	4:30 PM	17	0	6	0	0	0	0	41	25	0	11	0	100	0	0	0	0	0
	4:45 PM	30	0	6	0	0	0	0	50	26	2	16	0	130	0	0	0	0	0
	5:00 PM	24	0	7	0	0	0	0	53	27	0	17	0	128	0	0	0	0	0
	5:15 PM	22	0	2	0	0	0	0	51	27	0	16	0	118	0	0	0	0	0
	5:30 PM	32	0	6	0	0	0	0	45	23	1	12	0	119	0	0	0	0	0
	5:45 PM	20	0	2	0	0	0	0	46	24	0	8	0	100	0	0	0	0	0
	VOLUMES	186	0	38	0	0	0	0	372	198	4	106	0	904	0	0	0	0	0
	APPROACH %	83%	0%	17%	0%	0%	0%	0%	65%	35%	4%	96%	0%						
	APP/DEPART	224	/	0	0	/	202	570	/	410	110	/	292	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	108	0	21	0	0	0	0	199	103	3	61	0	495					
	APPROACH %	84%	0%	16%	0%	0%	0%	0%	66%	34%	5%	95%	0%						
	PEAK HR FACTOR		0.849			0.000			0.944			0.889		0.952					
	APP/DEPART	129	/	0	0	/	106	302	/	220	64	/	169	0					



INTERSECTION TURNING MOVEMENT COUNTS

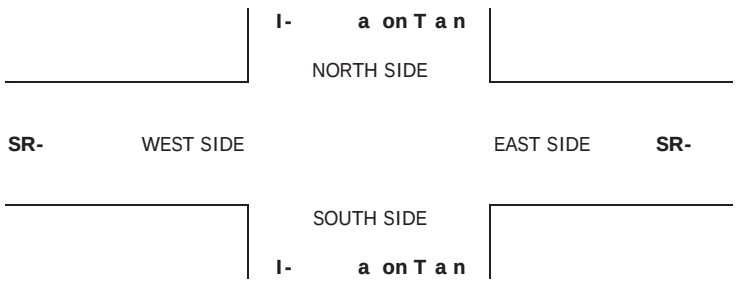
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 Wa on T ain	LOCATION #:	4
TUESDAY	EAST & WEST:	SR 138	CONTROL:	STOP N

CLASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND I 215 Wa on T ain			SOUTHBOUND I 215 Wa on T ain			EASTBOUND SR 138			WESTBOUND SR 138				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	0	0	5	0	17	0	23	0	0	0	0	0
	7:15 AM	2	0	1	0	0	0	1	3	3	0	9	0	19	0	0	1	0	1
	7:30 AM	2	0	0	0	0	0	0	2	4	0	10	0	18	0	0	0	0	0
	7:45 AM	3	0	0	0	0	0	0	0	6	0	8	0	17	0	0	0	0	0
	8:00 AM	3	0	0	0	0	0	0	1	2	0	1	0	7	0	0	0	0	0
	8:15 AM	3	0	0	0	0	0	0	0	4	0	3	0	10	0	0	0	0	0
	8:30 AM	2	0	0	0	0	0	0	1	3	0	4	0	10	0	0	0	0	0
	8:45 AM	6	0	0	0	0	0	0	0	3	0	2	0	11	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	22	0	1	0	0	0	1	7	30	0	54	0	115	0	0	1	0	1
	APPROACH %	96%	0%	4%	0%	0%	0%	3%	18%	79%	0%	100%	0%						
	APP/DEPART	23	/	0	0	/	30	38	/	8	54	/	77	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	8	0	1	0	0	0	0	5	18	0	44	0	77					
	APPROACH %	89%	0%	11%	0%	0%	0%	0%	21%	75%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.000			0.857			0.647		0.837					
	APP/DEPART	9	/	0	0	/	18	24	/	6	44	/	53	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	1	0	0	0	0	7	3	1	2	0	16	0	0	0	0	0
	4:15 PM	1	0	2	0	0	0	0	4	3	0	2	0	12	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	8	3	0	0	0	12	0	0	0	0	0
	4:45 PM	3	0	0	0	0	0	0	6	4	0	2	0	15	0	0	0	0	0
	5:00 PM	3	0	0	0	0	0	0	5	2	0	0	0	10	0	0	0	0	0
	5:15 PM	2	0	1	0	0	0	0	3	1	0	4	0	11	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	6	0	0	0	0	7	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	3	3	0	1	0	8	0	0	0	0	0
	VOLUMES	14	0	4	0	0	0	0	42	19	1	11	0	91	0	0	0	0	0
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	69%	31%	8%	92%	0%						
	APP/DEPART	18	/	0	0	/	20	61	/	46	12	/	25	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	7	0	3	0	0	0	0	25	13	1	6	0	55					
	APPROACH %	70%	0%	30%	0%	0%	0%	0%	66%	34%	14%	86%	0%						
	PEAK HR FACTOR		0.833			0.000			0.864			0.583		0.859					
	APP/DEPART	10	/	0	0	/	14	38	/	28	7	/	13	0					



INTERSECTION TURNING MOVEMENT COUNTS

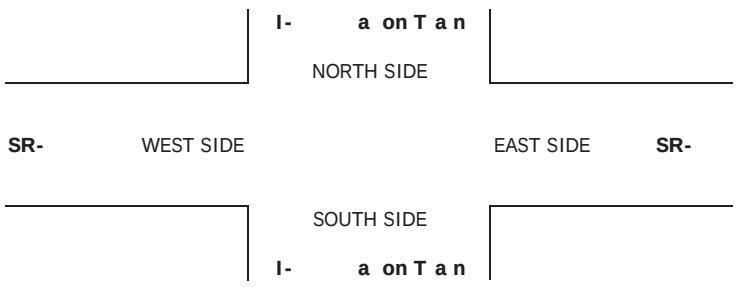
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 Wa on T ain	LOCATION #:	4
TUESDAY	EAST & WEST:	SR 138	CONTROL:	STOP N

CLASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND I 215 Wa on T ain			SOUTHBOUND I 215 Wa on T ain			EASTBOUND SR 138			WESTBOUND SR 138				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	0	1	2	0	0	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
	8:15 AM	1	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	0	0	0	0	0	0	2	7	1	1	0	15	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	22%	78%	50%	50%	0%						
	APP/DEPART	4	/	0	0	/	8	9	/	2	2	/	5	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	2	0	0	0	0	0	0	2	4	0	0	0	8					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	33%	67%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.500			0.000		0.500					
	APP/DEPART	2	/	0	0	/	4	6	/	2	0	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	0	0	0	0	0	1	1	0	0	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	VOLUMES	5	0	0	0	0	0	0	2	4	0	0	0	11	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	33%	67%	0%	0%	0%						
	APP/DEPART	5	/	0	0	/	4	6	/	2	0	/	5	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	0	0	0	0	0	0	2	3	0	0	0	8					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	40%	60%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.000			0.625			0.000		0.500					
	APP/DEPART	3	/	0	0	/	3	5	/	2	0	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

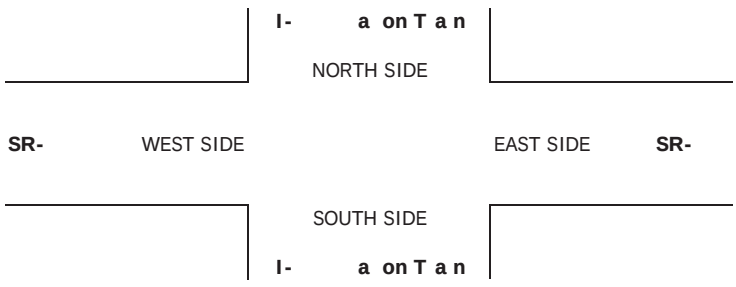
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 Wa on T ain	LOCATION #:	4
TUESDAY	EAST & WEST:	SR 138	CONTROL:	STOP N

CLASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND I 215 Wa on T ain			SOUTHBOUND I 215 Wa on T ain			EASTBOUND SR 138			WESTBOUND SR 138				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	7:30 AM	3	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
	7:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	0	0	0	0	0	0	0	4	1	1	0	14	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	50%	50%	0%						
	APP/DEPART	8	/	0	0	/	5	4	/	0	2	/	9	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	7	0	0	0	0	0	0	0	2	1	0	0	10					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
	PEAK HR FACTOR		0.583			0.000			0.500			0.250		0.625					
	APP/DEPART	7	/	0	0	/	3	2	/	0	1	/	7	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

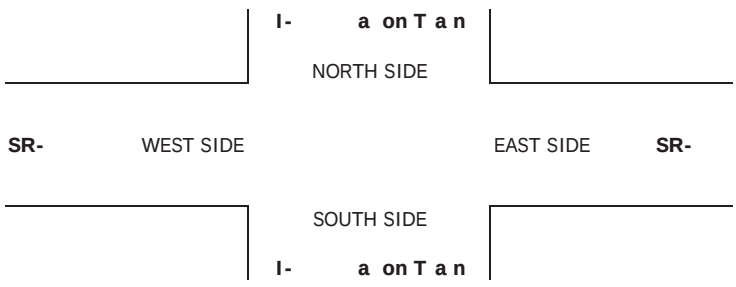
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 Wa on T ain	LOCATION #:	4
TUESDAY	EAST & WEST:	SR 138	CONTROL:	STOP N

CLASS	NOTES
RV	

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

		NORTHBOUND I 215 Wa on T ain			SOUTHBOUND I 215 Wa on T ain			EASTBOUND SR 138			WESTBOUND SR 138				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	1	/	0	0	/	1	1	/	0	0	/	1	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	1	0	0	0	0	0	0	0	1	0	0	0	2					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.500					
	APP/DEPART	1	/	0	0	/	1	1	/	0	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

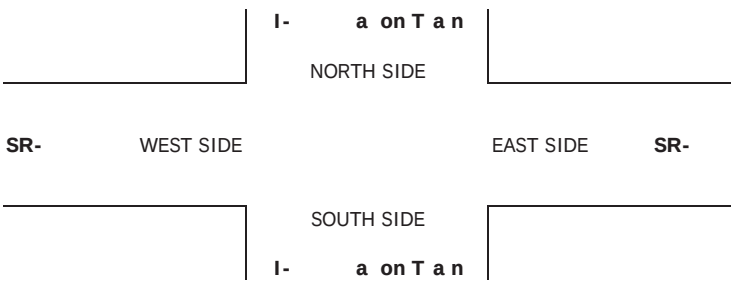
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Phelan	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 Wa on T ain	LOCATION #:	4
TUESDAY	EAST & WEST:	SR 138	CONTROL:	STOP N

C ASS	NOTES
BUSES	

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

	NORTHBOUND I 215 Wa on T ain			SOUTHBOUND I 215 Wa on T ain			EASTBOUND SR 138			WESTBOUND SR 138				U-TURNS				
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	5
	EAST & WEST:	Cleghorn	CONTROL:	STOP N

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
		I 15 NB Ramps			I 15 NB Ramps			Cle ho n			Cle ho n			
	LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL
AM	7:00 AM	5	4	0	0	0	0	39	0	0	0	0	0	48
	7:15 AM	2	6	0	0	0	0	12	0	0	0	0	0	20
	7:30 AM	3	4	0	0	0	0	18	0	0	0	0	0	25
	7:45 AM	2	0	0	0	0	0	6	0	0	0	0	0	8
	8:00 AM	0	4	0	0	0	0	18	0	0	0	0	0	22
	8:15 AM	1	1	0	0	0	0	4	0	0	0	0	0	6
	8:30 AM	2	6	0	0	0	0	6	0	0	0	0	0	14
	8:45 AM	0	1	1	0	0	0	4	5	0	0	0	0	11
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR VOLUMES	7:00 AM 12	14	0	0	0	0	75	0	0	0	0	0	101
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	2	0	0	0	0	91	0	0	0	0	0	98
	4:15 PM	3	3	0	0	0	0	155	0	0	0	0	0	161
	4:30 PM	6	6	0	0	0	0	138	1	0	1	0	0	152
	4:45 PM	6	6	0	0	0	0	160	0	0	0	0	0	172
	5:00 PM	0	0	0	0	0	0	183	0	0	0	0	0	183
	5:15 PM	0	0	0	0	0	0	123	1	0	0	0	0	124
	5:30 PM	0	5	2	0	0	0	191	1	0	0	0	2	201
	5:45 PM	1	4	0	0	0	0	161	0	0	0	0	1	167
	BEGIN PEAK HR VOLUMES	4:45 PM 6	11	2	0	0	0	657	2	0	0	0	2	680

INTERSECTION TURNING MOVEMENT COUNTS

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

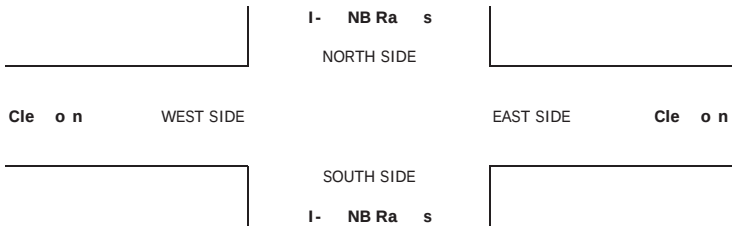
DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	5
	EAST & WEST:	Cleghorn	CONTROL:	STOP N

NOTES:

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

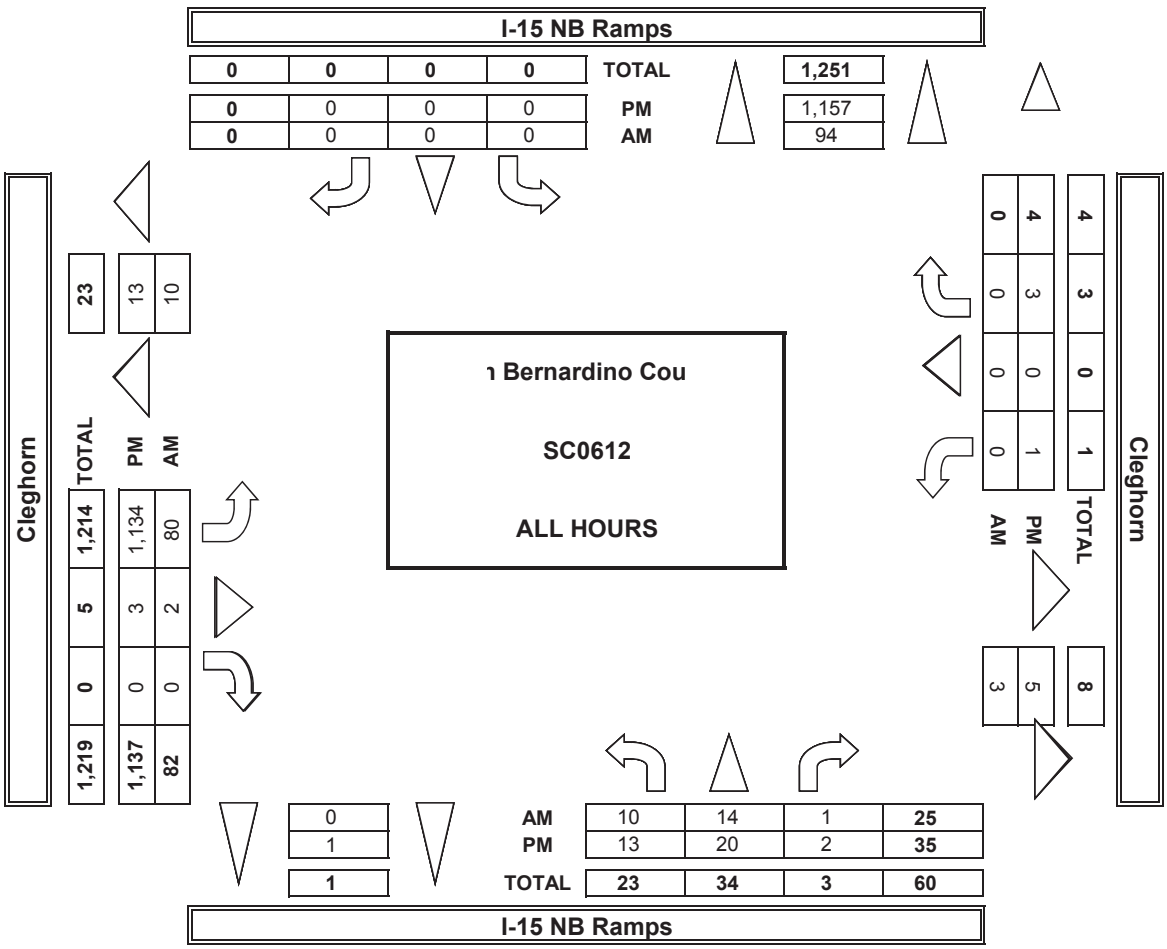
Add U-Turns to Left Turns

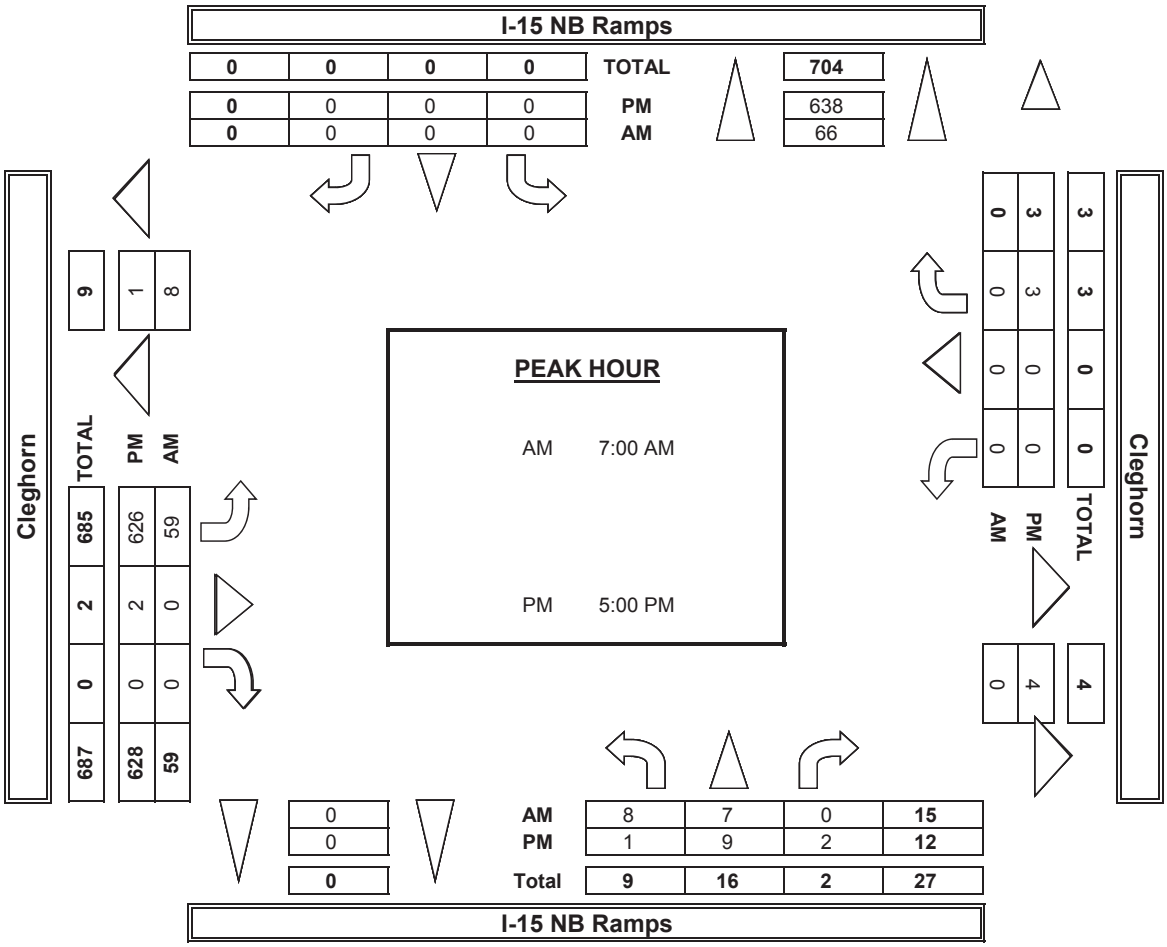
		NORTHBOUND (I 15 NB Ramps)			SOUTHBOUND (I 15 NB Ramps)			EASTBOUND (Cle ho n)			WESTBOUND (Cle ho n)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	2	0	0	0	0	29	0	0	0	0	0	35	0	0	0	0	0
	7:15 AM	1	3	0	0	0	0	12	0	0	0	0	0	16	0	0	0	0	0
	7:30 AM	1	2	0	0	0	0	14	0	0	0	0	0	17	0	0	0	0	0
	7:45 AM	2	0	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0
	8:00 AM	0	2	0	0	0	0	9	0	0	0	0	0	11	0	0	0	0	0
	8:15 AM	1	1	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0
	8:30 AM	1	3	0	0	0	0	6	0	0	0	0	0	10	0	0	0	0	0
	8:45 AM	0	1	1	0	0	0	2	2	0	0	0	0	6	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	10	14	1	0	0	0	80	2	0	0	0	0	107	0	0	0	0	0
	APPROACH %	40%	56%	4%	0%	0%	0%	98%	2%	0%	0%	0%	0%						
	APP/DEPART	25	/	94	0	/	0	82	/	3	0	/	10	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	8	7	0	0	0	0	59	0	0	0	0	0	74					
	APPROACH %	53%	47%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.000			0.509			0.000		0.529					
	APP/DEPART	15	/	66	0	/	0	59	/	0	0	/	8	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	1	0	0	0	0	84	0	0	0	0	0	87	0	0	0	0	0
	4:15 PM	3	3	0	0	0	0	142	0	0	0	0	0	148	0	0	0	0	0
	4:30 PM	4	4	0	0	0	0	134	1	0	1	0	0	144	0	0	0	0	0
	4:45 PM	3	3	0	0	0	0	148	0	0	0	0	0	154	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	171	0	0	0	0	0	171	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	119	1	0	0	0	0	120	0	0	0	0	0
	5:30 PM	0	5	2	0	0	0	182	1	0	0	0	2	192	0	0	0	0	0
	5:45 PM	1	4	0	0	0	0	154	0	0	0	0	1	160	0	0	0	0	0
	VOLUMES	13	20	2	0	0	0	1,134	3	0	1	0	3	1,176	0	0	0	0	0
	APPROACH %	37%	57%	6%	0%	0%	0%	100%	0%	0%	25%	0%	75%						
	APP/DEPART	35	/	1,157	0	/	1	1,137	/	5	4	/	13	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	1	9	2	0	0	0	626	2	0	0	0	3	643					
	APPROACH %	8%	75%	17%	0%	0%	0%	100%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.429			0.000			0.858			0.375		0.837					
	APP/DEPART	12	/	638	0	/	0	628	/	4	3	/	1	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

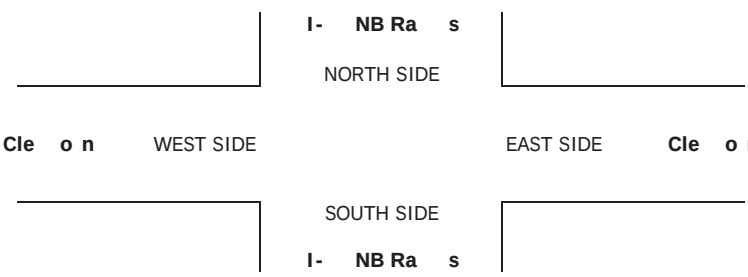
DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 NB Ramps	LOCATION #:	5
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP N

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND I 15 NB Ramps			SOUTHBOUND I 15 NB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	3	1	0	0	0	0	23	0	0	0	0	0	27	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	12	0	0	0	0	0	13	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0	0	0	0
7:45 AM	2	0	0	0	0	0	3	0	0	0	0	0	5	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	4	0	0	0	0	0	5	0	0	0	0	0
8:15 AM	1	1	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	6	0	0	0	0	0	7	0	0	0	0	0
8:45 AM	0	1	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	6	6	1	0	0	0	64	0	0	0	0	0	77	0	0	0	0	0
APPROACH %	46%	46%	8%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
APP/DEPART	13	/	70	0	/	0	64	/	1	0	/	6	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	5	2	0	0	0	0	49	0	0	0	0	0	56					
APPROACH %	71%	29%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.438			0.000			0.533			0.000		0.519					
APP/DEPART	7	/	51	0	/	0	49	/	0	0	/	5	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	78	0	0	0	0	0	78	0	0	0	0	0
4:15 PM	3	3	0	0	0	0	132	0	0	0	0	0	138	0	0	0	0	0
4:30 PM	3	3	0	0	0	0	131	1	0	1	0	0	139	0	0	0	0	0
4:45 PM	1	1	0	0	0	0	137	0	0	0	0	0	139	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	163	0	0	0	0	0	163	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	115	1	0	0	0	0	116	0	0	0	0	0
5:30 PM	0	5	2	0	0	0	174	1	0	0	0	2	184	0	0	0	0	0
5:45 PM	1	4	0	0	0	0	147	0	0	0	0	1	153	0	0	0	0	0
VOLUMES	8	16	2	0	0	0	1,077	3	0	1	0	3	1,110	0	0	0	0	0
APPROACH %	31%	62%	8%	0%	0%	0%	100%	0%	0%	25%	0%	75%						
APP/DEPART	26	/	1,096	0	/	1	1,080	/	5	4	/	8	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	1	9	2	0	0	0	599	2	0	0	0	3	616					
APPROACH %	8%	75%	17%	0%	0%	0%	100%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.429			0.000			0.859			0.375		0.837					
APP/DEPART	12	/	611	0	/	0	601	/	4	3	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

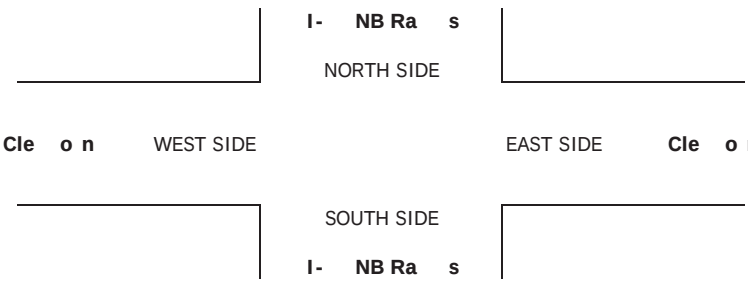
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 NB Ramps	LOCATION #:	5
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP N

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND I 15 NB Ramps			SOUTHBOUND I 15 NB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	4	0	0	0	0	5	0	0	0	0	0	12	0	0	0	0	0
	APPROACH %	43%	57%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	7	/	9	0	/	0	5	/	0	0	/	3	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	2	3	0	0	0	0	4	0	0	0	0	0	9					
	APPROACH %	40%	60%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.000			0.500			0.000		0.563					
	APP/DEPART	5	/	7	0	/	0	4	/	0	0	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	4	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	1	1	0	0	0	0	10	0	0	0	0	0	12	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0
	VOLUMES	1	2	0	0	0	0	44	0	0	0	0	0	47	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	46	0	/	0	44	/	0	0	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	1	0	0	0	0	25	0	0	0	0	0	27					
	APPROACH %	50%	50%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.625			0.000		0.563					
	APP/DEPART	2	/	26	0	/	0	25	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

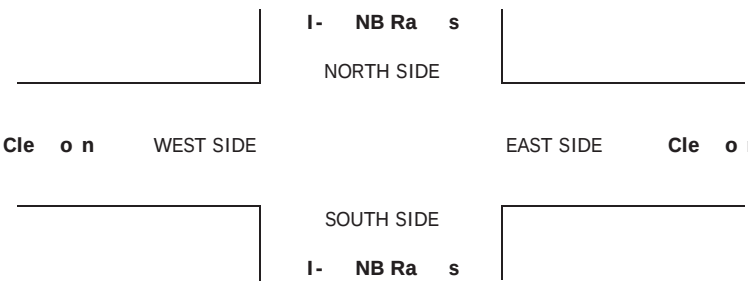
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 NB Ramps	LOCATION #:	5
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP N

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND I 15 NB Ramps			SOUTHBOUND I 15 NB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	3	0	0	0	0	1	2	0	0	0	0	7	0	0	0	0	0
	APPROACH %	25%	75%	0%	0%	0%	0%	33%	67%	0%	0%	0%	0%						
	APP/DEPART	4	/	4	0	/	0	3	/	2	0	/	1	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	2	0	0	0	0	0	2	0	0	0	0	4					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.250			0.000		0.500					
	APP/DEPART	2	/	2	0	/	0	2	/	2	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	0	0	0	0	0	4	0	0	0	0	0	7	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	4	0	/	0	4	/	0	0	/	3	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	3	0	0	0	0	0	4	0	0	0	0	0	7					
	APPROACH %	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.000			0.500			0.000		0.438					
	APP/DEPART	3	/	4	0	/	0	4	/	0	0	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

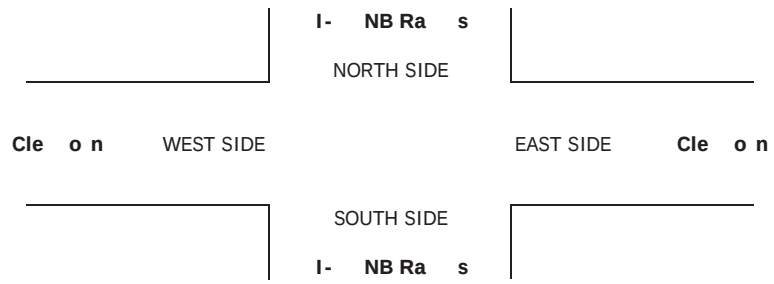
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 NB Ramps	LOCATION #:	5
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP N

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND I 15 NB Ramps			SOUTHBOUND I 15 NB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	10	0	0	0	0	0	11	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	11	0	/	0	10	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	0	0	0	0	5	0	0	0	0	0	6					
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.313			0.000		0.375					
	APP/DEPART	1	/	6	0	/	0	5	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	1	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	0	0	0	0	9	0	0	0	0	0	12	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	11	0	/	0	9	/	0	0	/	1	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	1	2	0	0	0	0	8	0	0	0	0	0	11					
	APPROACH %	33%	67%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.000			0.500			0.000		0.688					
	APP/DEPART	3	/	10	0	/	0	8	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

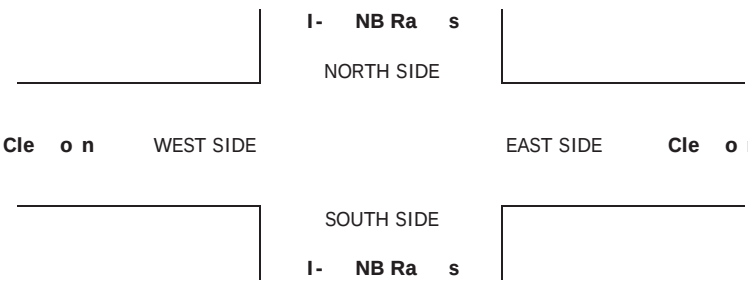
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 NB Ramps	LOCATION #:	5
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP N

C ASS	NOTES
RV	

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

		NORTHBOUND I 15 NB Ramps			SOUTHBOUND I 15 NB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

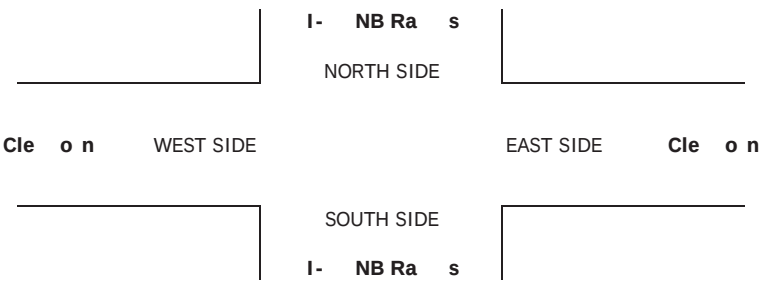
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 NB Ramps	LOCATION #:	5
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP N

C ASS	NOTES
BUSES	

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

	NORTHBOUND I 15 NB Ramps			SOUTHBOUND I 15 NB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL X	ST X	SR X	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	6
	EAST & WEST:	Cleghorn	CONTROL:	STOP S

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND I 15 SB Ramps			SOUTHBOUND I 15 SB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n			
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL
AM	7:00 AM	0	0	0	1	2	38	0	39	0	3	1	0	84
	7:15 AM	0	0	0	1	3	30	0	11	0	3	0	0	48
	7:30 AM	0	0	0	3	1	27	0	14	1	0	3	0	49
	7:45 AM	0	0	0	0	4	13	0	7	2	1	1	0	28
	8:00 AM	0	0	0	3	2	9	0	15	0	0	0	0	29
	8:15 AM	0	0	0	0	0	10	0	4	1	0	1	0	16
	8:30 AM	0	0	0	1	0	14	0	6	0	0	2	0	23
	8:45 AM	0	0	0	1	1	10	0	8	1	0	0	0	21
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR VOLUMES	7:00 AM 0	0	0	5	10	108	0	71	3	7	5	0	209
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	14	0	92	0	5	0	0	112
	4:15 PM	0	0	0	0	0	10	0	145	0	3	0	0	158
	4:30 PM	0	0	0	1	0	17	0	145	0	0	2	0	165
	4:45 PM	0	0	0	1	1	11	0	157	0	2	8	0	180
	5:00 PM	0	0	0	1	0	9	0	187	0	0	0	0	197
	5:15 PM	0	0	0	0	0	11	0	129	0	0	0	0	140
	5:30 PM	0	0	0	1	0	8	0	182	0	0	0	0	191
	5:45 PM	0	0	0	1	1	6	0	162	1	0	1	0	172
	BEGIN PEAK HR VOLUMES	4:45 PM 0	0	0	3	1	39	0	655	0	2	8	0	708

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	I-15 SB Ramps	LOCATION #:	6
	EAST & WEST:	Cleghorn	CONTROL:	STOP S

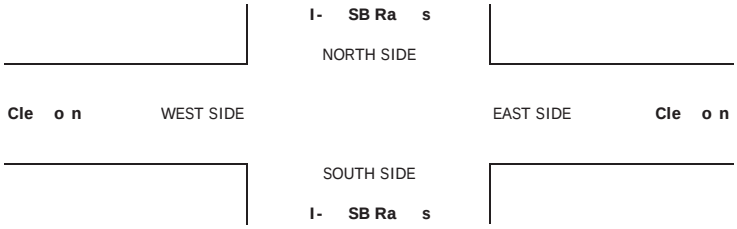
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

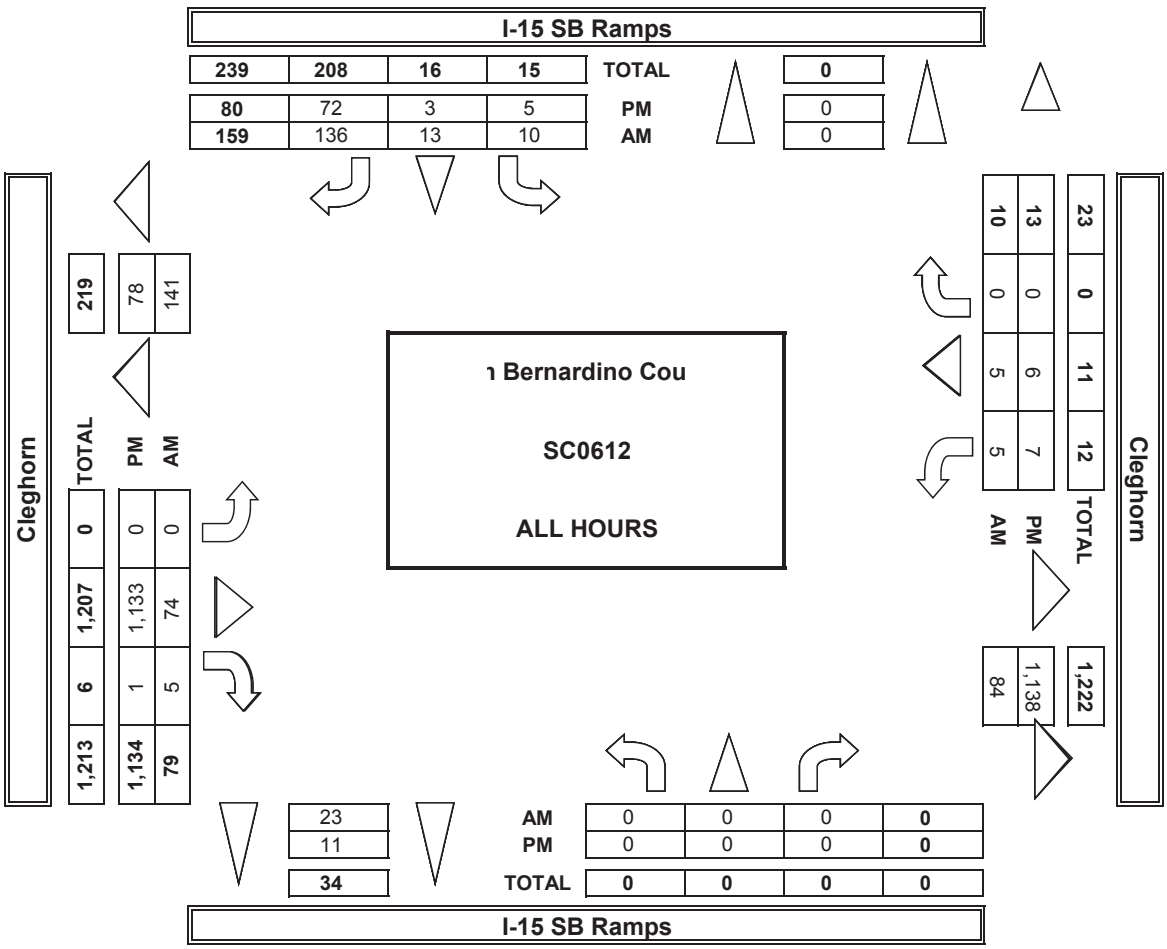
Add U-Turns to Left Turns

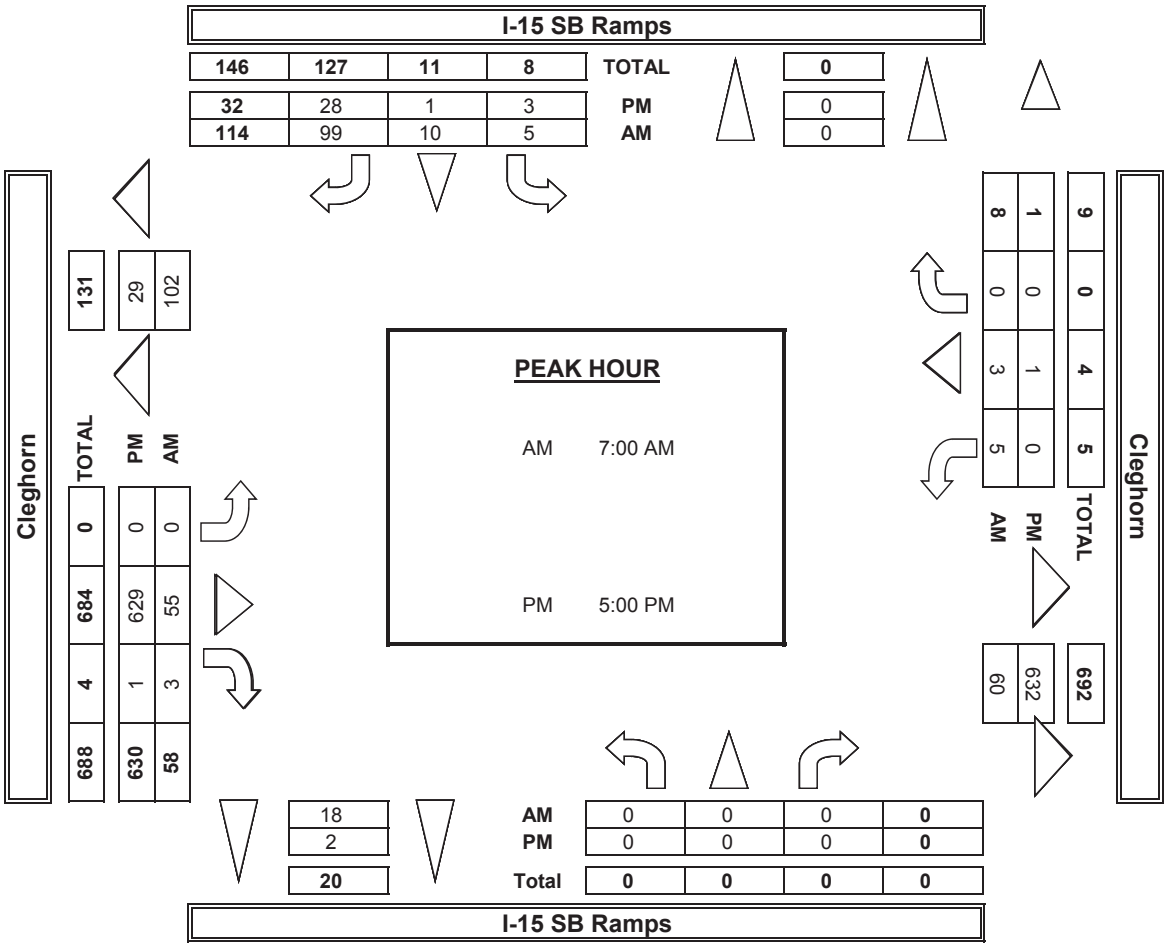
		NORTHBOUND I 15 SB Ramps			SOUTHBOUND I 15 SB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	1	2	36	0	29	0	2	1	0	71	0	0	0	0	0
	7:15 AM	0	0	0	1	3	28	0	11	0	2	0	0	45	0	0	0	0	0
	7:30 AM	0	0	0	3	1	24	0	10	1	0	1	0	40	0	0	0	0	0
	7:45 AM	0	0	0	0	4	11	0	5	2	1	1	0	24	0	0	0	0	0
	8:00 AM	0	0	0	3	2	7	0	6	0	0	0	0	18	0	0	0	0	0
	8:15 AM	0	0	0	0	0	7	0	4	1	0	1	0	13	0	0	0	0	0
	8:30 AM	0	0	0	1	0	13	0	6	0	0	1	0	21	0	0	0	0	0
	8:45 AM	0	0	0	1	1	10	0	3	1	0	0	0	16	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	10	13	136	0	74	5	5	5	0	248	0	0	0	0	0
	APPROACH %	0%	0%	0%	6%	8%	86%	0%	94%	6%	50%	50%	0%						
	APP/DEPART	0	/	0	159	/	23	79	/	84	10	/	141	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	5	10	99	0	55	3	5	3	0	180					
	APPROACH %	0%	0%	0%	4%	9%	87%	0%	95%	5%	63%	38%	0%						
	PEAK HR FACTOR		0.000			0.731			0.500			0.667		0.634					
	APP/DEPART	0	/	0	114	/	18	58	/	60	8	/	102	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	13	0	88	0	2	0	0	104	0	0	0	0	0
	4:15 PM	0	0	0	0	0	8	0	132	0	3	0	0	143	0	0	0	0	0
	4:30 PM	0	0	0	1	0	13	0	138	0	0	2	0	154	0	0	0	0	0
	4:45 PM	0	0	0	1	1	10	0	146	0	2	3	0	163	0	0	0	0	0
	5:00 PM	0	0	0	1	0	8	0	175	0	0	0	0	184	0	0	0	0	0
	5:15 PM	0	0	0	0	0	8	0	125	0	0	0	0	133	0	0	0	0	0
	5:30 PM	0	0	0	1	0	6	0	174	0	0	0	0	181	0	0	0	0	0
	5:45 PM	0	0	0	1	1	6	0	155	1	0	1	0	165	0	0	0	0	0
	VOLUMES	0	0	0	5	3	72	0	1,133	1	7	6	0	1,227	0	0	0	0	0
	APPROACH %	0%	0%	0%	6%	4%	90%	0%	100%	0%	54%	46%	0%						
	APP/DEPART	0	/	0	80	/	11	1,134	/	1,138	13	/	78	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	3	1	28	0	629	1	0	1	0	663					
	APPROACH %	0%	0%	0%	9%	3%	88%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.889			0.900			0.250		0.901					
	APP/DEPART	0	/	0	32	/	2	630	/	632	1	/	29	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 SB Ramps	LOCATION #:	6
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP S

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND I 15 SB Ramps			SOUTHBOUND I 15 SB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n			
LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL
7:00 AM	0	0	0	1	2	34	0	23	0	1	1	0	62
7:15 AM	0	0	0	1	3	26	0	11	0	1	0	0	42
7:30 AM	0	0	0	3	1	22	0	7	1	0	0	0	34
7:45 AM	0	0	0	0	4	10	0	4	2	1	1	0	22
8:00 AM	0	0	0	3	2	5	0	1	0	0	0	0	11
8:15 AM	0	0	0	0	0	5	0	4	1	0	1	0	11
8:30 AM	0	0	0	1	0	12	0	6	0	0	0	0	19
8:45 AM	0	0	0	1	1	10	0	0	1	0	0	0	13
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	10	13	124	0	56	5	3	3	0	214
APPROACH %	0%	0%	0%	7%	9%	84%	0%	92%	8%	50%	50%	0%	
APP/DEPART	0	/	0	147	/	21	61	/	66	6	/	127	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	0	0	0	5	10	92	0	45	3	3	2	0	160
APPROACH %	0%	0%	0%	5%	9%	86%	0%	94%	6%	60%	40%	0%	
PEAK HR FACTOR		0.000			0.723			0.522			0.625		0.645
APP/DEPART	0	/	0	107	/	16	48	/	50	5	/	94	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	12	0	84	0	0	0	0	97
4:15 PM	0	0	0	0	0	6	0	122	0	3	0	0	131
4:30 PM	0	0	0	1	0	11	0	133	0	0	2	0	147
4:45 PM	0	0	0	1	1	9	0	136	0	2	0	0	149
5:00 PM	0	0	0	1	0	7	0	167	0	0	0	0	175
5:15 PM	0	0	0	0	0	6	0	121	0	0	0	0	127
5:30 PM	0	0	0	1	0	4	0	167	0	0	0	0	172
5:45 PM	0	0	0	1	1	6	0	148	1	0	1	0	158
VOLUMES	0	0	0	5	3	61	0	1,078	1	5	3	0	1,156
APPROACH %	0%	0%	0%	7%	4%	88%	0%	100%	0%	63%	38%	0%	
APP/DEPART	0	/	0	69	/	9	1,079	/	1,083	8	/	64	0
BEGIN PEAK HR		5:00 PM											
VOLUMES	0	0	0	3	1	23	0	603	1	0	1	0	632
APPROACH %	0%	0%	0%	11%	4%	85%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR		0.000			0.844			0.904			0.250		0.903
APP/DEPART	0	/	0	27	/	2	604	/	606	1	/	24	0

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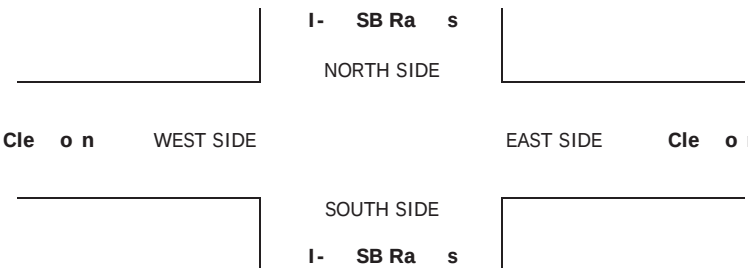
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



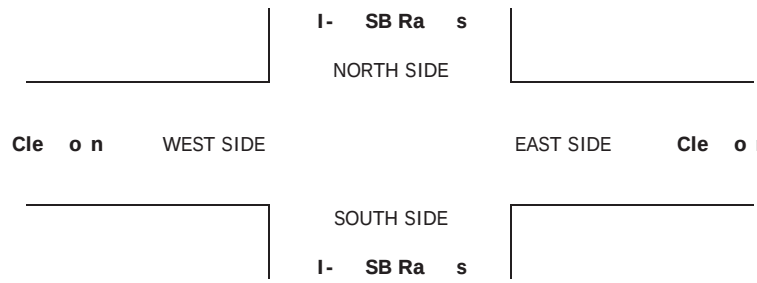
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 SB Ramps	LOCATION #:	6
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP S

C ASS	NOTES	AM / PM / MD / OTHER / OTHER
2 AXLE WORK VEHICLES/ TRUCKS		▲ N ◄ W E ► S ▼

		NORTHBOUND I 15 SB Ramps			SOUTHBOUND I 15 SB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	2	0	2	0	1	0	0	5	0	0	0	0	0
	7:15 AM	0	0	0	0	0	2	0	0	0	1	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	2	0	1	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	9	0	5	0	2	1	0	17	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	67%	33%	0%						
	APP/DEPART	0	/	0	9	/	2	5	/	5	3	/	10	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	5	0	4	0	2	0	0	11					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.625			0.500			0.500		0.550					
	APP/DEPART	0	/	0	5	/	2	4	/	4	2	/	5	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	1	0	4	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	2	0	6	0	0	0	0	8	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	9	0	0	1	0	11	0	0	0	0	0
	5:00 PM	0	0	0	0	0	1	0	4	0	0	0	0	5	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	4	0	0	0	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	2	0	6	0	0	0	0	8	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0
	VOLUMES	0	0	0	0	0	8	0	42	0	0	1	0	51	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	8	/	0	42	/	42	1	/	9	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	5	0	23	0	0	1	0	29					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.625			0.639			0.250		0.659					
	APP/DEPART	0	/	0	5	/	0	23	/	23	1	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

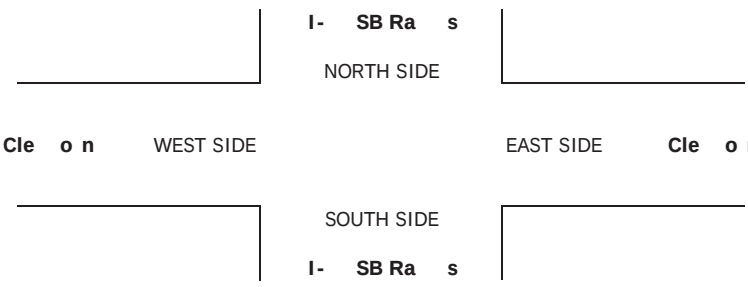
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 SB Ramps	LOCATION #:	6
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP S

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND I 15 SB Ramps			SOUTHBOUND I 15 SB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	3	0	0	1	0	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	1	/	0	3	/	3	1	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	1	0	1	0	0	1	0	3					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.250		0.375					
	APP/DEPART	0	/	0	1	/	0	1	/	1	1	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	4	0	2	1	0	8	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	67%	33%	0%						
	APP/DEPART	0	/	0	1	/	2	4	/	4	3	/	2	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	1	0	4	0	2	1	0	8					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	67%	33%	0%						
	PEAK HR FACTOR		0.000			0.250			0.500			0.375		0.667					
	APP/DEPART	0	/	0	1	/	2	4	/	4	3	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

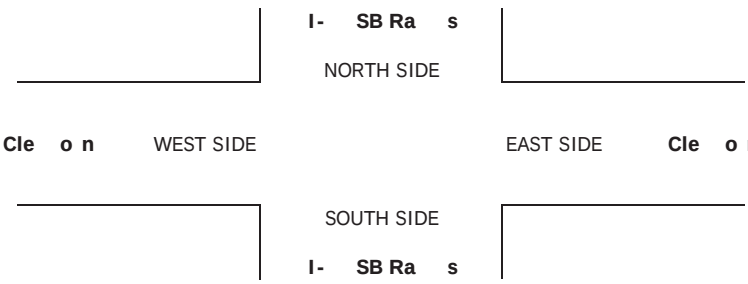
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 SB Ramps	LOCATION #:	6
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP S

CLASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND I 15 SB Ramps			SOUTHBOUND I 15 SB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	2	0	10	0	0	0	0	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	0	10	/	10	0	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	2	0	5	0	0	0	0	7					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.500			0.313			0.000		0.438					
	APP/DEPART	0	/	0	2	/	0	5	/	5	0	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	2	0	9	0	0	1	0	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	2	/	0	9	/	9	1	/	3	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	1	0	8	0	0	1	0	10					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.500			0.250		0.625					
	APP/DEPART	0	/	0	1	/	0	8	/	8	1	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

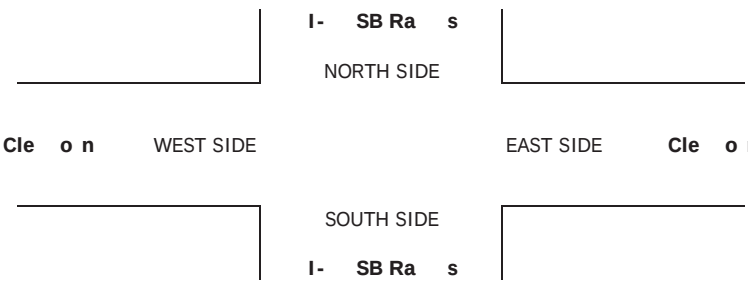
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 SB Ramps	LOCATION #:	6
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP S

C ASS	NOTES
RV	

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

		NORTHBOUND I 15 SB Ramps			SOUTHBOUND I 15 SB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



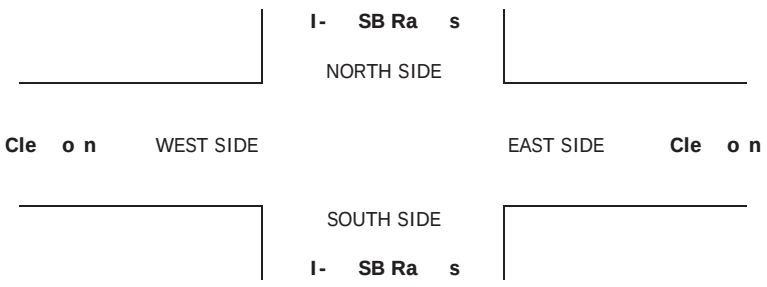
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino County	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 15 SB Ramps	LOCATION #:	6
TUESDAY	EAST & WEST:	Cle ho n	CONTROL:	STOP S

C ASS	NOTES	AM / PM / MD / OTHER / OTHER
BUSES		▲ N ◄ W E ► S ▼

		NORTHBOUND I 15 SB Ramps			SOUTHBOUND I 15 SB Ramps			EASTBOUND Cle ho n			WESTBOUND Cle ho n				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST 1	SR 0	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Devore	LOCATION #:	7
	EAST & WEST:	Cajon	CONTROL:	STOP ALL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
		De o e			De o e			Ca on			Ca on			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	0	13	14	15	9	17	11	0	0	15	0	24	118
	7:15 AM	2	9	24	12	17	8	27	3	3	15	2	11	133
	7:30 AM	0	26	27	15	13	15	9	2	2	28	2	33	172
	7:45 AM	2	13	21	15	14	6	7	0	0	11	4	21	114
	8:00 AM	1	12	21	16	10	5	12	1	2	15	0	31	126
	8:15 AM	0	15	19	15	18	5	12	0	0	11	3	8	106
	8:30 AM	2	31	24	19	19	8	4	1	4	19	3	38	172
	8:45 AM	0	9	18	13	23	11	20	1	0	16	0	26	137
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	5	60	93	58	54	34	55	6	7	69	8	96	545
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	47	38	14	7	1	9	0	2	14	1	37	173
	4:15 PM	0	29	38	12	13	5	7	0	0	13	0	31	148
	4:30 PM	0	39	45	6	6	5	3	3	0	17	0	37	161
	4:45 PM	0	66	49	13	12	4	5	0	0	3	3	45	200
	5:00 PM	0	42	39	12	8	4	3	4	5	11	5	36	169
	5:15 PM	2	47	33	15	4	3	8	2	0	23	1	46	184
	5:30 PM	3	41	40	10	7	2	0	1	3	15	1	45	168
	5:45 PM	0	31	67	9	7	2	3	2	0	17	1	36	175
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	5	196	161	50	31	13	16	7	8	52	10	172	721

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Devore	LOCATION #:	7
	EAST & WEST:	Cajon	CONTROL:	STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND De o e			SOUTHBOUND De o e			EASTBOUND Ca on			WESTBOUND Ca on				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	10	10	14	9	9	6	0	0	11	0	15	84	0	0	0	0	0
	7:15 AM	2	8	18	12	13	5	13	3	1	8	2	7	92	0	0	2	0	2
	7:30 AM	0	22	20	12	8	10	5	1	1	17	1	24	121	0	0	0	0	0
	7:45 AM	2	11	19	15	12	3	4	0	0	7	3	13	89	0	0	0	0	0
	8:00 AM	1	10	15	13	5	5	8	1	1	12	0	15	86	0	1	0	0	1
	8:15 AM	0	9	17	11	14	4	8	0	0	7	1	7	78	0	1	0	0	1
	8:30 AM	1	28	16	19	16	6	3	1	3	10	1	25	129	0	0	0	0	0
	8:45 AM	0	9	12	13	23	7	12	1	0	9	0	15	101	0	1	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	6	107	127	109	100	49	59	7	6	81	8	121	780	0	3	2	0	5
	APPROACH %	3%	45%	53%	42%	39%	19%	82%	10%	8%	39%	4%	58%						
	APP/DEPART	240	/	288	258	/	187	72	/	240	210	/	65	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	2	56	60	56	58	22	31	3	4	38	2	62	394					
	APPROACH %	2%	47%	51%	41%	43%	16%	82%	8%	11%	37%	2%	61%						
	PEAK HR FACTOR		0.656			0.791			0.731			0.708		0.764					
	APP/DEPART	118	/	152	136	/	100	38	/	116	102	/	26	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	39	24	12	7	1	6	0	2	11	1	27	132	0	0	0	0	0
	4:15 PM	0	26	30	9	12	5	7	0	0	11	0	28	128	0	0	0	0	0
	4:30 PM	0	29	28	6	5	3	3	2	0	11	0	31	118	0	1	0	0	1
	4:45 PM	0	61	31	9	12	4	4	0	0	3	3	31	158	0	0	0	0	0
	5:00 PM	0	35	26	11	6	4	3	3	5	10	4	29	136	0	1	0	0	1
	5:15 PM	2	43	26	12	4	3	5	2	0	20	1	40	158	0	0	0	0	0
	5:30 PM	3	41	36	10	7	2	0	1	2	12	1	41	156	0	0	0	0	0
	5:45 PM	0	29	43	9	7	2	3	2	0	16	1	34	146	0	0	0	0	0
	VOLUMES	7	303	244	78	60	24	31	10	9	94	11	261	1,132	0	2	0	0	2
	APPROACH %	1%	55%	44%	48%	37%	15%	62%	20%	18%	26%	3%	71%						
	APP/DEPART	554	/	597	162	/	163	50	/	330	366	/	42	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	5	180	119	42	29	13	12	6	7	45	9	141	608					
	APPROACH %	2%	59%	39%	50%	35%	15%	48%	24%	28%	23%	5%	72%						
	PEAK HR FACTOR		0.826			0.840			0.568			0.799		0.962					
	APP/DEPART	304	/	334	84	/	81	25	/	166	195	/	27	0					

e o e

NORTH SIDE

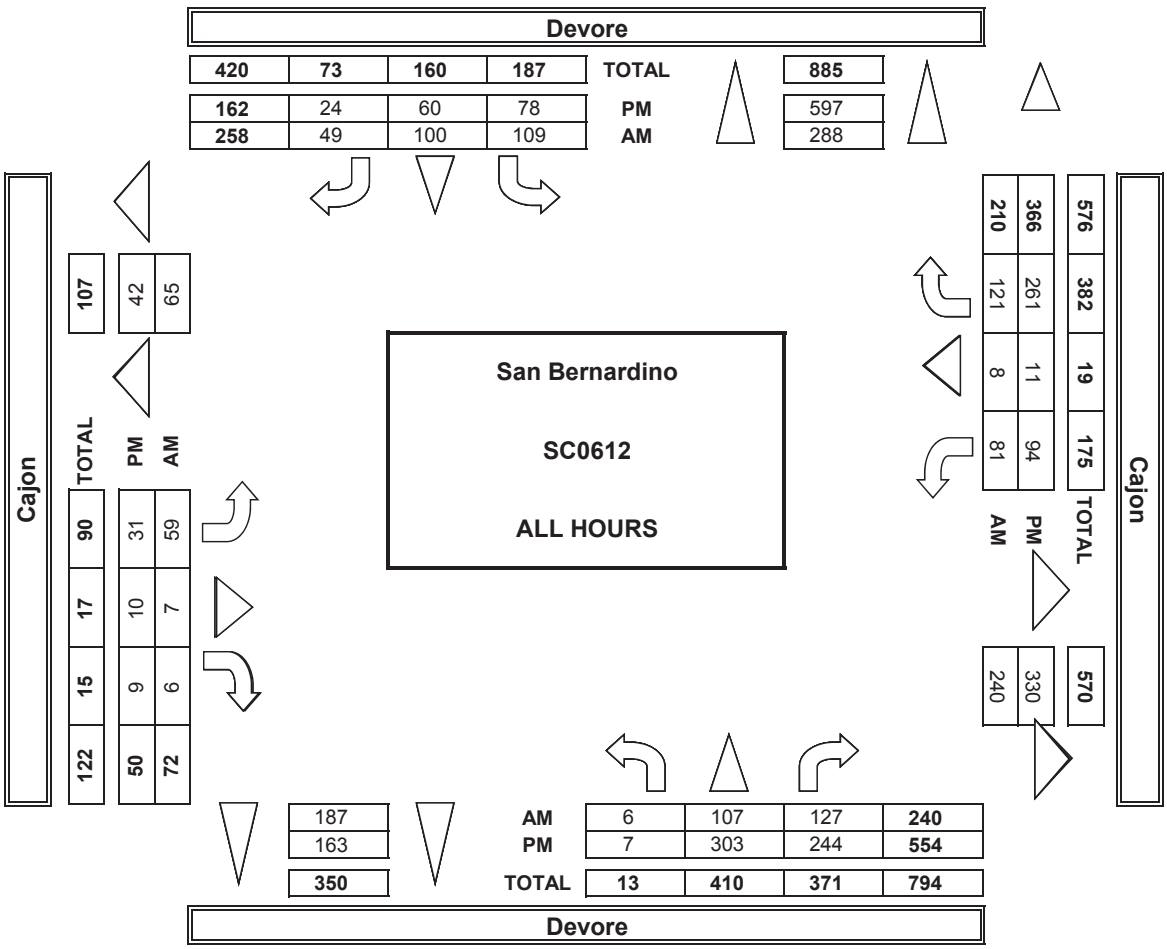
Ca on WEST SIDE EAST SIDE Ca on

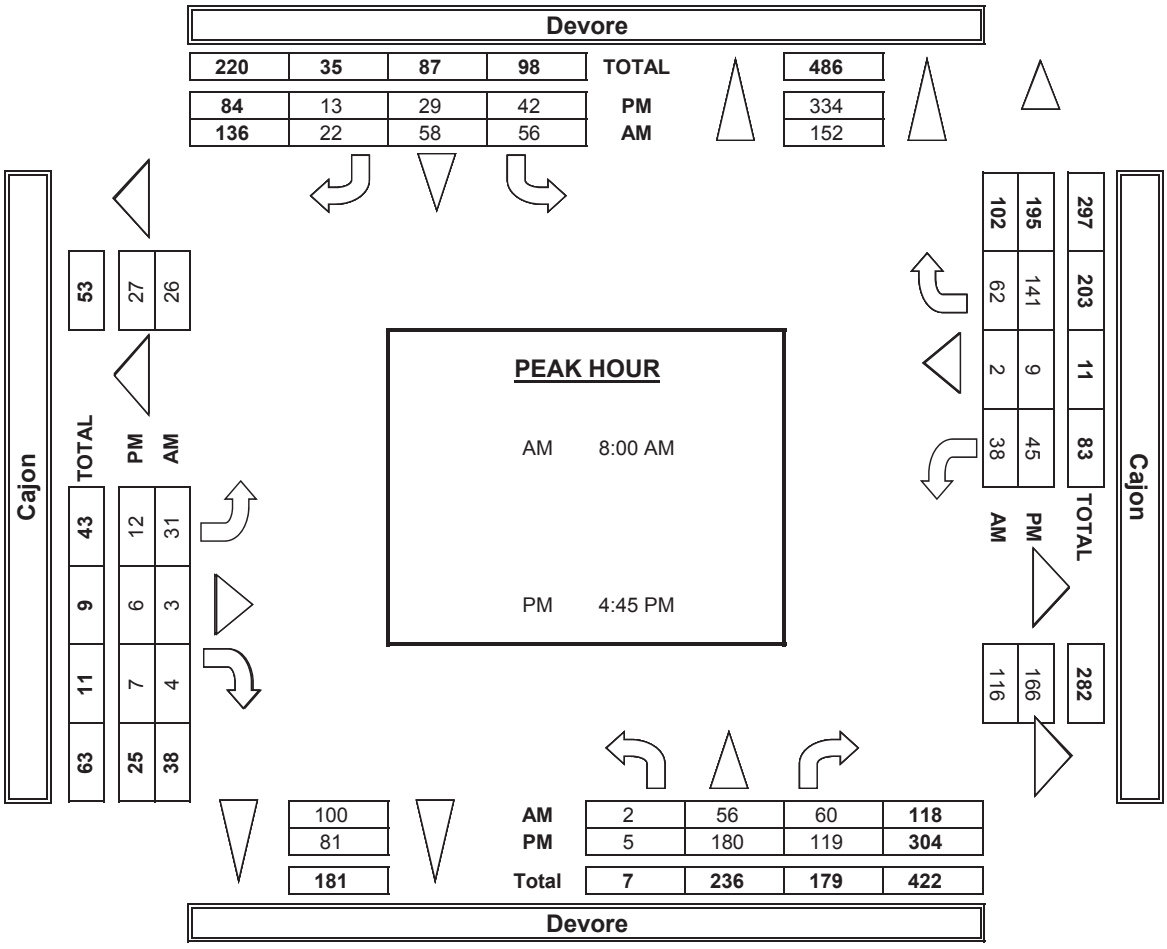
SOUTH SIDE

e o e

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

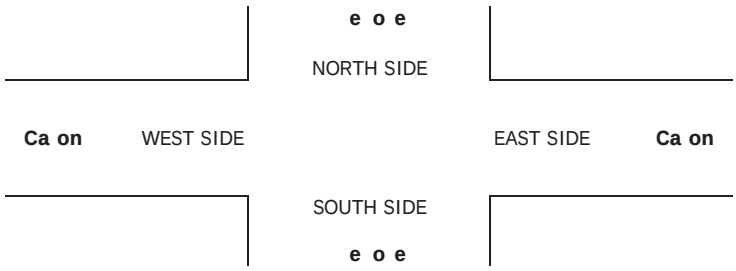
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	De o e	LOCATION #:	7
TUESDAY	EAST & WEST:	Ca on	CONTROL:	STOP ALL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND De o e			SOUTHBOUND De o e			EASTBOUND Ca on			WESTBOUND Ca on				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	7	7	13	9	1	1	0	0	8	0	10	56	0	0	0	0	0
7:15 AM	2	7	15	12	9	2	4	3	0	4	2	4	64	0	0	0	0	0
7:30 AM	0	19	15	9	4	6	2	0	0	9	0	18	82	0	0	0	0	0
7:45 AM	2	9	17	15	10	1	1	0	0	5	2	9	71	0	0	0	0	0
8:00 AM	1	8	12	11	1	5	4	1	0	10	0	6	59	0	0	0	0	0
8:15 AM	0	3	16	8	11	3	4	0	0	5	0	6	56	0	0	0	0	0
8:30 AM	0	26	11	19	14	5	2	1	2	4	0	18	102	0	0	0	0	0
8:45 AM	0	9	9	13	23	4	4	1	0	5	0	8	76	0	1	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	5	88	102	100	81	27	22	6	2	50	4	79	566	0	1	0	0	1
APPROACH %	3%	45%	52%	48%	39%	13%	73%	20%	7%	38%	3%	59%						
APP/DEPART	195	/	190	208	/	133	30	/	207	133	/	36	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	1	46	48	50	49	17	14	3	2	24	0	38	293					
APPROACH %	1%	48%	51%	43%	42%	15%	74%	16%	11%	39%	0%	61%						
PEAK HR FACTOR		0.642			0.731			0.950			0.705		0.718					
APP/DEPART	95	/	99	117	/	75	19	/	101	62	/	18	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	33	16	11	7	1	4	0	2	9	1	20	105	0	0	0	0	0
4:15 PM	0	23	25	6	11	5	7	0	0	10	0	25	112	0	0	0	0	0
4:30 PM	0	22	18	6	4	2	3	1	0	7	0	27	90	0	1	0	0	1
4:45 PM	0	56	19	7	12	4	3	0	0	3	3	21	128	0	0	0	0	0
5:00 PM	0	28	18	10	4	4	3	2	5	9	3	24	110	0	1	0	0	1
5:15 PM	2	40	21	10	4	3	3	2	0	18	1	35	139	0	0	0	0	0
5:30 PM	3	41	33	10	7	2	0	1	1	10	1	38	147	0	0	0	0	0
5:45 PM	0	27	29	9	7	2	3	2	0	15	1	32	127	0	0	0	0	0
VOLUMES	6	270	179	69	56	23	26	8	8	81	10	222	958	0	2	0	0	2
APPROACH %	1%	59%	39%	47%	38%	16%	62%	19%	19%	26%	3%	71%						
APP/DEPART	455	/	520	148	/	145	42	/	254	313	/	39	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	5	165	91	36	27	13	9	5	6	40	8	118	524					
APPROACH %	2%	63%	35%	47%	35%	17%	45%	25%	30%	24%	5%	71%						
PEAK HR FACTOR		0.847			0.837			0.500			0.769		0.891					
APP/DEPART	261	/	293	77	/	73	20	/	132	166	/	26	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	De o e	LOCATION #:	7
TUESDAY	EAST & WEST:	Ca on	CONTROL:	STOP ALL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND De o e			SOUTHBOUND De o e			EASTBOUND Ca on			WESTBOUND Ca on				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	1	0	0	8	5	0	0	1	0	1	19	0	0	0	0	0
	7:15 AM	0	1	0	0	4	3	3	0	0	0	0	2	13	0	0	0	0	0
	7:30 AM	0	2	3	2	3	3	1	1	1	3	1	3	23	0	0	0	0	0
	7:45 AM	0	2	2	0	2	1	3	0	0	0	1	0	11	0	0	0	0	0
	8:00 AM	0	1	0	0	3	0	4	0	1	1	0	2	12	0	0	0	0	0
	8:15 AM	0	3	0	0	2	1	4	0	0	0	0	0	10	0	0	0	0	0
	8:30 AM	1	1	1	0	1	0	1	0	1	2	0	1	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	2	8	0	0	0	0	3	13	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	13	7	2	15	18	29	1	3	7	2	12	110	0	0	0	0	0
	APPROACH %	5%	62%	33%	6%	43%	51%	88%	3%	9%	33%	10%	57%						
	APP/DEPART	21	/	54	35	/	25	33	/	10	21	/	21	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	8	6	2	9	15	12	1	1	4	2	6	66					
	APPROACH %	0%	57%	43%	8%	35%	58%	86%	7%	7%	33%	17%	50%						
	PEAK HR FACTOR		0.700			0.813			0.700			0.429		0.717					
	APP/DEPART	14	/	26	26	/	14	14	/	9	12	/	17	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	4	2	0	0	0	1	0	0	1	0	3	12	0	0	0	0	0
	4:15 PM	0	3	2	3	1	0	0	0	0	0	0	3	12	0	0	0	0	0
	4:30 PM	0	3	3	0	1	0	0	1	0	2	0	2	12	0	0	0	0	0
	4:45 PM	0	5	6	0	0	0	1	0	0	0	0	6	18	0	0	0	0	0
	5:00 PM	0	7	3	1	2	0	0	1	0	1	1	3	19	0	0	0	0	0
	5:15 PM	0	2	3	1	0	0	1	0	0	1	0	4	12	0	0	0	0	0
	5:30 PM	0	0	2	0	0	0	0	0	1	1	0	2	6	0	0	0	0	0
	5:45 PM	0	2	4	0	0	0	0	0	0	1	0	2	9	0	0	0	0	0
	VOLUMES	1	26	25	5	4	0	3	2	1	7	1	25	100	0	0	0	0	0
	APPROACH %	2%	50%	48%	56%	44%	0%	50%	33%	17%	21%	3%	76%						
	APP/DEPART	52	/	54	9	/	12	6	/	32	33	/	2	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	17	15	2	3	0	2	2	0	4	1	15	61					
	APPROACH %	0%	53%	47%	40%	60%	0%	50%	50%	0%	20%	5%	75%						
	PEAK HR FACTOR		0.727			0.313			1.000			0.833		0.803					
	APP/DEPART	32	/	34	5	/	7	4	/	19	20	/	1	0					

e o e

NORTH SIDE

Ca on WEST SIDE EAST SIDE **Ca on**

SOUTH SIDE

e o e

INTERSECTION TURNING MOVEMENT COUNTS

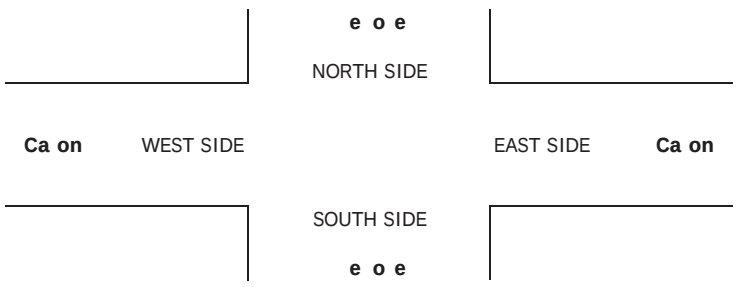
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	De o e	LOCATION #:	7
TUESDAY	EAST & WEST:	Ca on	CONTROL:	STOP ALL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND De o e			SOUTHBOUND De o e			EASTBOUND Ca on			WESTBOUND Ca on				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	2	0	1	0	0	1	5	0	0	0	0	0
	7:30 AM	0	0	1	0	0	1	2	0	0	1	0	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	3	0	0	0	0	0
	8:00 AM	0	0	1	1	1	0	0	0	0	1	0	0	4	0	1	0	0	1
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1
	8:30 AM	0	1	2	0	1	1	0	0	0	1	1	1	8	0	0	0	0	0
	8:45 AM	0	0	1	0	0	1	0	0	0	2	0	1	5	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	6	2	2	4	4	0	1	8	1	4	33	0	2	0	0	2
	APPROACH %	0%	14%	86%	25%	25%	50%	80%	0%	20%	62%	8%	31%						
	APP/DEPART	7	/	11	8	/	11	5	/	6	13	/	5	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	4	0	2	2	0	0	0	4	1	2	18					
	APPROACH %	0%	20%	80%	0%	33%	33%	0%	0%	0%	57%	14%	29%						
	PEAK HR FACTOR		0.417			0.750			0.000			0.583		0.563					
	APP/DEPART	5	/	5	6	/	6	0	/	4	7	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:15 PM	0	1	0	1	0	0	1	0	0	1	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	4	2	1	0	0	2	0	0	1	0	2	12	0	0	0	0	0
	APPROACH %	0%	67%	33%	100%	0%	0%	100%	0%	0%	33%	0%	67%						
	APP/DEPART	6	/	8	1	/	1	2	/	3	3	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	3	1	1	0	0	1	0	0	1	0	1	8					
	APPROACH %	0%	75%	25%	100%	0%	0%	100%	0%	0%	50%	0%	50%						
	PEAK HR FACTOR		0.500			0.250			0.250			0.500		0.500					
	APP/DEPART	4	/	5	1	/	1	1	/	2	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

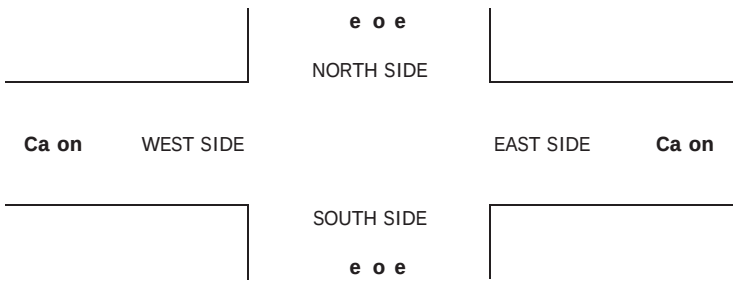
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	De o e	LOCATION #:	7
TUESDAY	EAST & WEST:	Ca on	CONTROL:	STOP ALL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND (De o e)			SOUTHBOUND (De o e)			EASTBOUND (Ca on)			WESTBOUND (Ca on)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0
	7:15 AM	0	0	2	0	0	0	4	0	0	3	0	0	9	0	0	2	0	2
	7:30 AM	0	1	1	0	1	0	0	0	0	2	0	3	8	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	0
	8:00 AM	0	0	2	0	0	0	0	0	0	0	0	7	9	0	0	0	0	0
	8:15 AM	0	0	1	0	1	0	0	0	0	2	1	0	5	0	0	0	0	0
	8:30 AM	0	0	2	0	0	0	0	0	0	2	0	5	9	0	0	0	0	0
	8:45 AM	0	0	2	0	0	0	0	0	0	2	0	3	7	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	11	0	2	0	4	0	0	12	1	25	56	0	0	2	0	2
	APPROACH %	0%	8%	92%	0%	100%	0%	100%	0%	0%	32%	3%	66%						
	APP/DEPART	12	/	28	2	/	14	4	/	11	38	/	3	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	7	0	1	0	0	0	0	6	1	15	30					
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	27%	5%	68%						
	PEAK HR FACTOR		0.875			0.250			0.000			0.786		0.833					
	APP/DEPART	7	/	15	1	/	7	0	/	7	22	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	6	1	0	0	0	0	0	1	0	2	11	0	0	0	0	0
	4:15 PM	0	0	3	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
	4:30 PM	0	2	7	0	0	1	0	0	0	2	0	2	14	0	0	0	0	0
	4:45 PM	0	0	6	2	0	0	0	0	0	0	0	4	12	0	0	0	0	0
	5:00 PM	0	0	4	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0
	5:15 PM	0	0	2	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0
	5:45 PM	0	0	9	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0
	VOLUMES	0	3	38	3	0	1	0	0	0	5	0	11	61	0	0	0	0	0
	APPROACH %	0%	7%	93%	75%	0%	25%	0%	0%	0%	31%	0%	69%						
	APP/DEPART	41	/	14	4	/	5	0	/	41	16	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	3	22	3	0	1	0	0	0	4	0	8	41					
	APPROACH %	0%	12%	88%	75%	0%	25%	0%	0%	0%	33%	0%	67%						
	PEAK HR FACTOR		0.694			0.500			0.000			0.750		0.732					
	APP/DEPART	25	/	11	4	/	4	0	/	25	12	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

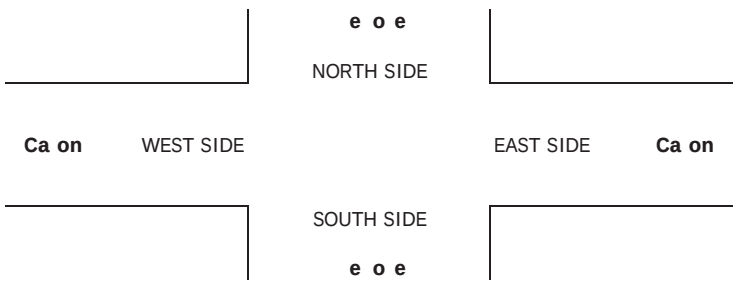
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	De o e	LOCATION #:	7
TUESDAY	EAST & WEST:	Ca on	CONTROL:	STOP ALL

C ASS	NOTES
RV	

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

		NORTHBOUND (De o e)			SOUTHBOUND (De o e)			EASTBOUND (Ca on)			WESTBOUND (Ca on)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	De o e	LOCATION #:	7
TUESDAY	EAST & WEST:	Ca on	CONTROL:	STOP ALL

C ASS	NOTES	AM / PM / MD / OTHER / OTHER
BUSES		▲ N ◄ W E ► S ▼

		NORTHBOUND De o e			SOUTHBOUND De o e			EASTBOUND Ca on			WESTBOUND Ca on				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	0	0	2	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	3	0	2	0	0	0	0	0	0	0	1	6	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	1	5	0	0	0	0	0	4	0	1	15	0	0	0	0	0
	APPROACH %	0%	80%	20%	100%	0%	0%	0%	0%	0%	80%	0%	20%						
	APP/DEPART	5	/	5	5	/	4	0	/	6	5	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	4	0	4	0	0	0	0	0	2	0	1	11					
	APPROACH %	0%	100%	0%	100%	0%	0%	0%	0%	0%	67%	0%	33%						
	PEAK HR FACTOR		0.333			0.500			0.000			0.375		0.458					
	APP/DEPART	4	/	5	4	/	2	0	/	4	3	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					

e o e

NORTH SIDE

Ca on WEST SIDE EAST SIDE **Ca on**

SOUTH SIDE

e o e

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Kendall	LOCATION #:	8
	EAST & WEST:	Palm	CONTROL:	STOP ALL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

N
W
E
S

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Palm			WESTBOUND Palm			
	LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	25	0	65	10	23	5	25	37	10	186	63	7	456
	7:15 AM	32	5	64	7	16	9	2	46	23	181	67	6	458
	7:30 AM	29	2	120	7	36	19	9	28	16	194	77	21	558
	7:45 AM	28	5	117	11	17	13	1	30	14	159	60	16	471
	8:00 AM	18	3	66	3	7	5	3	33	22	122	30	13	325
	8:15 AM	10	10	63	7	30	3	5	42	13	137	40	8	368
	8:30 AM	12	9	69	4	34	6	1	40	6	122	39	11	353
	8:45 AM	12	10	42	7	24	14	2	30	9	116	38	20	324
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	114	12	366	35	92	46	37	141	63	720	267	50	1,943
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	13	2	46	10	19	5	10	72	26	118	37	31	389
	4:15 PM	6	13	88	5	24	5	4	48	20	69	37	26	345
	4:30 PM	6	10	58	13	12	2	5	85	26	89	27	17	350
	4:45 PM	12	7	70	13	11	6	6	54	21	77	27	39	343
	5:00 PM	15	5	85	7	16	1	6	63	40	75	25	22	360
	5:15 PM	7	4	87	6	12	6	9	60	25	82	31	31	360
	5:30 PM	10	8	103	21	17	8	6	54	26	91	28	32	404
	5:45 PM	11	16	79	7	17	4	5	57	23	90	30	29	368
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	43	33	354	41	62	19	26	234	114	338	114	114	1,492

INTERSECTION TURNING MOVEMENT COUNTS

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

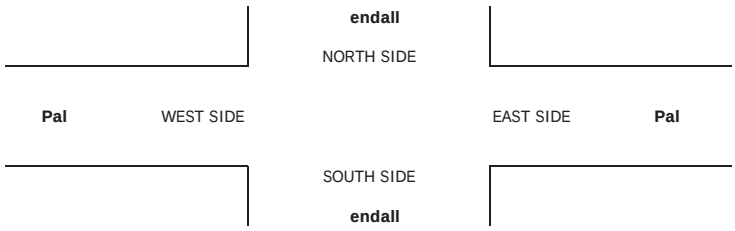
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Kendall	LOCATION #:	8
	EAST & WEST:	Palm	CONTROL:	STOP ALL

NOTES:

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

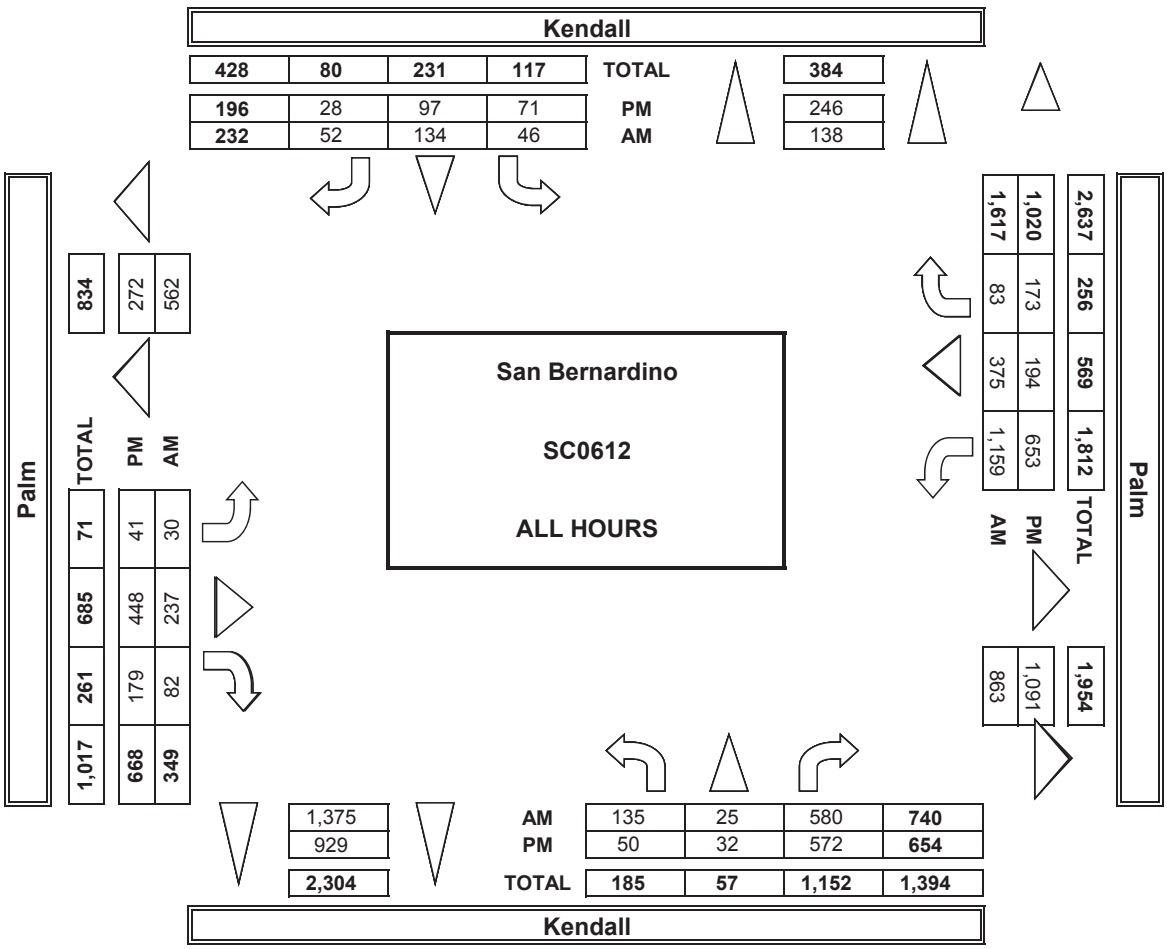
Add U-Turns to Left Turns

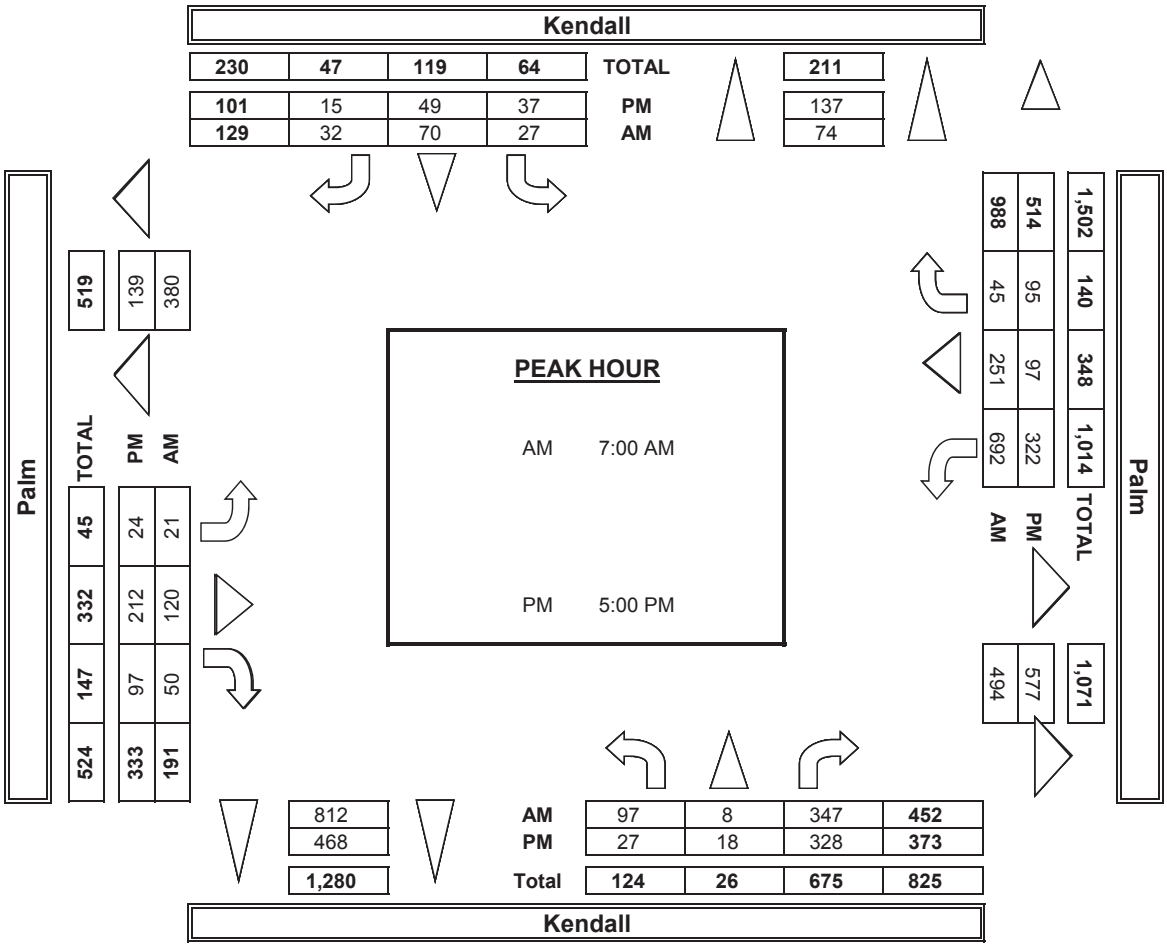
		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	23	0	56	9	14	3	14	30	7	178	60	7	401	0	0	0	0	0
	7:15 AM	27	3	60	4	13	6	2	40	19	176	64	5	419	0	0	0	0	0
	7:30 AM	27	2	117	6	30	15	4	26	14	188	70	20	519	0	0	0	0	0
	7:45 AM	20	3	114	8	13	8	1	24	10	150	57	13	421	0	0	0	0	0
	8:00 AM	13	2	65	3	5	3	3	26	13	116	25	9	283	0	0	0	0	0
	8:15 AM	7	7	60	5	18	2	3	35	8	128	32	6	311	0	0	0	0	0
	8:30 AM	9	4	66	4	22	6	1	32	4	112	34	8	302	0	0	0	0	0
	8:45 AM	9	4	42	7	19	9	2	24	7	111	33	15	282	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	135	25	580	46	134	52	30	237	82	1,159	375	83	2,938	0	0	0	0	0
	APPROACH %	18%	3%	78%	20%	58%	22%	9%	68%	23%	72%	23%	5%						
	APP/DEPART	740	/	138	232	/	1,375	349	/	863	1,617	/	562	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	97	8	347	27	70	32	21	120	50	692	251	45	1,760					
	APPROACH %	21%	2%	77%	21%	54%	25%	11%	63%	26%	70%	25%	5%						
	PEAK HR FACTOR		0.774			0.632			0.783			0.888		0.848					
	APP/DEPART	452	/	74	129	/	812	191	/	494	988	/	380	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	2	44	8	15	4	7	64	22	110	29	24	336	0	0	0	0	0
	4:15 PM	4	5	84	5	16	3	2	45	14	64	30	17	289	0	0	0	0	0
	4:30 PM	5	4	51	10	9	2	5	79	26	84	20	9	304	0	0	0	0	0
	4:45 PM	7	3	65	11	8	4	3	48	20	73	18	28	288	0	0	0	0	0
	5:00 PM	8	3	82	7	14	1	6	59	35	71	21	16	323	0	0	0	0	0
	5:15 PM	4	2	81	5	10	4	7	56	24	78	26	26	323	0	0	0	0	0
	5:30 PM	6	5	90	18	13	6	6	47	22	86	22	28	349	0	0	0	0	0
	5:45 PM	9	8	75	7	12	4	5	50	16	87	28	25	326	0	0	0	0	0
	VOLUMES	50	32	572	71	97	28	41	448	179	653	194	173	2,538	0	0	0	0	0
	APPROACH %	8%	5%	87%	36%	49%	14%	6%	67%	27%	64%	19%	17%						
	APP/DEPART	654	/	246	196	/	929	668	/	1,091	1,020	/	272	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	27	18	328	37	49	15	24	212	97	322	97	95	1,321					
	APPROACH %	7%	5%	88%	37%	49%	15%	7%	64%	29%	63%	19%	18%						
	PEAK HR FACTOR		0.923			0.682			0.833			0.918		0.946					
	APP/DEPART	373	/	137	101	/	468	333	/	577	514	/	139	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

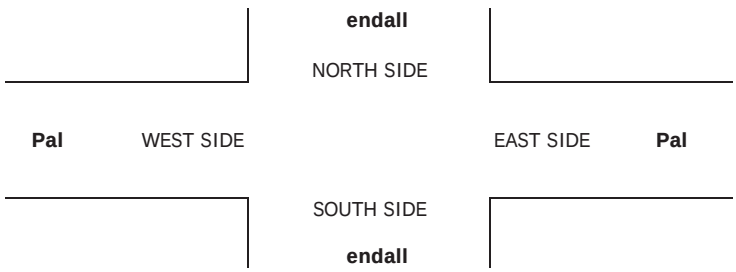
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Kendall	LOCATION #:	8
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP ALL

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	21	0	49	8	8	2	3	24	5	170	57	7	354	0	0	0	0	0
7:15 AM	24	2	56	2	11	4	2	36	17	172	61	4	391	0	0	0	0	0
7:30 AM	26	2	114	5	26	11	1	25	13	183	65	19	490	0	0	0	0	0
7:45 AM	14	1	111	6	10	5	1	19	6	141	54	11	379	0	0	0	0	0
8:00 AM	10	1	64	3	4	2	3	21	7	111	22	7	255	0	0	0	0	0
8:15 AM	4	5	57	4	11	1	2	30	5	120	27	5	271	0	0	0	0	0
8:30 AM	7	1	63	4	12	6	1	26	3	103	30	6	262	0	0	0	0	0
8:45 AM	7	1	42	7	15	6	2	19	5	106	30	12	252	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	113	13	556	39	97	37	15	200	61	1,106	346	71	2,654	0	0	0	0	0
APPROACH %	17%	2%	82%	23%	56%	21%	5%	72%	22%	73%	23%	5%						
APP/DEPART	682	/	99	173	/	1,264	276	/	795	1,523	/	496	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	85	5	330	21	55	22	7	104	41	666	237	41	1,614					
APPROACH %	20%	1%	79%	21%	56%	22%	5%	68%	27%	71%	25%	4%						
PEAK HR FACTOR		0.739			0.583			0.691			0.884		0.823					
APP/DEPART	420	/	53	98	/	762	152	/	455	944	/	344	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	2	42	6	13	3	5	59	18	103	23	20	297	0	0	0	0	0
4:15 PM	2	0	80	5	11	2	1	42	10	59	24	12	248	0	0	0	0	0
4:30 PM	4	1	46	8	6	2	5	74	26	79	15	5	271	0	0	0	0	0
4:45 PM	4	0	60	9	6	2	1	44	19	69	12	21	247	0	0	0	0	0
5:00 PM	4	2	79	7	13	1	6	56	31	68	18	13	298	0	0	0	0	0
5:15 PM	2	1	76	4	9	3	6	53	23	75	21	23	296	0	0	0	0	0
5:30 PM	4	3	80	16	11	4	6	43	19	81	18	24	309	0	0	0	0	0
5:45 PM	7	4	71	7	8	4	5	44	10	85	26	23	294	0	0	0	0	0
VOLUMES	30	13	534	62	77	21	35	415	156	619	157	141	2,260	0	0	0	0	0
APPROACH %	5%	2%	93%	39%	48%	13%	6%	68%	26%	68%	17%	15%						
APP/DEPART	577	/	189	160	/	852	606	/	1,011	917	/	208	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	17	10	306	34	41	12	23	196	83	309	83	83	1,197					
APPROACH %	5%	3%	92%	39%	47%	14%	8%	65%	27%	65%	17%	17%						
PEAK HR FACTOR		0.957			0.702			0.812			0.886		0.968					
APP/DEPART	333	/	116	87	/	433	302	/	536	475	/	112	0					



INTERSECTION TURNING MOVEMENT COUNTS

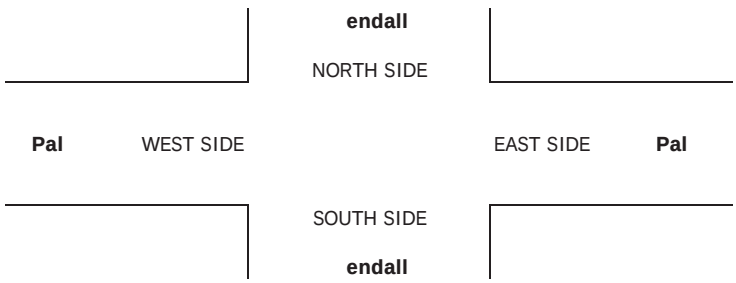
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Kendall	LOCATION #:	8
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP ALL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	5	1	3	0	1	2	1	7	3	0	25	0	0	0	0	0
	7:15 AM	1	0	3	1	0	0	0	2	0	3	2	0	12	0	0	0	0	0
	7:30 AM	0	0	3	1	0	1	1	0	0	4	3	0	13	0	0	0	0	0
	7:45 AM	4	2	3	1	2	0	0	4	4	8	2	1	31	0	0	0	0	0
	8:00 AM	1	1	1	0	0	0	0	2	2	4	1	0	12	0	0	0	0	0
	8:15 AM	3	1	3	0	1	0	0	1	1	7	2	0	19	0	0	0	0	0
	8:30 AM	1	1	3	0	0	0	0	3	0	3	3	1	15	0	0	0	0	0
	8:45 AM	1	0	0	0	2	0	0	4	2	1	1	1	12	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	13	5	21	4	8	1	2	18	10	37	17	3	139	0	0	0	0	0
	APPROACH %	33%	13%	54%	31%	62%	8%	7%	60%	33%	65%	30%	5%						
	APP/DEPART	39	/	10	13	/	55	30	/	43	57	/	31	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	7	2	14	4	5	1	2	8	5	22	10	1	81					
	APPROACH %	30%	9%	61%	40%	50%	10%	13%	53%	33%	67%	30%	3%						
	PEAK HR FACTOR		0.639			0.625			0.469			0.750		0.653					
	APP/DEPART	23	/	5	10	/	32	15	/	26	33	/	18	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	2	2	0	1	1	2	4	4	4	1	23	0	0	0	0	0
	4:15 PM	2	2	4	0	2	0	0	3	2	2	5	1	23	0	0	0	0	0
	4:30 PM	1	0	3	1	3	0	0	4	0	5	3	0	20	0	0	0	0	0
	4:45 PM	1	2	5	2	0	2	1	1	1	3	3	2	23	0	0	0	0	0
	5:00 PM	1	0	3	0	0	0	0	2	3	2	2	0	13	0	0	0	0	0
	5:15 PM	0	0	3	1	0	0	0	2	1	1	4	1	13	0	0	0	0	0
	5:30 PM	0	1	7	1	0	1	0	1	2	5	1	4	23	0	0	0	0	0
	5:45 PM	1	0	4	0	3	0	0	3	5	0	2	0	18	0	0	0	0	0
	VOLUMES	8	5	31	7	8	4	2	18	18	22	24	9	156	0	0	0	0	0
	APPROACH %	18%	11%	70%	37%	42%	21%	5%	47%	47%	40%	44%	16%						
	APP/DEPART	44	/	16	19	/	48	38	/	56	55	/	36	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	6	4	14	5	5	3	2	10	7	14	15	4	89					
	APPROACH %	25%	17%	58%	38%	38%	23%	11%	53%	37%	42%	45%	12%						
	PEAK HR FACTOR		0.750			0.813			0.679			0.917		0.967					
	APP/DEPART	24	/	10	13	/	26	19	/	29	33	/	24	0					



INTERSECTION TURNING MOVEMENT COUNTS

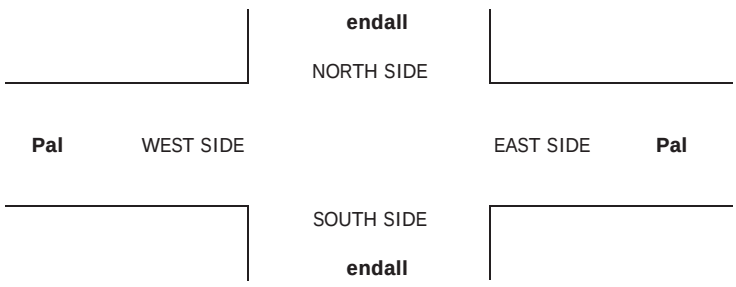
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Kendall	LOCATION #:	8
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP ALL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	0	2	0	0	0	0	3	0	0	0	0	0
	7:15 AM	1	1	0	0	0	0	0	1	1	0	0	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	1	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	1	0	0	1	0	1	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	3	0	1	0	0	0	0	4	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	1	0	0	2	5	1	6	4	0	2	0	22	0	0	0	0	0
	APPROACH %	50%	50%	0%	0%	29%	71%	9%	55%	36%	0%	100%	0%						
	APP/DEPART	2	/	2	7	/	6	11	/	6	2	/	8	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	2	4	0	3	2	0	1	0	12					
	APPROACH %	0%	0%	0%	0%	33%	67%	0%	60%	40%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.625			0.250		0.750					
	APP/DEPART	0	/	0	6	/	4	5	/	3	1	/	5	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	1	0	0	0	1	2	5	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	1	0	1	0	1	4	0	0	0	0	0
	5:15 PM	0	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
	5:30 PM	0	0	1	1	1	0	0	1	0	0	1	0	5	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0
	VOLUMES	1	1	4	1	2	1	3	2	1	3	2	4	25	0	0	0	0	0
	APPROACH %	17%	17%	67%	25%	50%	25%	50%	33%	17%	33%	22%	44%						
	APP/DEPART	6	/	8	4	/	6	6	/	7	9	/	4	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	0	3	1	2	0	1	2	0	2	2	3	17					
	APPROACH %	25%	0%	75%	33%	67%	0%	33%	67%	0%	29%	29%	43%						
	PEAK HR FACTOR		0.500			0.375			0.750			0.583		0.850					
	APP/DEPART	4	/	4	3	/	4	3	/	6	7	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

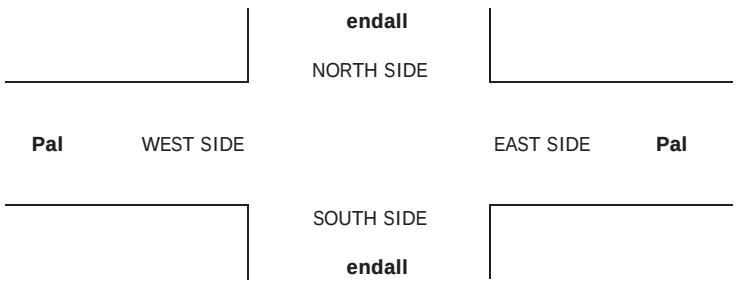
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Kendall	LOCATION #:	8
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP ALL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	0	3	0	0	0	1	0	0	0	6	0	0	0	0	0
	7:15 AM	1	0	0	1	1	1	0	1	1	1	0	0	7	0	0	0	0	0
	7:30 AM	1	0	0	0	2	0	1	1	0	1	1	0	7	0	0	0	0	0
	7:45 AM	2	0	0	1	1	2	0	1	0	0	0	1	8	0	0	0	0	0
	8:00 AM	2	0	0	0	0	0	0	2	2	1	1	2	10	0	0	0	0	0
	8:15 AM	0	1	0	1	5	0	1	2	1	1	3	1	16	0	0	0	0	0
	8:30 AM	1	2	0	0	1	0	0	1	1	1	1	1	9	0	0	0	0	0
	8:45 AM	1	3	0	0	1	0	0	0	0	0	2	2	9	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	6	2	3	14	3	2	8	6	5	8	7	72	0	0	0	0	0
	APPROACH %	50%	38%	13%	15%	70%	15%	13%	50%	38%	25%	40%	35%						
	APP/DEPART	16	/	15	20	/	25	16	/	13	20	/	19	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	4	6	0	1	7	0	1	5	4	3	7	6	44					
	APPROACH %	40%	60%	0%	13%	88%	0%	10%	50%	40%	19%	44%	38%						
	PEAK HR FACTOR		0.625			0.333			0.625			0.800		0.688					
	APP/DEPART	10	/	13	8	/	14	10	/	6	16	/	11	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	0	0	2	0	0	3	0	1	2	3	13	0	0	0	0	0
	4:15 PM	0	3	0	0	3	0	0	0	2	0	1	4	13	0	0	0	0	0
	4:30 PM	0	3	1	1	0	0	0	1	0	0	2	3	11	0	0	0	0	0
	4:45 PM	2	1	0	0	0	0	0	2	0	0	2	3	10	0	0	0	0	0
	5:00 PM	2	1	0	0	1	0	0	0	1	0	1	2	8	0	0	0	0	0
	5:15 PM	1	1	0	0	1	1	1	1	0	0	0	2	8	0	0	0	0	0
	5:30 PM	2	1	2	0	1	0	0	2	1	0	1	0	10	0	0	0	0	0
	5:45 PM	0	3	0	0	1	0	0	1	0	0	0	2	7	0	0	0	0	0
	VOLUMES	9	13	3	1	9	1	1	10	4	1	9	19	80	0	0	0	0	0
	APPROACH %	36%	52%	12%	9%	82%	9%	7%	67%	27%	3%	31%	66%						
	APP/DEPART	25	/	33	11	/	14	15	/	14	29	/	19	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	7	1	1	5	0	0	6	2	1	7	13	47					
	APPROACH %	33%	58%	8%	17%	83%	0%	0%	75%	25%	5%	33%	62%						
	PEAK HR FACTOR		0.750			0.500			0.667			0.875		0.904					
	APP/DEPART	12	/	20	6	/	8	8	/	8	21	/	11	0					



INTERSECTION TURNING MOVEMENT COUNTS

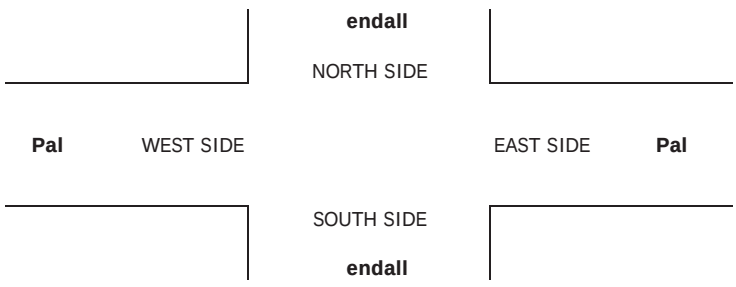
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Kendall	LOCATION #:	8
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP ALL

C ASS	NOTES
RV	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	1	0	1	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	1	0	1	1	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	50%	50%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	2	2	/	1	0	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	1	1	0	1	1	0	0	0	4					
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	50%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.500			0.000		0.333					
	APP/DEPART	0	/	0	2	/	2	2	/	1	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	2	0	0	0	0	0	0	1	0	1	0	0	4	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%						
	APP/DEPART	2	/	0	0	/	1	1	/	1	1	/	2	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	2	0	0	0	0	0	0	0	0	1	0	0	3					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.250		0.375					
	APP/DEPART	2	/	0	0	/	1	0	/	0	1	/	2	0					



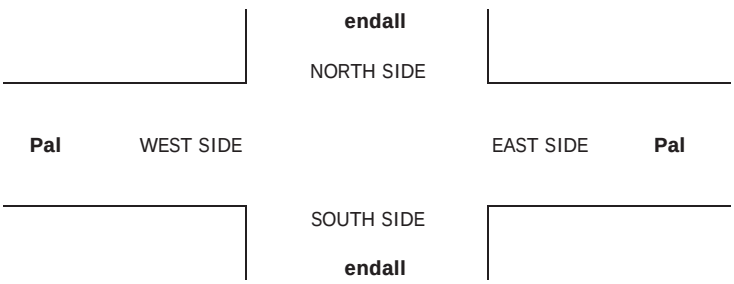
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Kendall	LOCATION #:	8
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP ALL

C ASS	NOTES	AM / PM / MD / OTHER / OTHER
BUSES		▲ N ◄ W E ► S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0	NT 1	NR 1	SL 0	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	10	2	0	1	0	0	13	0	0	0	0	0
	7:15 AM	0	0	1	0	1	1	0	0	0	0	1	1	5	0	0	0	0	0
	7:30 AM	0	0	0	0	2	3	0	0	0	0	0	1	6	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	8	0	0	0	0	5	0	0	13	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	4	0	0	5	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	12	5	10	4	0	11	2	2	47	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	71%	29%	71%	29%	0%	73%	13%	13%						
	APP/DEPART	1	/	12	17	/	23	14	/	5	15	/	7	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	1	0	3	5	10	2	0	2	2	2	27					
	APPROACH %	0%	0%	100%	0%	38%	63%	83%	17%	0%	33%	33%	33%						
	PEAK HR FACTOR		0.250			0.400			0.250			0.750		0.519					
	APP/DEPART	1	/	12	8	/	5	12	/	3	6	/	7	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0
	VOLUMES	0	0	0	0	1	1	0	2	0	7	2	0	13	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	100%	0%	78%	22%	0%						
	APP/DEPART	0	/	0	2	/	8	2	/	2	9	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	6	0	0	7					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.500		0.583					
	APP/DEPART	0	/	0	1	/	7	0	/	0	6	/	0	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	I-215 NB Ramps	LOCATION #:	9
	EAST & WEST:	Palm	CONTROL:	STOP N

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND I 215 NB Ramps			SOUTHBOUND I 215 NB Ramps			EASTBOUND Palm			WESTBOUND Palm			
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
AM	7:00 AM	36	0	105	0	0	0	3	109	0	0	204	113	570
	7:15 AM	29	0	127	0	0	0	16	93	0	0	239	125	629
	7:30 AM	40	0	99	0	0	0	15	148	0	0	264	88	654
	7:45 AM	38	1	75	0	0	0	17	144	0	0	183	85	543
	8:00 AM	30	2	54	0	0	0	14	90	0	0	142	55	387
	8:15 AM	20	0	82	0	0	0	12	86	0	0	163	62	425
	8:30 AM	36	0	92	0	0	0	17	101	0	0	150	61	457
	8:45 AM	37	2	49	0	0	0	12	65	0	0	138	52	355
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	143	1	406	0	0	0	51	494	0	0	890	411	2,396
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	41	2	116	0	0	0	42	85	0	0	143	115	544
	4:15 PM	29	0	134	0	0	0	28	119	0	0	105	79	494
	4:30 PM	26	0	132	0	0	0	51	102	0	1	103	57	472
	4:45 PM	46	1	173	0	0	0	23	118	0	0	95	82	538
	5:00 PM	17	0	144	0	0	0	37	119	0	0	104	88	509
	5:15 PM	44	1	169	0	0	0	32	124	0	0	109	73	552
	5:30 PM	35	3	173	0	0	0	33	140	0	0	108	68	560
	5:45 PM	23	0	150	0	0	0	22	125	0	0	119	86	525
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	142	5	659	0	0	0	125	501	0	0	416	311	2,159

INTERSECTION TURNING MOVEMENT COUNTS

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

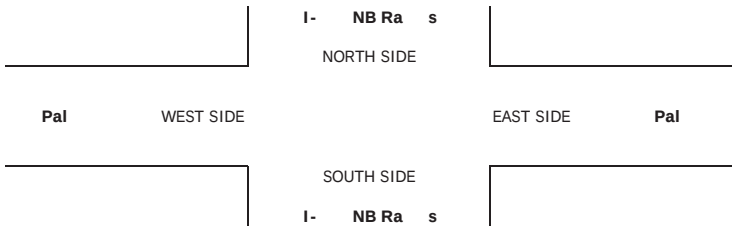
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	I-215 NB Ramps	LOCATION #:	9
	EAST & WEST:	Palm	CONTROL:	STOP N

NOTES:

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

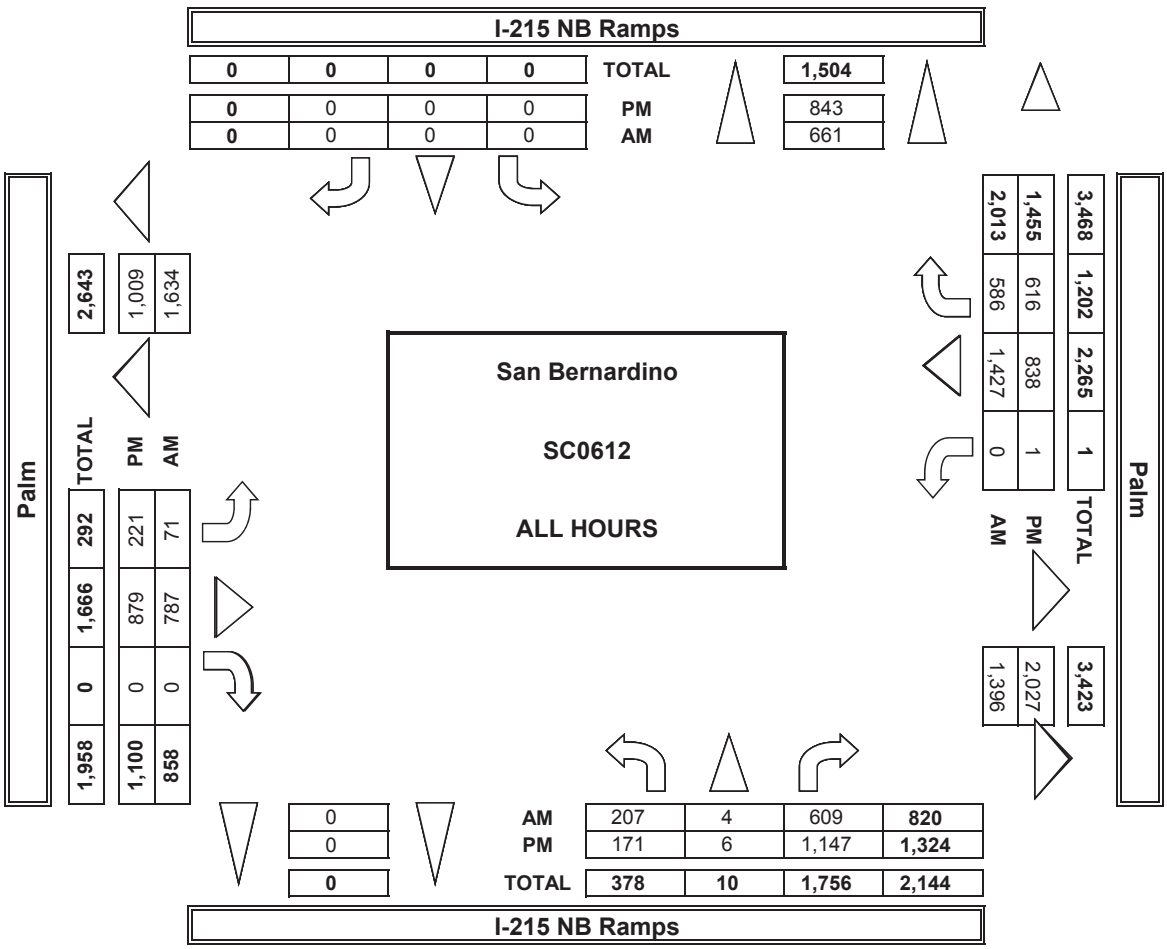
☑ Add U-Turns to Left Turns

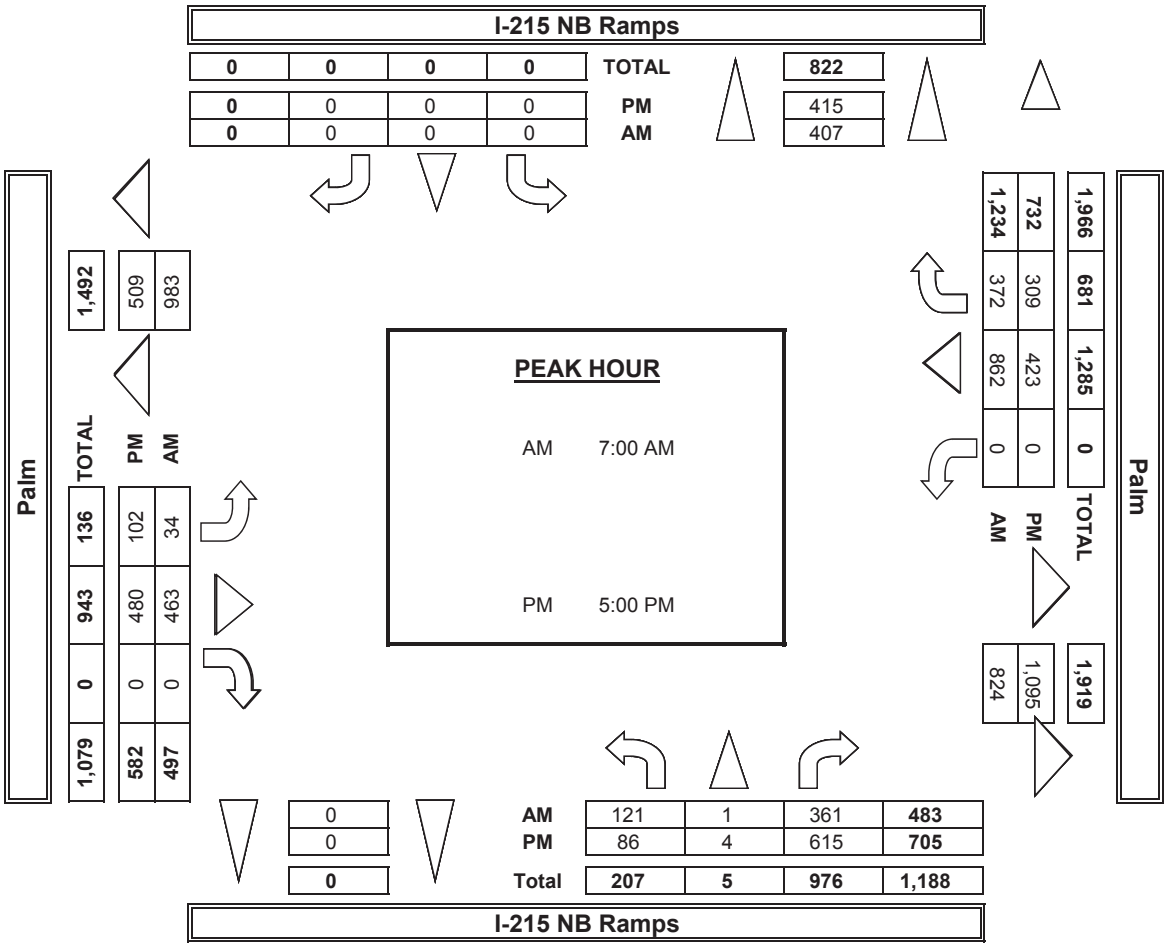
	NORTHBOUND I 215 NB Ramps			SOUTHBOUND I 215 NB Ramps			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM																		
7:00 AM	32	0	88	0	0	0	3	94	0	0	200	99	516	0	0	0	0	0
7:15 AM	25	0	118	0	0	0	11	89	0	0	230	117	590	0	0	0	0	0
7:30 AM	32	0	88	0	0	0	10	144	0	0	256	82	612	0	0	0	0	0
7:45 AM	32	1	67	0	0	0	10	136	0	0	176	74	496	0	0	0	0	0
8:00 AM	18	2	52	0	0	0	8	88	0	0	136	54	358	0	0	0	0	0
8:15 AM	16	0	73	0	0	0	10	78	0	0	157	57	391	0	0	0	0	0
8:30 AM	28	0	80	0	0	0	10	97	0	0	139	54	408	0	0	0	0	0
8:45 AM	24	1	43	0	0	0	9	61	0	0	133	49	320	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	207	4	609	0	0	0	71	787	0	0	1,427	586	3,691	0	0	0	0	0
APPROACH %	25%	0%	74%	0%	0%	0%	8%	92%	0%	0%	71%	29%						
APP/DEPART	820	/	661	0	/	0	858	/	1,396	2,013	/	1,634	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	121	1	361	0	0	0	34	463	0	0	862	372	2,214					
APPROACH %	25%	0%	75%	0%	0%	0%	7%	93%	0%	0%	70%	30%						
PEAK HR FACTOR		0.844			0.000			0.807			0.889		0.904					
APP/DEPART	483	/	407	0	/	0	497	/	824	1,234	/	983	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	27	1	113	0	0	0	35	81	0	0	133	107	497	0	0	0	0	0
4:15 PM	17	0	127	0	0	0	27	114	0	0	95	71	451	0	0	0	0	0
4:30 PM	15	0	126	0	0	0	42	93	0	1	98	53	428	0	0	0	1	1
4:45 PM	26	1	166	0	0	0	15	111	0	0	89	76	484	0	0	0	0	0
5:00 PM	11	0	140	0	0	0	34	116	0	0	97	86	484	0	0	0	0	0
5:15 PM	29	1	164	0	0	0	26	118	0	0	105	72	515	0	0	0	0	0
5:30 PM	27	3	164	0	0	0	25	130	0	0	105	67	521	0	0	0	0	0
5:45 PM	19	0	147	0	0	0	17	116	0	0	116	84	499	0	0	0	0	0
VOLUMES	171	6	1,147	0	0	0	221	879	0	1	838	616	3,879	0	0	0	1	1
APPROACH %	13%	0%	87%	0%	0%	0%	20%	80%	0%	0%	58%	42%						
APP/DEPART	1,324	/	843	0	/	0	1,100	/	2,027	1,455	/	1,009	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	86	4	615	0	0	0	102	480	0	0	423	309	2,019					
APPROACH %	12%	1%	87%	0%	0%	0%	18%	82%	0%	0%	58%	42%						
PEAK HR FACTOR		0.909			0.000			0.939			0.915		0.969					
APP/DEPART	705	/	415	0	/	0	582	/	1,095	732	/	509	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

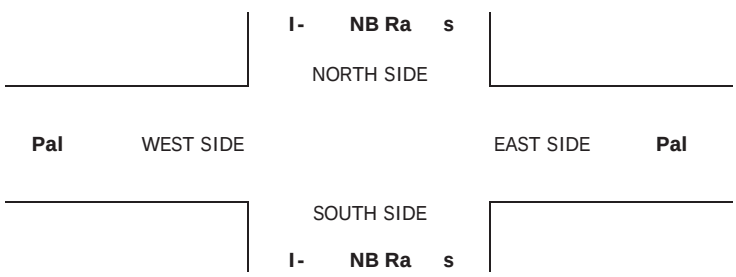
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 NB Ramps	LOCATION #:	9
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP N

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND I 215 NB Ramps			SOUTHBOUND I 215 NB Ramps			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	28	0	73	0	0	0	3	82	0	0	196	86	468	0	0	0	0	0
	7:15 AM	22	0	111	0	0	0	7	86	0	0	222	109	557	0	0	0	0	0
	7:30 AM	25	0	78	0	0	0	7	140	0	0	249	77	576	0	0	0	0	0
	7:45 AM	28	1	60	0	0	0	5	129	0	0	169	64	456	0	0	0	0	0
	8:00 AM	11	2	50	0	0	0	4	86	0	0	131	53	337	0	0	0	0	0
	8:15 AM	12	0	65	0	0	0	8	72	0	0	152	53	362	0	0	0	0	0
	8:30 AM	21	0	70	0	0	0	6	93	0	0	130	50	370	0	0	0	0	0
	8:45 AM	17	0	38	0	0	0	6	58	0	0	128	46	293	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	164	3	545	0	0	0	46	746	0	0	1,377	538	3,419	0	0	0	0	0
	APPROACH %	23%	0%	77%	0%	0%	0%	6%	94%	0%	0%	72%	28%						
	APP/DEPART	712	/	587	0	/	0	792	/	1,291	1,915	/	1,541	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	103	1	322	0	0	0	22	437	0	0	836	336	2,057					
	APPROACH %	24%	0%	76%	0%	0%	0%	5%	95%	0%	0%	71%	29%						
	PEAK HR FACTOR		0.801			0.000			0.781			0.885		0.893					
	APP/DEPART	426	/	359	0	/	0	459	/	759	1,172	/	939	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	17	0	110	0	0	0	31	77	0	0	124	100	459	0	0	0	0	0
	4:15 PM	9	0	120	0	0	0	26	109	0	0	87	63	414	0	0	0	0	0
	4:30 PM	9	0	121	0	0	0	36	85	0	1	93	49	394	0	0	0	1	1
	4:45 PM	13	1	159	0	0	0	10	104	0	0	83	71	441	0	0	0	0	0
	5:00 PM	8	0	136	0	0	0	31	113	0	0	91	84	463	0	0	0	0	0
	5:15 PM	18	1	159	0	0	0	22	113	0	0	101	71	485	0	0	0	0	0
	5:30 PM	20	3	155	0	0	0	20	122	0	0	102	66	488	0	0	0	0	0
	5:45 PM	17	0	144	0	0	0	13	107	0	0	113	82	476	0	0	0	0	0
	VOLUMES	111	5	1,104	0	0	0	189	830	0	1	794	586	3,620	0	0	0	1	1
	APPROACH %	9%	0%	90%	0%	0%	0%	19%	81%	0%	0%	57%	42%						
	APP/DEPART	1,220	/	780	0	/	0	1,019	/	1,935	1,381	/	905	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	63	4	594	0	0	0	86	455	0	0	407	303	1,912					
	APPROACH %	10%	1%	90%	0%	0%	0%	16%	84%	0%	0%	57%	43%						
	PEAK HR FACTOR		0.928			0.000			0.939			0.910		0.980					
	APP/DEPART	661	/	393	0	/	0	541	/	1,049	710	/	470	0					



INTERSECTION TURNING MOVEMENT COUNTS

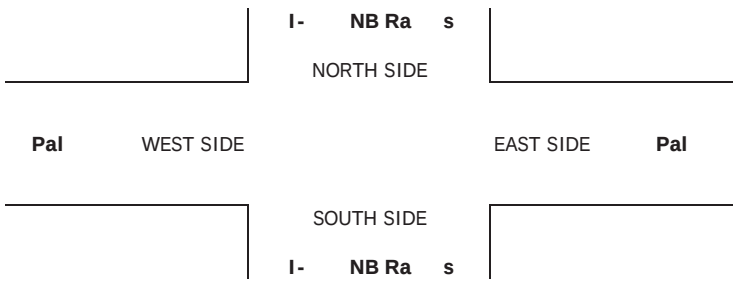
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 NB Ramps	LOCATION #:	9
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP N

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND I 215 NB Ramps			SOUTHBOUND I 215 NB Ramps			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	4	0	5	0	0	0	0	7	0	0	3	12	31	0	0	0	0	0
	7:15 AM	1	0	3	0	0	0	2	2	0	0	6	8	22	0	0	0	0	0
	7:30 AM	5	0	6	0	0	0	1	4	0	0	6	4	26	0	0	0	0	0
	7:45 AM	2	0	6	0	0	0	3	6	0	0	5	7	29	0	0	0	0	0
	8:00 AM	2	0	1	0	0	0	2	1	0	0	4	1	11	0	0	0	0	0
	8:15 AM	4	0	2	0	0	0	2	1	0	0	4	1	14	0	0	0	0	0
	8:30 AM	6	0	5	0	0	0	1	4	0	0	1	0	17	0	0	0	0	0
	8:45 AM	1	1	4	0	0	0	3	1	0	0	2	3	15	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	25	1	32	0	0	0	14	26	0	0	31	36	165	0	0	0	0	0
	APPROACH %	43%	2%	55%	0%	0%	0%	35%	65%	0%	0%	46%	54%						
	APP/DEPART	58	/	51	0	/	0	40	/	58	67	/	56	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	12	0	20	0	0	0	6	19	0	0	20	31	108					
	APPROACH %	38%	0%	63%	0%	0%	0%	24%	76%	0%	0%	39%	61%						
	PEAK HR FACTOR		0.727			0.000			0.694			0.850		0.871					
	APP/DEPART	32	/	37	0	/	0	25	/	39	51	/	32	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	6	1	3	0	0	0	1	4	0	0	6	4	25	0	0	0	0	0
	4:15 PM	4	0	5	0	0	0	1	5	0	0	2	8	25	0	0	0	0	0
	4:30 PM	1	0	4	0	0	0	3	7	0	0	5	4	24	0	0	0	0	0
	4:45 PM	5	0	7	0	0	0	1	7	0	0	5	4	29	0	0	0	0	0
	5:00 PM	0	0	4	0	0	0	3	3	0	0	4	2	16	0	0	0	0	0
	5:15 PM	6	0	5	0	0	0	2	4	0	0	3	1	21	0	0	0	0	0
	5:30 PM	6	0	9	0	0	0	1	6	0	0	2	1	25	0	0	0	0	0
	5:45 PM	0	0	3	0	0	0	1	9	0	0	2	2	17	0	0	0	0	0
	VOLUMES	28	1	40	0	0	0	13	45	0	0	29	26	182	0	0	0	0	0
	APPROACH %	41%	1%	58%	0%	0%	0%	22%	78%	0%	0%	53%	47%						
	APP/DEPART	69	/	40	0	/	0	58	/	85	55	/	57	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	16	1	19	0	0	0	6	23	0	0	18	20	103					
	APPROACH %	44%	3%	53%	0%	0%	0%	21%	79%	0%	0%	47%	53%						
	PEAK HR FACTOR		0.750			0.000			0.725			0.950		0.888					
	APP/DEPART	36	/	27	0	/	0	29	/	42	38	/	34	0					



INTERSECTION TURNING MOVEMENT COUNTS

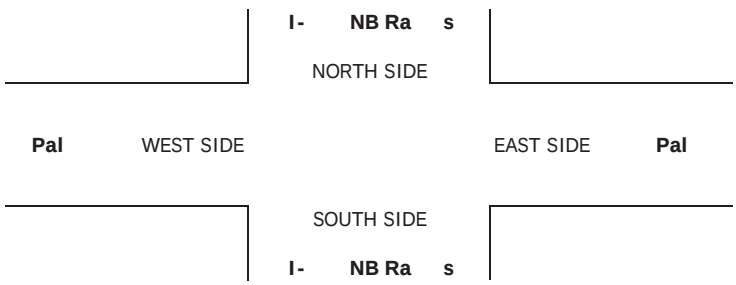
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 NB Ramps	LOCATION #:	9
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP N

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND I 215 NB Ramps			SOUTHBOUND I 215 NB Ramps			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
	7:15 AM	0	0	2	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	7:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	1	0	0	0	0	1	3	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	7	0	0	0	1	5	0	0	0	4	19	0	0	0	0	0
	APPROACH %	22%	0%	78%	0%	0%	0%	17%	83%	0%	0%	0%	100%						
	APP/DEPART	9	/	5	0	/	0	6	/	12	4	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	0	4	0	0	0	1	3	0	0	0	2	11					
	APPROACH %	20%	0%	80%	0%	0%	0%	25%	75%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.625			0.000			0.500			0.500		0.917					
	APP/DEPART	5	/	3	0	/	0	4	/	7	2	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:45 PM	2	0	0	0	0	0	1	0	0	0	0	1	4	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	2	1	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	0	1	0	0	0	4	3	0	0	4	1	18	0	0	0	0	0
	APPROACH %	83%	0%	17%	0%	0%	0%	57%	43%	0%	0%	80%	20%						
	APP/DEPART	6	/	5	0	/	0	7	/	4	5	/	9	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	5	0	0	0	0	0	4	2	0	0	2	1	14					
	APPROACH %	100%	0%	0%	0%	0%	0%	67%	33%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.625			0.000			0.500			0.375		0.875					
	APP/DEPART	5	/	5	0	/	0	6	/	2	3	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

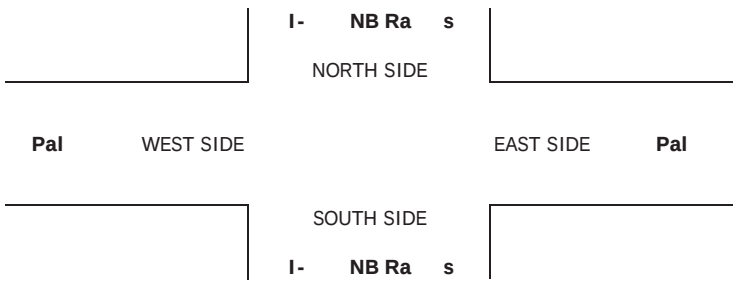
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 NB Ramps	LOCATION #:	9
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP N

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND I 215 NB Ramps			SOUTHBOUND I 215 NB Ramps			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0
	7:15 AM	1	0	1	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	2	0	0	0	1	1	4	0	0	0	0	0
	7:45 AM	2	0	0	0	0	0	1	1	0	0	0	0	4	0	0	0	0	0
	8:00 AM	4	0	0	0	0	0	2	0	0	0	1	0	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0
	8:30 AM	1	0	1	0	0	0	3	0	0	0	2	2	9	0	0	0	0	0
	8:45 AM	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	14	0	4	0	0	0	9	5	0	0	6	4	42	0	0	0	0	0
	APPROACH %	78%	0%	22%	0%	0%	0%	64%	36%	0%	0%	60%	40%						
	APP/DEPART	18	/	13	0	/	0	14	/	9	10	/	20	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	11	0	1	0	0	0	5	2	0	0	4	3	26					
	APPROACH %	92%	0%	8%	0%	0%	0%	71%	29%	0%	0%	57%	43%						
	PEAK HR FACTOR		0.500			0.000			0.583			0.438		0.722					
	APP/DEPART	12	/	8	0	/	0	7	/	3	7	/	15	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	0	0	0	0	0	3	0	0	0	1	1	9	0	0	0	0	0
	4:15 PM	4	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0
	4:30 PM	5	0	0	0	0	0	3	0	0	0	0	0	8	0	0	0	0	0
	4:45 PM	6	0	0	0	0	0	2	0	0	0	0	0	8	0	0	0	0	0
	5:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0
	5:45 PM	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	26	0	0	0	0	0	12	1	0	0	2	1	42	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	92%	8%	0%	0%	67%	33%						
	APP/DEPART	26	/	13	0	/	0	13	/	1	3	/	28	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	19	0	0	0	0	0	8	0	0	0	2	1	30					
	APPROACH %	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.792			0.000			0.667			0.375		0.833					
	APP/DEPART	19	/	9	0	/	0	8	/	0	3	/	21	0					



INTERSECTION TURNING MOVEMENT COUNTS

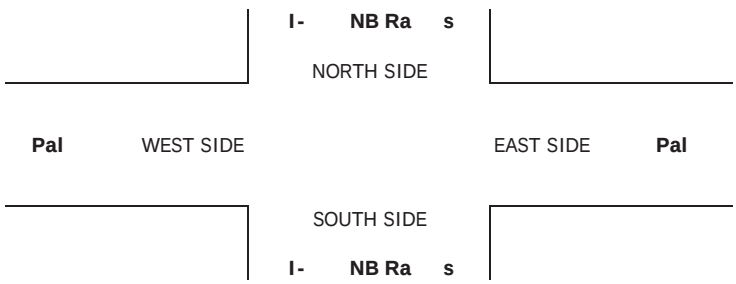
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 NB Ramps	LOCATION #:	9
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP N

C ASS	NOTES
RV	

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

		NORTHBOUND I 215 NB Ramps			SOUTHBOUND I 215 NB Ramps			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	1	1	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	50%	50%						
	APP/DEPART	0	/	2	0	/	0	1	/	0	2	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	1	0	0	0	1	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500					
	APP/DEPART	0	/	1	0	/	0	1	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

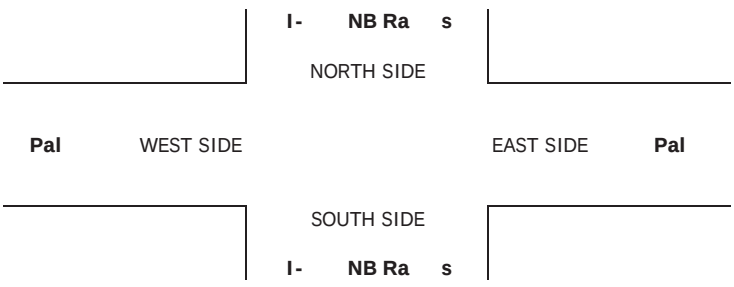
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	I 215 NB Ramps	LOCATION #:	9
TUESDAY	EAST & WEST:	Palm	CONTROL:	STOP N

C ASS	NOTES
BUSES	

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

		NORTHBOUND I 215 NB Ramps			SOUTHBOUND I 215 NB Ramps			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 0.5	NT 0.5	NR 1	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	8	0	0	0	0	1	0	0	1	0	10	0	0	0	0	0
	7:15 AM	1	0	1	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0
	7:30 AM	1	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	5	0	0	0	0	2	0	0	0	2	9	0	0	0	0	0
	8:30 AM	0	0	3	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	21	0	0	0	1	4	0	0	13	4	45	0	0	0	0	0
	APPROACH %	9%	0%	91%	0%	0%	0%	20%	80%	0%	0%	76%	24%						
	APP/DEPART	23	/	5	0	/	0	5	/	25	17	/	15	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	9	0	0	0	0	3	0	0	8	4	24					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.450			0.000			0.375			0.500		0.667					
	APP/DEPART	9	/	4	0	/	0	3	/	12	12	/	8	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0
	4:15 PM	0	0	2	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	2	0	0	0	1	0	3	0	0	0	0	0
	VOLUMES	1	0	2	0	0	0	2	0	0	0	8	1	14	0	0	0	0	0
	APPROACH %	33%	0%	67%	0%	0%	0%	100%	0%	0%	0%	89%	11%						
	APP/DEPART	3	/	3	0	/	0	2	/	2	9	/	9	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	2	0	0	0	0	0	0	0	6	1	9					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	86%	14%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.583		0.450					
	APP/DEPART	2	/	1	0	/	0	0	/	2	7	/	6	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Little League	LOCATION #:	10
	EAST & WEST:	Palm	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

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

		NORTHBOUND Little Lea ue			SOUTHBOUND Little Lea ue			EASTBOUND Palm			WESTBOUND Palm			
	LANES:	NL 2	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	96	16	30	6	9	42	45	100	62	34	179	22	641
	7:15 AM	96	16	61	9	16	65	45	111	70	27	207	26	749
	7:30 AM	99	26	51	8	18	52	22	101	123	29	203	27	759
	7:45 AM	73	16	16	7	12	53	32	66	116	31	142	18	582
	8:00 AM	65	31	13	5	23	30	23	53	73	25	102	12	455
	8:15 AM	78	26	35	18	11	38	43	74	50	32	109	21	535
	8:30 AM	44	29	45	8	25	35	35	90	67	40	130	24	572
	8:45 AM	40	21	16	8	30	36	21	21	70	39	114	16	432
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR VOLUMES	7:00 AM 364	74	158	30	55	212	144	378	371	121	731	93	2,731
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	125	19	31	18	14	42	22	108	73	33	92	11	588
	4:15 PM	70	18	36	11	26	39	42	122	96	34	73	22	589
	4:30 PM	63	14	29	9	17	31	22	129	80	27	64	19	504
	4:45 PM	84	21	34	17	20	31	52	142	95	27	64	10	597
	5:00 PM	83	16	58	16	15	31	32	142	93	24	75	19	604
	5:15 PM	82	25	36	17	22	34	41	143	111	29	68	12	620
	5:30 PM	62	24	33	10	21	26	34	215	56	14	89	15	599
	5:45 PM	56	27	24	17	31	35	43	165	66	16	117	13	610
	BEGIN PEAK HR VOLUMES	5:00 PM 283	92	151	60	89	126	150	665	326	83	349	59	2,433

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, May 12, 15	LOCATION:	San Be na dino	PROJECT #:	SC0612	
	NORTH & SOUTH:	Little League	LOCATION #:	10	
	EAST & WEST:	Palm	CONTROL:	SIGNAL	

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND Little Lea ue			SOUTHBOUND Little Lea ue			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	89	15	29	6	9	33	34	89	55	29	177	21	586	0	0	0	0	0
	7:15 AM	93	16	61	9	12	57	38	107	62	25	197	25	702	0	0	0	0	0
	7:30 AM	93	22	48	7	17	47	22	92	119	27	198	24	716	0	0	0	0	0
	7:45 AM	71	15	15	7	12	42	30	59	113	26	137	17	544	0	0	0	0	0
	8:00 AM	61	26	12	5	19	29	23	45	73	22	100	12	427	0	0	0	0	0
	8:15 AM	72	21	32	16	11	33	37	66	47	30	109	17	491	0	0	0	0	0
	8:30 AM	39	28	42	6	23	30	30	85	64	38	124	23	532	0	0	0	0	0
	8:45 AM	37	20	15	8	30	34	18	20	64	38	111	15	410	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	555	163	254	64	133	305	232	563	597	235	1,153	154	4,408	0	0	0	0	0
	APPROACH %	57%	17%	26%	13%	26%	61%	17%	40%	43%	15%	75%	10%						
	APP/DEPART	972	/	549	502	/	965	1,392	/	881	1,542	/	2,013	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	346	68	153	29	50	179	124	347	349	107	709	87	2,548					
	APPROACH %	61%	12%	27%	11%	19%	69%	15%	42%	43%	12%	79%	10%						
	PEAK HR FACTOR		0.834			0.827			0.880			0.907		0.890					
	APP/DEPART	567	/	279	258	/	506	820	/	529	903	/	1,234	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	113	19	29	17	11	38	21	108	66	29	89	11	551	0	0	0	0	0
	4:15 PM	67	17	33	11	23	29	38	121	85	34	70	18	546	0	0	0	0	0
	4:30 PM	59	12	28	9	15	28	19	127	72	25	64	18	476	0	0	0	0	0
	4:45 PM	74	20	33	15	18	28	50	141	86	27	63	9	564	0	0	0	0	0
	5:00 PM	80	15	56	15	15	28	32	139	88	22	75	18	583	0	0	1	0	1
	5:15 PM	78	22	36	16	19	31	40	139	103	29	68	11	592	0	0	1	0	1
	5:30 PM	61	23	33	9	20	23	34	210	48	14	88	15	578	0	0	0	0	0
	5:45 PM	55	26	23	16	27	29	41	161	61	16	116	13	584	0	0	0	0	0
	VOLUMES	587	154	271	108	148	234	275	1,146	609	196	633	113	4,474	0	0	2	0	2
	APPROACH %	58%	15%	27%	22%	30%	48%	14%	56%	30%	21%	67%	12%						
	APP/DEPART	1,012	/	540	490	/	953	2,030	/	1,525	942	/	1,456	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	274	86	148	56	81	111	147	649	300	81	347	57	2,337					
	APPROACH %	54%	17%	29%	23%	33%	45%	13%	59%	27%	17%	72%	12%						
	PEAK HR FACTOR		0.841			0.861			0.938			0.836		0.987					
	APP/DEPART	508	/	288	248	/	462	1,096	/	853	485	/	734	0					

le ea e

NORTH SIDE

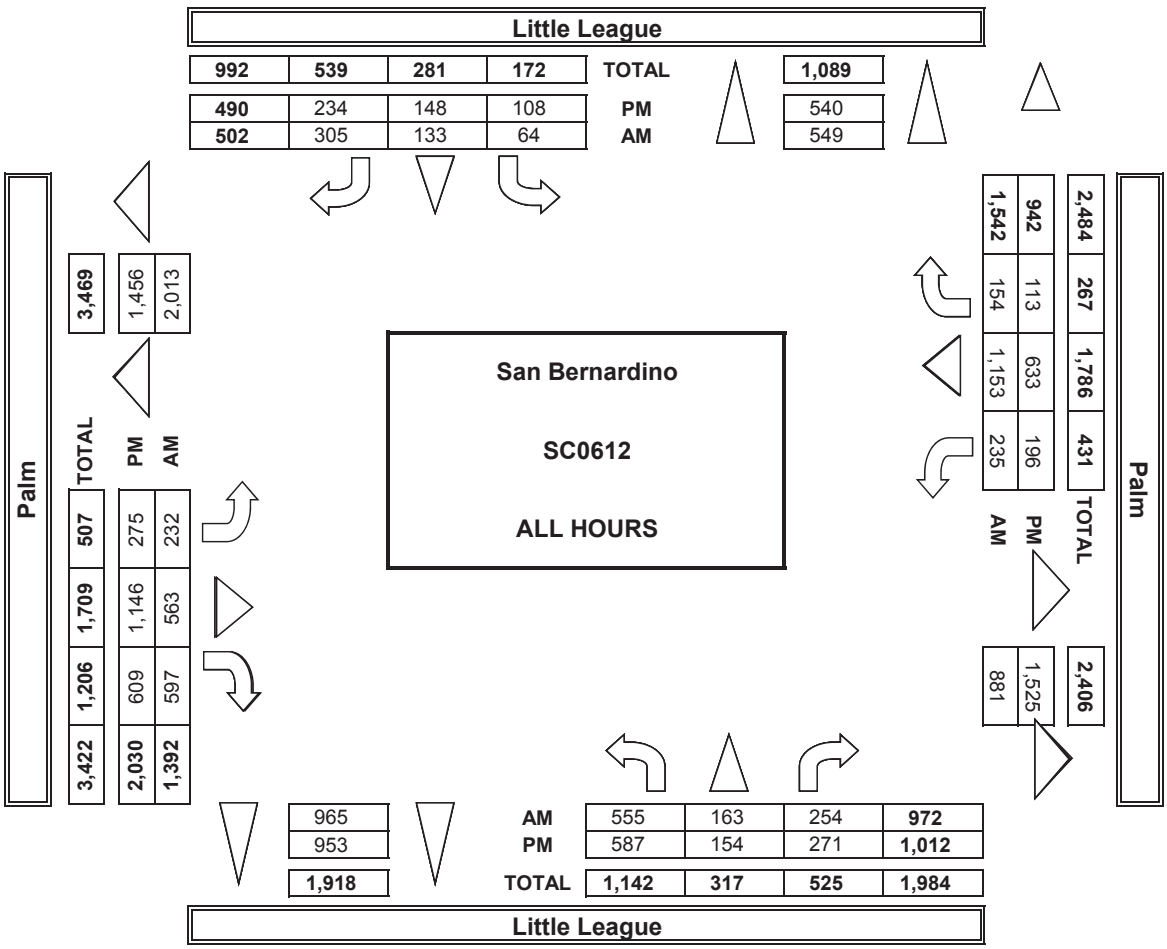
Pal WEST SIDE EAST SIDE Pal

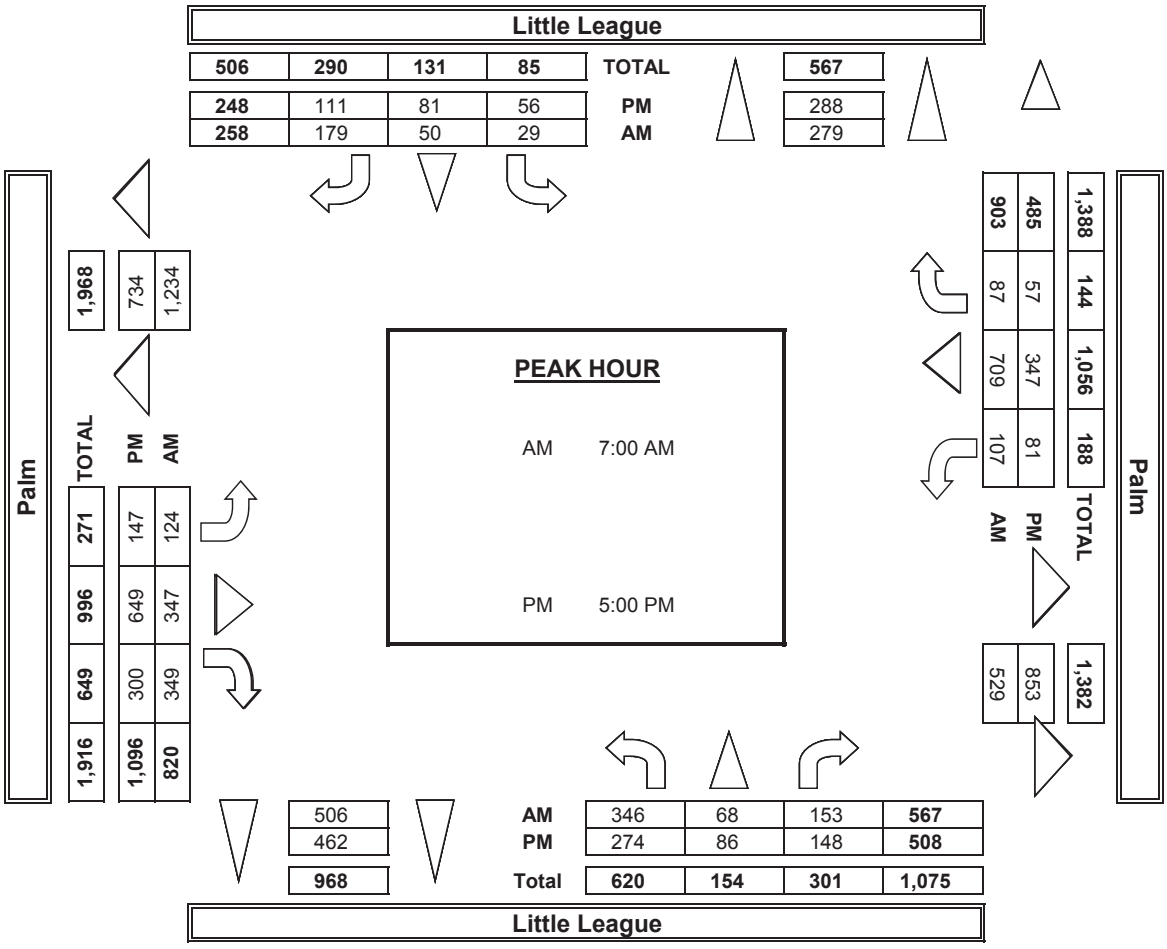
SOUTH SIDE

le ea e

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

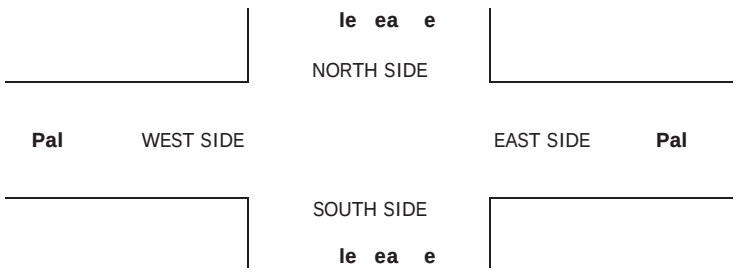
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Little Lea ue	LOCATION #:	10
TUESDAY	EAST & WEST:	Palm	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Little Lea ue			SOUTHBOUND Little Lea ue			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	82	14	28	6	9	25	25	79	49	25	175	20	537	0	0	0	0	0
	7:15 AM	90	16	61	9	9	50	33	104	55	23	189	24	663	0	0	0	0	0
	7:30 AM	87	19	46	6	16	44	22	84	115	25	194	21	679	0	0	0	0	0
	7:45 AM	69	14	14	7	12	32	28	53	110	22	132	16	509	0	0	0	0	0
	8:00 AM	58	22	11	5	15	28	23	39	73	19	98	12	403	0	0	0	0	0
	8:15 AM	67	17	29	14	11	29	32	59	45	29	109	13	454	0	0	0	0	0
	8:30 AM	36	27	39	5	21	27	26	80	61	36	118	22	498	0	0	0	0	0
	8:45 AM	34	19	14	8	30	32	16	19	58	37	108	14	389	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	523	148	242	60	123	267	205	517	566	216	1,123	142	4,132	0	0	0	0	0
	APPROACH %	57%	16%	27%	13%	27%	59%	16%	40%	44%	15%	76%	10%						
	APP/DEPART	913	/	495	450	/	905	1,288	/	819	1,481	/	1,913	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	328	63	149	28	46	151	108	320	329	95	690	81	2,388					
	APPROACH %	61%	12%	28%	12%	20%	67%	14%	42%	43%	11%	80%	9%						
	PEAK HR FACTOR		0.808			0.827			0.856			0.902		0.879					
	APP/DEPART	540	/	252	225	/	470	757	/	497	866	/	1,169	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	103	19	27	16	8	34	20	108	59	25	86	11	516	0	0	0	0	0
	4:15 PM	65	16	30	11	21	20	34	120	75	34	67	15	508	0	0	0	0	0
	4:30 PM	55	10	27	9	13	25	17	125	64	23	64	17	449	0	0	0	0	0
	4:45 PM	65	19	32	13	16	25	48	140	77	27	62	8	532	0	0	0	0	0
	5:00 PM	77	14	54	14	15	25	32	136	83	20	75	17	562	0	0	1	0	1
	5:15 PM	74	20	36	15	16	28	39	136	95	29	68	10	566	0	0	1	0	1
	5:30 PM	60	22	33	8	19	20	34	205	42	14	87	15	559	0	0	0	0	0
	5:45 PM	54	25	22	15	23	24	39	157	56	16	115	13	559	0	0	0	0	0
	VOLUMES	553	145	261	101	131	201	263	1,127	551	188	624	106	4,251	0	0	2	0	2
	APPROACH %	58%	15%	27%	23%	30%	46%	14%	58%	28%	20%	68%	12%						
	APP/DEPART	959	/	512	433	/	870	1,941	/	1,489	918	/	1,380	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	265	81	145	52	73	97	142	634	276	79	345	55	2,246					
	APPROACH %	54%	16%	30%	23%	33%	44%	13%	60%	26%	16%	72%	11%						
	PEAK HR FACTOR		0.847			0.895			0.938			0.832		0.992					
	APP/DEPART	491	/	278	222	/	428	1,054	/	831	479	/	709	0					



INTERSECTION TURNING MOVEMENT COUNTS

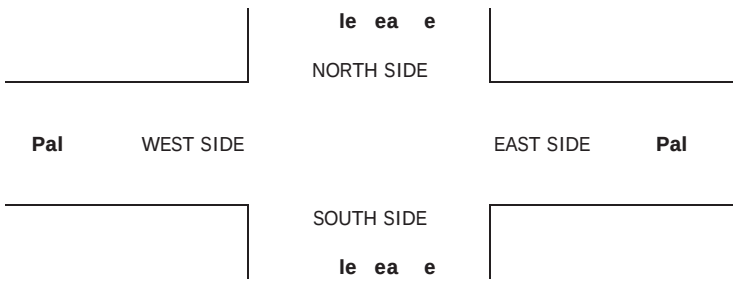
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Little Lea ue	LOCATION #:	10
TUESDAY	EAST & WEST:	Palm	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Little Lea ue			SOUTHBOUND Little Lea ue			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	7	0	0	0	0	7	5	1	5	2	1	1	29	0	0	0	0	0
	7:15 AM	3	0	0	0	2	6	2	1	6	1	5	1	27	0	0	0	0	0
	7:30 AM	6	1	0	0	1	1	0	4	4	2	3	3	25	0	0	0	0	0
	7:45 AM	2	1	1	0	0	7	2	5	3	2	3	1	27	0	0	0	0	0
	8:00 AM	2	3	0	0	4	1	0	2	0	2	2	0	16	0	0	0	0	0
	8:15 AM	2	1	0	2	0	3	1	1	1	0	0	4	15	0	0	0	0	0
	8:30 AM	1	1	2	0	1	0	1	4	3	2	1	1	17	0	0	0	0	0
	8:45 AM	3	1	1	0	0	2	1	1	6	1	0	1	17	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	26	8	4	2	8	27	12	19	28	12	15	12	173	0	0	0	0	0
	APPROACH %	68%	21%	11%	5%	22%	73%	20%	32%	47%	31%	38%	31%						
	APP/DEPART	38	/	32	37	/	48	59	/	25	39	/	68	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	18	2	1	0	3	21	9	11	18	7	12	6	108					
	APPROACH %	86%	10%	5%	0%	13%	88%	24%	29%	47%	28%	48%	24%						
	PEAK HR FACTOR		0.750			0.750			0.864			0.781		0.931					
	APP/DEPART	21	/	17	24	/	28	38	/	12	25	/	51	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	8	0	2	1	3	3	1	0	7	4	0	0	29	0	0	0	0	0
	4:15 PM	1	0	1	0	1	8	3	0	9	0	0	2	25	0	0	0	0	0
	4:30 PM	4	2	1	0	2	3	1	2	8	2	0	1	26	0	0	0	0	0
	4:45 PM	7	1	1	2	2	3	2	1	9	0	0	1	29	0	0	0	0	0
	5:00 PM	3	1	2	1	0	3	0	3	5	1	0	1	20	0	0	0	0	0
	5:15 PM	3	0	0	1	3	3	1	2	8	0	0	1	22	0	0	0	0	0
	5:30 PM	1	1	0	1	1	3	0	5	4	0	0	0	16	0	0	0	0	0
	5:45 PM	1	1	1	1	4	4	2	4	5	0	0	0	23	0	0	0	0	0
	VOLUMES	28	6	8	7	16	30	10	17	55	7	0	6	190	0	0	0	0	0
	APPROACH %	67%	14%	19%	13%	30%	57%	12%	21%	67%	54%	0%	46%						
	APP/DEPART	42	/	22	53	/	78	82	/	32	13	/	58	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	20	3	5	3	8	17	7	3	33	6	0	4	109					
	APPROACH %	71%	11%	18%	11%	29%	61%	16%	7%	77%	60%	0%	40%						
	PEAK HR FACTOR		0.700			0.778			0.896			0.625		0.940					
	APP/DEPART	28	/	14	28	/	47	43	/	11	10	/	37	0					



INTERSECTION TURNING MOVEMENT COUNTS

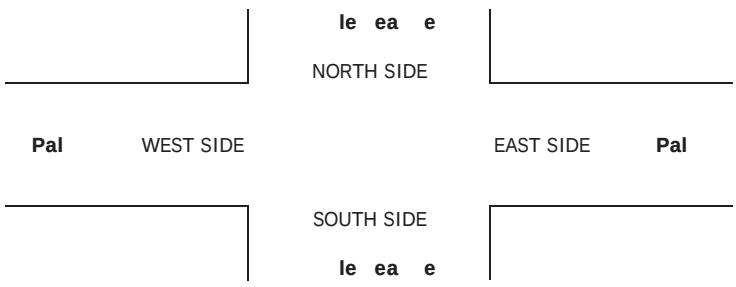
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Little Lea ue	LOCATION #:	10
TUESDAY	EAST & WEST:	Palm	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Little Lea ue			SOUTHBOUND Little Lea ue			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	1	2	0	1	0	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	2	1	0	1	0	5	0	0	0	0	0
	7:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	1	0	1	0	0	3	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	1	0	1	0	0	3	0	0	0	0	0
	8:30 AM	1	0	0	1	0	1	1	0	0	0	0	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	4	1	1	1	2	3	7	1	3	1	0	25	0	0	0	0	0
	APPROACH %	17%	67%	17%	25%	25%	50%	27%	64%	9%	75%	25%	0%						
	APP/DEPART	6	/	7	4	/	5	11	/	9	4	/	4	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	2	1	0	1	1	1	5	1	2	1	0	15					
	APPROACH %	0%	67%	33%	0%	50%	50%	14%	71%	14%	67%	33%	0%						
	PEAK HR FACTOR		0.250			0.500			0.583			0.750		0.750					
	APP/DEPART	3	/	3	2	/	4	7	/	6	3	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	1	0	0	0	1	0	0	0	1	0	0	1	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	2	0	0	1	0	1	1	2	0	0	1	12	0	0	0	0	0
	APPROACH %	67%	33%	0%	0%	100%	0%	25%	25%	50%	0%	0%	100%						
	APP/DEPART	6	/	4	1	/	3	4	/	1	1	/	4	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	0	0	0	1	0	1	0	1	0	0	1	8					
	APPROACH %	100%	0%	0%	0%	100%	0%	50%	0%	50%	0%	0%	100%						
	PEAK HR FACTOR		0.500			0.250			0.500			0.250		0.500					
	APP/DEPART	4	/	2	1	/	2	2	/	0	1	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

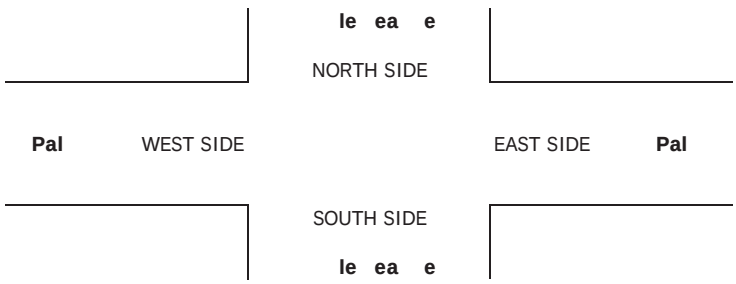
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Little Lea ue	LOCATION #:	10
TUESDAY	EAST & WEST:	Palm	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Little Lea ue			SOUTHBOUND Little Lea ue			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	1	0	1	0	0	0	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	2	0	0	0	1	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	2	0	1	0	0	1	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:15 AM	1	0	0	0	0	1	1	0	1	0	0	0	4	0	0	0	0	0
	8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	0	0	0	0	6	4	2	2	0	2	0	19	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	100%	50%	25%	25%	0%	100%	0%						
	APP/DEPART	3	/	4	6	/	2	8	/	2	2	/	11	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	4	3	1	1	0	2	0	11					
	APPROACH %	0%	0%	0%	0%	0%	100%	60%	20%	20%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.625			0.500		0.688					
	APP/DEPART	0	/	3	4	/	1	5	/	1	2	/	6	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	0	0	0	0	2	0	0	1	0	0	0	4	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	1	/	0	2	/	1	1	/	0	0	/	3	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	0	0	0	0	1	0	0	1	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.500					
	APP/DEPART	0	/	0	1	/	1	1	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

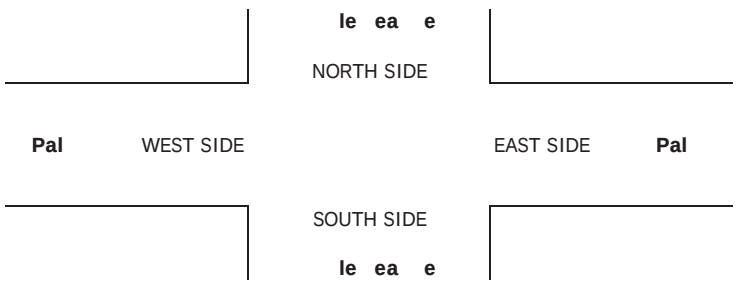
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Little Lea ue	LOCATION #:	10
TUESDAY	EAST & WEST:	Palm	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Little Lea ue			SOUTHBOUND Little Lea ue			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	1	/	0	1	/	1	0	/	0	1	/	2	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	0	0	0	0	0	0	0	0	1	0	0	2					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.500					
	APP/DEPART	1	/	0	0	/	1	0	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

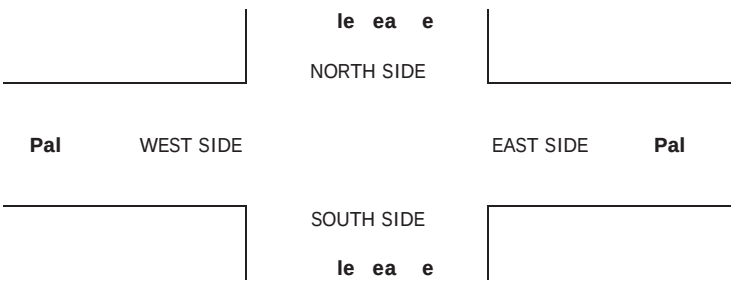
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Little Lea ue	LOCATION #:	10
TUESDAY	EAST & WEST:	Palm	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Little Lea ue			SOUTHBOUND Little Lea ue			EASTBOUND Palm			WESTBOUND Palm				U-TURNS				
	LANES:	NL 2	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	1	0	0	0	2	7	0	1	1	0	13	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	3	0	0	0	0	0
	7:30 AM	0	0	1	1	0	0	0	3	0	0	0	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	2	0	0	0	1	2	0	5	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	2	0	1	0	0	4	0	0	0	0	0
	8:15 AM	2	2	3	0	0	0	3	4	0	0	0	0	14	0	0	0	0	0
	8:30 AM	0	0	1	0	1	1	2	1	0	0	5	0	11	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	3	7	1	1	3	8	17	0	4	12	0	58	0	0	0	0	0
	APPROACH %	17%	25%	58%	20%	20%	60%	32%	68%	0%	25%	75%	0%						
	APP/DEPART	12	/	11	5	/	5	25	/	25	16	/	17	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	2	2	5	0	1	3	5	7	0	2	7	0	34					
	APPROACH %	22%	22%	56%	0%	25%	75%	42%	58%	0%	22%	78%	0%						
	PEAK HR FACTOR		0.321			0.500			0.429			0.450		0.607					
	APP/DEPART	9	/	7	4	/	3	12	/	12	9	/	12	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	4:15 PM	0	1	2	0	0	0	1	1	0	0	3	0	8	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	1	2	0	0	0	1	1	0	0	9	0	14	0	0	0	0	0
	APPROACH %	0%	33%	67%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	3	/	2	0	/	0	2	/	3	9	/	9	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	2	0	0	0	1	1	0	0	7	0	12					
	APPROACH %	0%	33%	67%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.583		0.375					
	APP/DEPART	3	/	2	0	/	0	2	/	3	7	/	7	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Kendall	LOCATION #:	11
	EAST & WEST:	Campus	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Campus			WESTBOUND Campus			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL
AM	7:00 AM	0	95	5	37	147	0	0	0	0	14	0	24	322
	7:15 AM	0	148	3	31	193	0	0	0	0	8	0	35	418
	7:30 AM	0	124	8	91	197	0	0	0	0	5	0	26	451
	7:45 AM	0	66	10	97	159	0	0	0	0	7	0	17	356
	8:00 AM	0	76	8	46	99	0	0	0	0	11	0	12	252
	8:15 AM	0	119	8	36	118	0	0	0	0	6	0	14	301
	8:30 AM	0	104	7	45	105	0	0	0	0	8	0	19	288
	8:45 AM	0	74	11	50	145	0	0	0	0	3	0	12	295
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR VOLUMES	0	7:00 AM 433	26	256	696	0	0	0	0	34	0	102	1,547
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	147	12	11	129	0	2	0	0	15	0	52	368
	4:15 PM	0	134	7	14	113	0	0	0	0	4	0	42	314
	4:30 PM	0	135	5	9	112	0	0	0	0	10	0	49	320
	4:45 PM	0	140	13	13	114	0	0	0	0	8	0	37	325
	5:00 PM	0	119	10	13	141	0	0	0	0	5	0	61	349
	5:15 PM	0	137	16	20	140	0	0	0	0	8	0	51	372
	5:30 PM	0	154	23	17	147	0	0	0	0	9	0	51	401
	5:45 PM	0	150	18	33	146	0	0	0	0	9	0	78	434
	BEGIN PEAK HR VOLUMES	0	5:00 PM 560	67	83	574	0	0	0	0	31	0	241	1,556

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Kendall	LOCATION #:	11
	EAST & WEST:	Campus	CONTROL:	SIGNAL

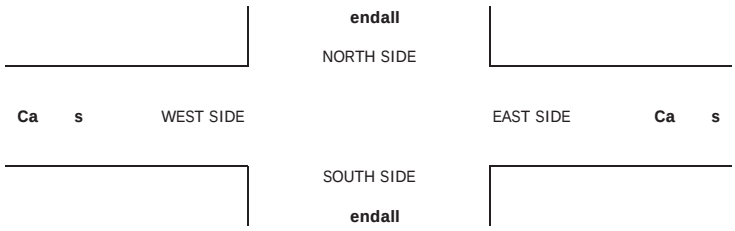
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

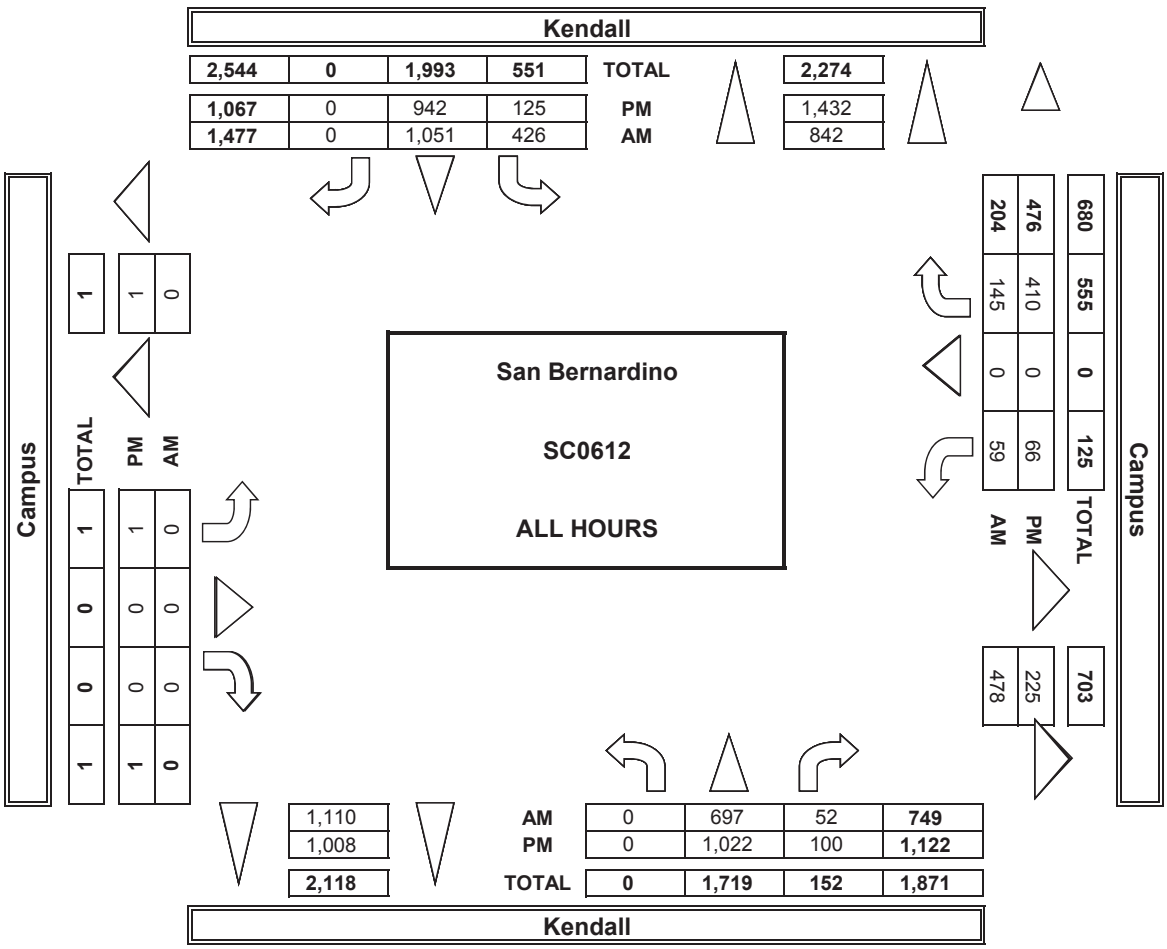
Add U-Turns to Left Turns

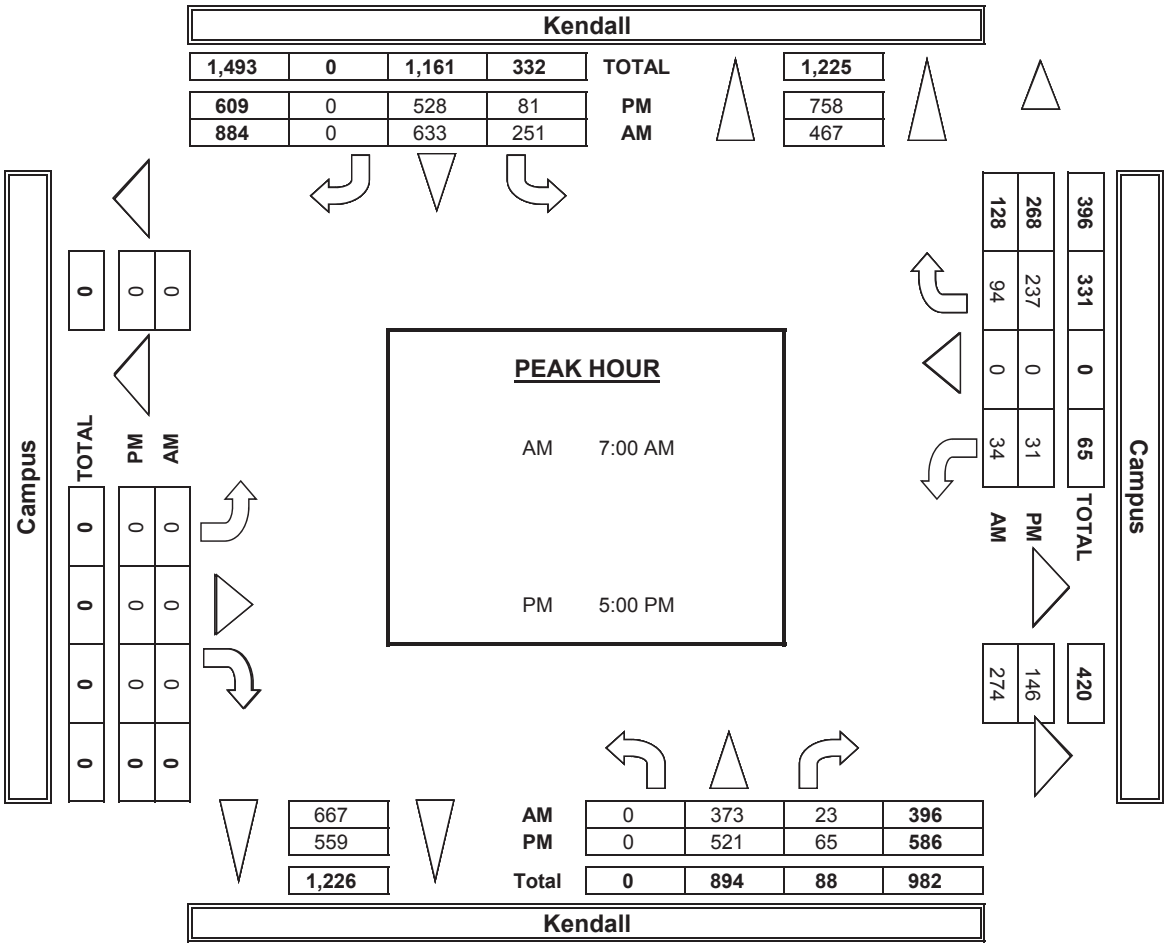
		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Campus			WESTBOUND Campus				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	82	4	34	129	0	0	0	0	14	0	21	284	0	0	0	0	0
	7:15 AM	0	128	3	30	177	0	0	0	0	8	0	33	379	0	0	0	0	0
	7:30 AM	0	107	7	90	181	0	0	0	0	5	0	24	414	0	0	0	0	0
	7:45 AM	0	56	9	97	146	0	0	0	0	7	0	16	331	0	0	0	0	0
	8:00 AM	0	62	7	44	91	0	0	0	0	9	0	10	223	0	0	0	0	0
	8:15 AM	0	98	6	36	103	0	0	0	0	6	0	11	260	0	0	0	0	0
	8:30 AM	0	96	6	45	96	0	0	0	0	7	0	19	269	0	0	0	0	0
	8:45 AM	0	68	10	50	128	0	0	0	0	3	0	11	270	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	697	52	426	1,051	0	0	0	0	59	0	145	2,430	0	0	0	0	0
	APPROACH %	0%	93%	7%	29%	71%	0%	0%	0%	0%	29%	0%	71%						
	APP/DEPART	749	/	842	1,477	/	1,110	0	/	478	204	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	373	23	251	633	0	0	0	0	34	0	94	1,408					
	APPROACH %	0%	94%	6%	28%	72%	0%	0%	0%	0%	27%	0%	73%						
	PEAK HR FACTOR		0.756			0.815			0.000			0.780		0.850					
	APP/DEPART	396	/	467	884	/	667	0	/	274	128	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	133	12	10	117	0	1	0	0	15	0	52	340	0	0	1	0	1
	4:15 PM	0	120	7	13	97	0	0	0	0	4	0	41	282	0	0	0	0	0
	4:30 PM	0	121	4	9	98	0	0	0	0	9	0	45	286	0	0	0	0	0
	4:45 PM	0	127	12	12	102	0	0	0	0	7	0	35	295	0	0	0	0	0
	5:00 PM	0	111	9	13	130	0	0	0	0	5	0	59	327	0	0	0	0	0
	5:15 PM	0	125	16	19	130	0	0	0	0	8	0	49	347	0	0	0	0	0
	5:30 PM	0	140	23	17	134	0	0	0	0	9	0	51	374	0	0	0	0	0
	5:45 PM	0	145	17	32	134	0	0	0	0	9	0	78	415	0	0	0	0	0
	VOLUMES	0	1,022	100	125	942	0	1	0	0	66	0	410	2,666	0	0	1	0	1
	APPROACH %	0%	91%	9%	12%	88%	0%	100%	0%	0%	14%	0%	86%						
	APP/DEPART	1,122	/	1,432	1,067	/	1,008	1	/	225	476	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	521	65	81	528	0	0	0	0	31	0	237	1,463					
	APPROACH %	0%	89%	11%	13%	87%	0%	0%	0%	0%	12%	0%	88%						
	PEAK HR FACTOR		0.899			0.917			0.000			0.770		0.881					
	APP/DEPART	586	/	758	609	/	559	0	/	146	268	/	0	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

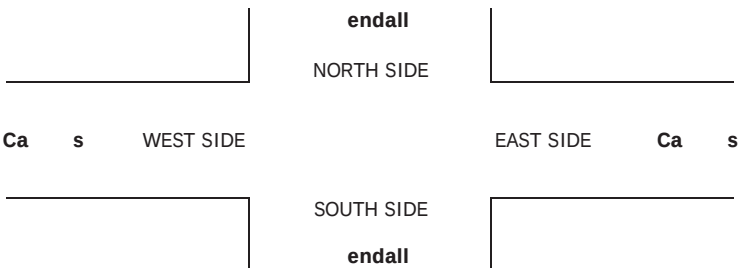
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	11
THURSDAY	EAST & WEST:	Campus	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Campus			WESTBOUND Campus				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	69	3	31	113	0	0	0	0	14	0	18	248	0	0	0	0	0
	7:15 AM	0	109	3	29	161	0	0	0	0	8	0	31	341	0	0	0	0	0
	7:30 AM	0	91	6	89	166	0	0	0	0	5	0	22	379	0	0	0	0	0
	7:45 AM	0	47	8	97	134	0	0	0	0	7	0	15	308	0	0	0	0	0
	8:00 AM	0	49	6	42	83	0	0	0	0	7	0	8	195	0	0	0	0	0
	8:15 AM	0	79	5	36	88	0	0	0	0	6	0	8	222	0	0	0	0	0
	8:30 AM	0	88	5	45	87	0	0	0	0	6	0	19	250	0	0	0	0	0
	8:45 AM	0	62	9	50	112	0	0	0	0	3	0	10	246	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	594	45	419	944	0	0	0	0	56	0	131	2,189	0	0	0	0	0
	APPROACH %	0%	93%	7%	31%	69%	0%	0%	0%	0%	30%	0%	70%						
	APP/DEPART	639	/	725	1,363	/	1,000	0	/	464	187	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	316	20	246	574	0	0	0	0	34	0	86	1,276					
	APPROACH %	0%	94%	6%	30%	70%	0%	0%	0%	0%	28%	0%	72%						
	PEAK HR FACTOR		0.750			0.804			0.000			0.769		0.842					
	APP/DEPART	336	/	402	820	/	608	0	/	266	120	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	120	12	9	105	0	0	0	0	15	0	52	313	0	0	0	0	0
	4:15 PM	0	106	7	12	81	0	0	0	0	4	0	40	250	0	0	0	0	0
	4:30 PM	0	107	3	9	84	0	0	0	0	8	0	41	252	0	0	0	0	0
	4:45 PM	0	114	11	11	91	0	0	0	0	6	0	33	266	0	0	0	0	0
	5:00 PM	0	103	8	13	119	0	0	0	0	5	0	57	305	0	0	0	0	0
	5:15 PM	0	113	16	18	121	0	0	0	0	8	0	47	323	0	0	0	0	0
	5:30 PM	0	126	23	17	121	0	0	0	0	9	0	51	347	0	0	0	0	0
	5:45 PM	0	140	16	31	123	0	0	0	0	9	0	78	397	0	0	0	0	0
	VOLUMES	0	929	96	120	845	0	0	0	0	64	0	399	2,453	0	0	0	0	0
	APPROACH %	0%	91%	9%	12%	88%	0%	0%	0%	0%	14%	0%	86%						
	APP/DEPART	1,025	/	1,328	965	/	909	0	/	216	463	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	482	63	79	484	0	0	0	0	31	0	233	1,372					
	APPROACH %	0%	88%	12%	14%	86%	0%	0%	0%	0%	12%	0%	88%						
	PEAK HR FACTOR		0.873			0.914			0.000			0.759		0.864					
	APP/DEPART	545	/	715	563	/	515	0	/	142	264	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

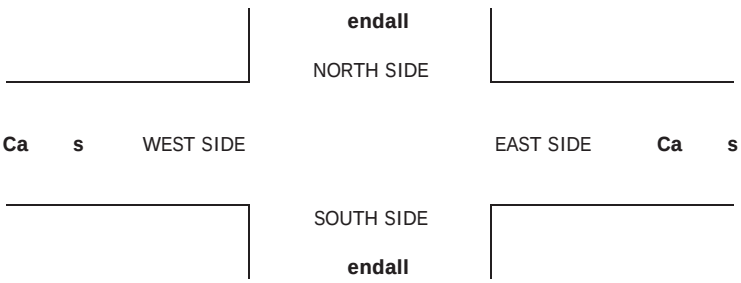
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	11
THURSDAY	EAST & WEST:	Campus	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE	
WORK	
VEHICLES/	
TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Campus			WESTBOUND Campus				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	9	1	2	10	0	0	0	0	0	0	3	25	0	0	0	0	0
	7:15 AM	0	15	0	0	12	0	0	0	0	0	0	1	28	0	0	0	0	0
	7:30 AM	0	9	0	1	13	0	0	0	0	0	0	2	25	0	0	0	0	0
	7:45 AM	0	5	1	0	4	0	0	0	0	0	0	1	11	0	0	0	0	0
	8:00 AM	0	5	0	2	5	0	0	0	0	2	0	2	16	0	0	0	0	0
	8:15 AM	0	10	0	0	10	0	0	0	0	0	0	3	23	0	0	0	0	0
	8:30 AM	0	4	1	0	5	0	0	0	0	1	0	0	11	0	0	0	0	0
	8:45 AM	0	5	1	0	14	0	0	0	0	0	0	1	21	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	62	4	5	73	0	0	0	0	3	0	13	160	0	0	0	0	0
	APPROACH %	0%	94%	6%	6%	94%	0%	0%	0%	0%	19%	0%	81%						
	APP/DEPART	66	/	75	78	/	76	0	/	9	16	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	38	2	3	39	0	0	0	0	0	0	7	89					
	APPROACH %	0%	95%	5%	7%	93%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.667			0.750			0.000			0.583		0.795					
	APP/DEPART	40	/	45	42	/	39	0	/	5	7	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	7	0	1	11	0	0	0	0	0	0	0	19	0	0	0	0	0
	4:15 PM	0	11	0	1	15	0	0	0	0	0	0	1	28	0	0	0	0	0
	4:30 PM	0	14	1	0	12	0	0	0	0	1	0	4	32	0	0	0	0	0
	4:45 PM	0	8	1	1	8	0	0	0	0	1	0	2	21	0	0	0	0	0
	5:00 PM	0	5	1	0	8	0	0	0	0	0	0	1	15	0	0	0	0	0
	5:15 PM	0	11	0	1	6	0	0	0	0	0	0	2	20	0	0	0	0	0
	5:30 PM	0	13	0	0	10	0	0	0	0	0	0	0	23	0	0	0	0	0
	5:45 PM	0	4	1	1	8	0	0	0	0	0	0	0	14	0	0	0	0	0
	VOLUMES	0	73	4	5	78	0	0	0	0	2	0	10	172	0	0	0	0	0
	APPROACH %	0%	95%	5%	6%	94%	0%	0%	0%	0%	17%	0%	83%						
	APP/DEPART	77	/	83	83	/	80	0	/	9	12	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	40	2	3	46	0	0	0	0	2	0	7	100					
	APPROACH %	0%	95%	5%	6%	94%	0%	0%	0%	0%	22%	0%	78%						
	PEAK HR FACTOR		0.700			0.766			0.000			0.450		0.781					
	APP/DEPART	42	/	47	49	/	48	0	/	5	9	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

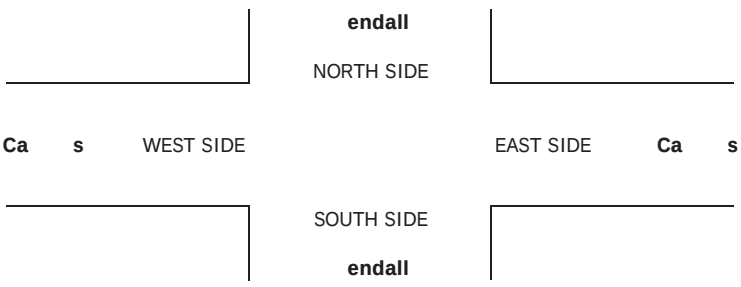
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	11
THURSDAY	EAST & WEST:	Campus	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Campus			WESTBOUND Campus				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	7	1	0	3	0	0	0	0	0	0	0	11	0	0	0	0	0
	APPROACH %	0%	88%	13%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	8	/	7	3	/	3	0	/	1	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	7	1	0	2	0	0	0	0	0	0	0	10					
	APPROACH %	0%	88%	13%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.667			0.500			0.000			0.000		0.833					
	APP/DEPART	8	/	7	2	/	2	0	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	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	0	0	0	0	0
	VOLUMES	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	3	/	3	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	11
THURSDAY	EAST & WEST:	Campus	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Campus			WESTBOUND Campus				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.375					
	APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					

endall

NORTH SIDE

Ca s WEST SIDE EAST SIDE **Ca s**

SOUTH SIDE

endall

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	11
THURSDAY	EAST & WEST:	Campus	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Campus			WESTBOUND Campus				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					

endall

NORTH SIDE

Ca s WEST SIDE EAST SIDE **Ca s**

SOUTH SIDE

endall

INTERSECTION TURNING MOVEMENT COUNTS

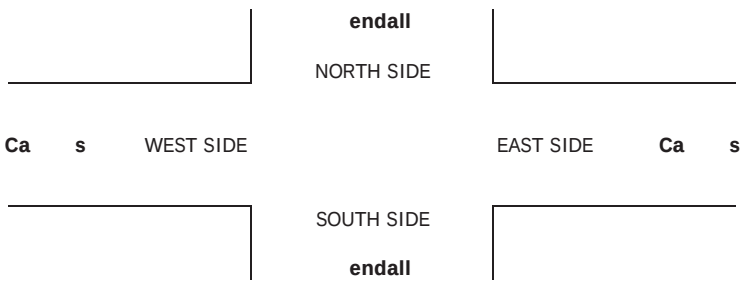
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	11
THURSDAY	EAST & WEST:	Campus	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Campus			WESTBOUND Campus				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 2	SR X	EL X	ET X	ER X	WL 1	WT X	WR 2	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	0	1	4	0	0	0	0	0	0	0	9	0	0	0	0	0
	7:15 AM	0	2	0	1	4	0	0	0	0	0	0	1	8	0	0	0	0	0
	7:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0
	7:45 AM	0	2	0	0	7	0	0	0	0	0	0	0	9	0	0	0	0	0
	8:00 AM	0	6	1	0	3	0	0	0	0	0	0	0	10	0	0	0	0	0
	8:15 AM	0	6	0	0	5	0	0	0	0	0	0	0	11	0	0	0	0	0
	8:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	30	2	2	29	0	0	0	0	0	0	1	64	0	0	0	0	0
	APPROACH %	0%	94%	6%	6%	94%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	32	/	31	31	/	29	0	/	4	1	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	18	1	0	19	0	0	0	0	0	0	0	38					
	APPROACH %	0%	95%	5%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.679			0.679			0.000			0.000		0.864					
	APP/DEPART	19	/	18	19	/	19	0	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	5	0	0	1	0	1	0	0	0	0	0	7	0	0	1	0	1
	4:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	7	0	0	0	0	0
	5:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	18	0	0	15	0	1	0	0	0	0	1	35	0	0	1	0	1
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%						
	APP/DEPART	18	/	19	15	/	15	1	/	0	1	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	9	0	0	10	0	0	0	0	0	0	1	20					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.563			0.833			0.000			0.250		0.714					
	APP/DEPART	9	/	10	10	/	10	0	/	0	1	/	0	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Kendall	LOCATION #:	12
	EAST & WEST:	University	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Uni e sity			WESTBOUND Uni e sity			
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
AM	7:00 AM	73	58	9	45	67	42	25	136	37	11	71	28	602
	7:15 AM	86	103	12	76	116	60	23	282	24	9	92	29	912
	7:30 AM	82	74	39	49	113	57	29	363	17	5	93	31	952
	7:45 AM	70	49	82	65	82	40	30	330	26	7	78	13	872
	8:00 AM	60	34	20	30	64	36	33	205	18	12	74	22	608
	8:15 AM	54	73	15	28	77	43	30	158	24	6	66	21	595
	8:30 AM	56	77	16	20	72	38	33	164	20	13	57	19	585
	8:45 AM	64	55	21	39	75	33	38	231	48	9	61	12	686
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	298	260	153	220	375	193	115	1,180	85	33	337	95	3,344
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	75	87	9	28	89	46	63	123	78	28	250	33	909
	4:15 PM	71	76	15	16	67	43	63	130	73	24	154	19	751
	4:30 PM	56	84	22	29	71	35	56	132	76	27	183	14	785
	4:45 PM	57	70	14	33	83	41	71	176	50	30	205	23	853
	5:00 PM	40	69	20	30	87	36	70	199	75	29	246	34	935
	5:15 PM	50	94	19	46	106	38	66	274	46	24	212	23	998
	5:30 PM	74	95	37	39	108	39	76	333	38	30	288	30	1,187
	5:45 PM	60	86	42	40	104	52	55	363	30	31	336	25	1,224
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	224	344	118	155	405	165	267	1,169	189	114	1,082	112	4,344

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: San Be na dino
NORTH & SOUTH: Kendall
EAST & WEST: University

PROJECT #: SC0612
LOCATION #: 12
CONTROL: SIGNAL

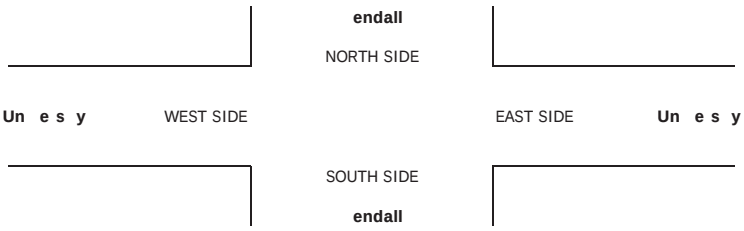
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N
◄ W E ►
S ▼

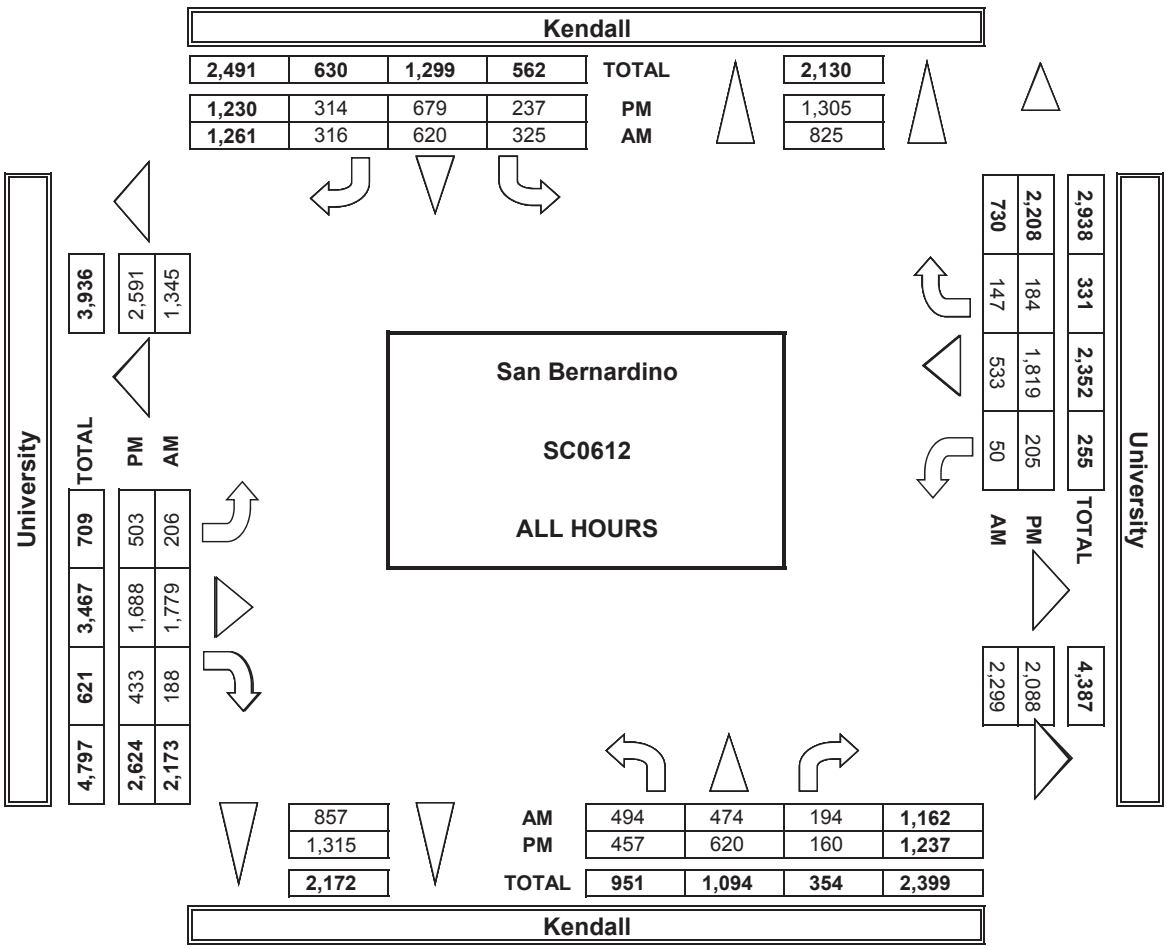
Add U-Turns to Left Turns

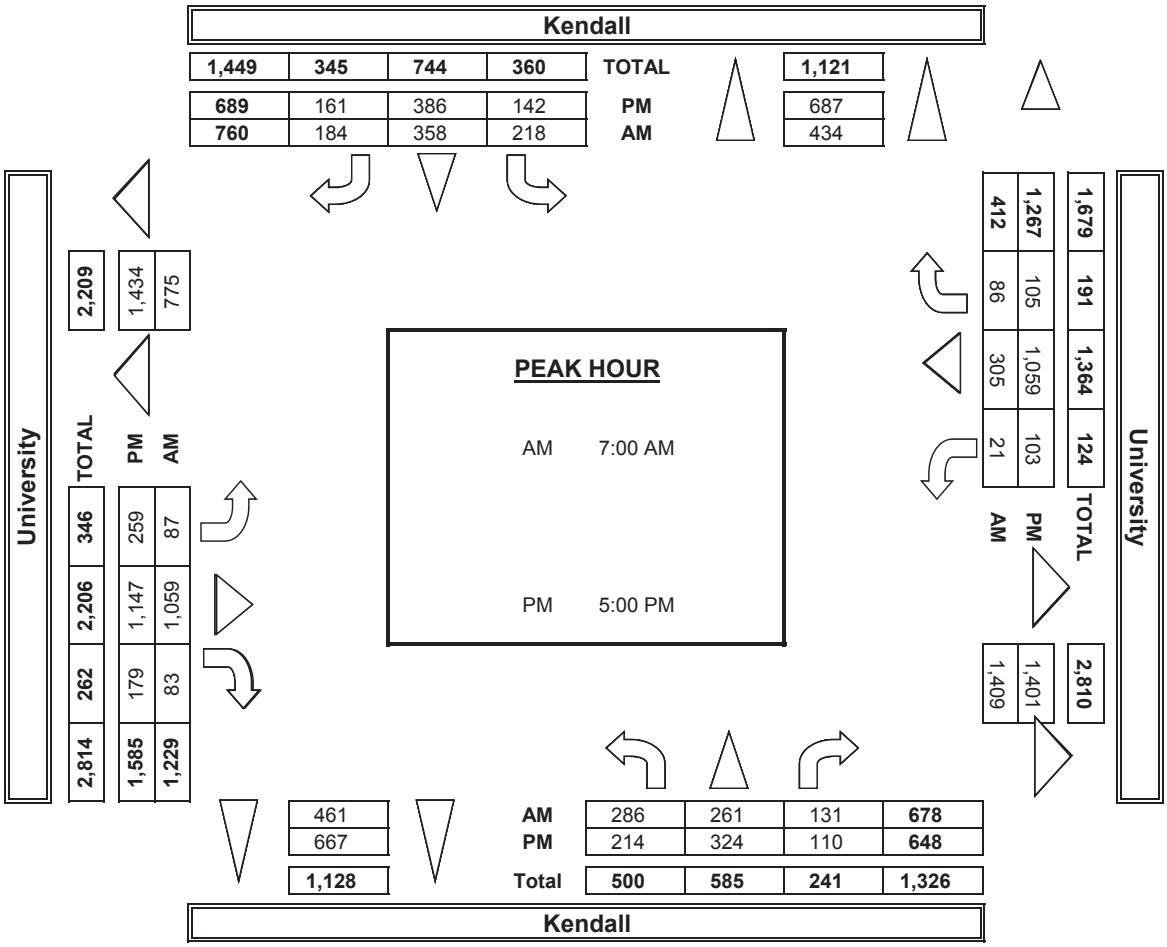
		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Uni e sity			WESTBOUND Uni e sity				U-TURNS				
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	66	52	7	39	60	39	22	128	29	8	66	23	539	0	0	0	1	1
	7:15 AM	79	98	10	70	111	55	18	268	20	6	82	26	843	0	0	0	0	0
	7:30 AM	75	65	35	48	110	51	24	343	13	3	89	25	881	0	0	0	0	0
	7:45 AM	66	46	79	61	77	39	23	320	21	4	68	12	816	0	0	0	0	0
	8:00 AM	48	29	18	28	57	30	30	189	17	8	67	17	538	0	0	0	0	0
	8:15 AM	49	64	12	26	70	36	25	150	24	4	58	17	535	0	0	0	0	0
	8:30 AM	52	70	14	17	67	35	30	156	18	10	49	16	534	0	0	1	0	1
	8:45 AM	59	50	19	36	68	31	34	225	46	7	54	11	640	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	494	474	194	325	620	316	206	1,779	188	50	533	147	5,326	0	0	2	1	3
	APPROACH %	43%	41%	17%	26%	49%	25%	9%	82%	9%	7%	73%	20%						
	APP/DEPART	1,162	/	825	1,261	/	857	2,173	/	2,299	730	/	1,345	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	286	261	131	218	358	184	87	1,059	83	21	305	86	3,079					
	APPROACH %	42%	38%	19%	29%	47%	24%	7%	86%	7%	5%	74%	21%						
	PEAK HR FACTOR		0.887			0.805			0.809			0.880		0.874					
	APP/DEPART	678	/	434	760	/	461	1,229	/	1,409	412	/	775	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	70	81	8	26	83	44	61	121	73	27	236	31	861	0	0	0	0	0
	4:15 PM	66	68	11	15	62	41	57	123	68	21	149	16	697	0	0	0	0	0
	4:30 PM	53	80	18	26	69	32	55	129	69	25	175	13	744	0	0	0	1	1
	4:45 PM	54	67	13	28	79	36	71	168	44	29	200	19	808	0	0	1	0	1
	5:00 PM	38	67	16	27	85	35	68	196	68	26	238	32	896	0	0	0	0	0
	5:15 PM	47	83	19	43	102	36	65	266	45	22	210	22	960	0	0	0	0	0
	5:30 PM	72	94	35	35	102	39	74	326	36	28	283	29	1,153	0	0	1	1	2
	5:45 PM	57	80	40	37	97	51	52	359	30	27	328	22	1,180	1	0	0	1	2
	VOLUMES	457	620	160	237	679	314	503	1,688	433	205	1,819	184	7,299	1	0	2	3	6
	APPROACH %	37%	50%	13%	19%	55%	26%	19%	64%	17%	9%	82%	8%						
	APP/DEPART	1,237	/	1,305	1,230	/	1,315	2,624	/	2,088	2,208	/	2,591	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	214	324	110	142	386	161	259	1,147	179	103	1,059	105	4,189					
	APPROACH %	33%	50%	17%	21%	56%	23%	16%	72%	11%	8%	84%	8%						
	PEAK HR FACTOR		0.806			0.931			0.899			0.840		0.888					
	APP/DEPART	648	/	687	689	/	667	1,585	/	1,401	1,267	/	1,434	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

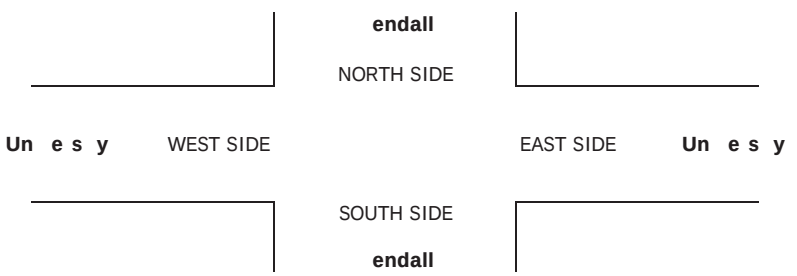
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	12
THURSDAY	EAST & WEST:	Uni e sity	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Uni e sity			WESTBOUND Uni e sity				U-TURNS				
LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	59	46	5	34	53	36	20	120	22	5	61	18	479	0	0	0	1	1
7:15 AM	72	93	8	64	106	50	14	254	17	3	73	23	777	0	0	0	0	0
7:30 AM	68	57	31	47	107	45	19	324	10	1	85	19	813	0	0	0	0	0
7:45 AM	62	43	76	57	72	38	17	311	16	1	60	11	764	0	0	0	0	0
8:00 AM	37	25	16	26	50	25	27	174	16	4	61	12	473	0	0	0	0	0
8:15 AM	44	56	9	24	63	30	21	142	24	2	51	14	480	0	0	0	0	0
8:30 AM	48	63	12	14	62	32	28	148	17	7	42	13	486	0	0	0	0	0
8:45 AM	55	45	17	33	62	29	30	219	44	5	48	10	597	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	445	428	174	299	575	285	176	1,692	166	28	481	120	4,869	0	0	1	1	2
APPROACH %	43%	41%	17%	26%	50%	25%	9%	83%	8%	4%	76%	19%						
APP/DEPART	1,047	/	723	1,159	/	768	2,034	/	2,166	629	/	1,212	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	261	239	120	202	338	169	70	1,009	65	9	279	71	2,833					
APPROACH %	42%	39%	19%	28%	48%	24%	6%	88%	6%	3%	78%	20%						
PEAK HR FACTOR		0.856			0.806			0.810			0.857		0.871					
APP/DEPART	620	/	380	709	/	412	1,144	/	1,332	360	/	709	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	65	75	7	24	77	42	59	119	68	26	223	29	814	0	0	0	0	0
4:15 PM	62	60	7	14	57	39	51	116	64	18	145	13	646	0	0	0	0	0
4:30 PM	50	76	14	23	67	30	54	126	62	23	167	12	704	0	0	0	1	1
4:45 PM	51	64	12	24	75	32	71	160	38	28	195	15	765	0	0	1	0	1
5:00 PM	36	65	12	24	83	34	66	193	63	23	231	30	860	0	0	0	0	0
5:15 PM	44	73	19	40	99	34	64	258	44	20	208	21	924	0	0	0	0	0
5:30 PM	70	93	33	31	96	39	72	320	34	26	278	28	1,120	0	0	1	1	2
5:45 PM	54	74	38	34	91	50	49	355	30	23	320	19	1,137	1	0	0	1	2
VOLUMES	432	580	142	214	645	300	486	1,647	403	187	1,767	167	6,970	1	0	2	3	6
APPROACH %	37%	50%	12%	18%	56%	26%	19%	65%	16%	9%	83%	8%						
APP/DEPART	1,154	/	1,231	1,159	/	1,233	2,536	/	2,006	2,121	/	2,500	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	203	305	102	129	369	157	250	1,126	171	90	1,037	98	4,041					
APPROACH %	33%	50%	17%	20%	56%	24%	16%	73%	11%	7%	85%	8%						
PEAK HR FACTOR		0.779			0.936			0.892			0.847		0.889					
APP/DEPART	611	/	653	655	/	631	1,548	/	1,359	1,227	/	1,398	0					



INTERSECTION TURNING MOVEMENT COUNTS

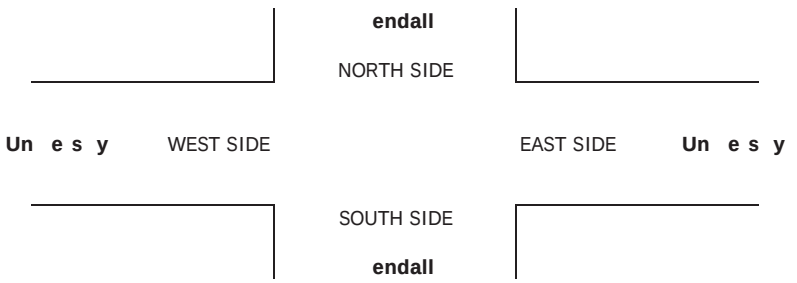
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	12
THURSDAY	EAST & WEST:	Uni e sity	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Uni e sity			WESTBOUND Uni e sity				U-TURNS				
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	6	5	0	0	5	3	1	7	3	0	4	2	36	0	0	0	0	0
	7:15 AM	5	3	0	4	3	4	2	13	2	0	7	1	44	0	0	0	0	0
	7:30 AM	6	4	1	0	3	6	3	15	2	0	4	3	47	0	0	0	0	0
	7:45 AM	4	2	1	2	1	0	3	7	3	2	6	0	31	0	0	0	0	0
	8:00 AM	10	1	0	0	6	4	2	11	1	2	4	2	43	0	0	0	0	0
	8:15 AM	3	3	1	0	5	3	3	6	0	0	4	1	29	0	0	0	0	0
	8:30 AM	3	6	0	0	5	2	1	8	0	1	2	0	28	0	0	1	0	1
	8:45 AM	3	4	1	2	5	2	2	6	1	0	5	0	31	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	40	28	4	8	33	24	17	73	12	5	36	9	289	0	0	1	0	1
	APPROACH %	56%	39%	6%	12%	51%	37%	17%	72%	12%	10%	72%	18%						
	APP/DEPART	72	/	53	65	/	50	102	/	85	50	/	101	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	25	10	2	6	13	14	10	46	8	4	21	6	165					
	APPROACH %	68%	27%	5%	18%	39%	42%	16%	72%	13%	13%	68%	19%						
	PEAK HR FACTOR		0.841			0.750			0.800			0.969		0.878					
	APP/DEPART	37	/	26	33	/	25	64	/	54	31	/	60	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	2	0	0	6	2	2	1	5	0	10	0	33	0	0	0	0	0
	4:15 PM	3	7	2	1	5	2	6	6	2	1	2	1	38	0	0	0	0	0
	4:30 PM	3	4	1	1	2	1	1	1	7	0	7	0	28	0	0	0	0	0
	4:45 PM	3	2	0	1	4	3	0	8	6	0	3	0	30	0	0	0	0	0
	5:00 PM	2	2	1	1	1	1	2	2	3	1	6	0	22	0	0	0	0	0
	5:15 PM	3	9	0	2	2	2	1	6	1	0	1	0	27	0	0	0	0	0
	5:30 PM	1	1	0	0	6	0	2	5	2	0	4	0	21	0	0	0	0	0
	5:45 PM	3	6	0	2	4	1	3	4	0	3	8	1	35	0	0	0	0	0
	VOLUMES	23	33	4	8	30	12	17	33	26	5	41	2	234	0	0	0	0	0
	APPROACH %	38%	55%	7%	16%	60%	24%	22%	43%	34%	10%	85%	4%						
	APP/DEPART	60	/	52	50	/	61	76	/	45	48	/	76	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	14	15	3	3	17	8	9	16	20	1	22	1	129					
	APPROACH %	44%	47%	9%	11%	61%	29%	20%	36%	44%	4%	92%	4%						
	PEAK HR FACTOR		0.667			0.875			0.804			0.600		0.849					
	APP/DEPART	32	/	25	28	/	38	45	/	22	24	/	44	0					



INTERSECTION TURNING MOVEMENT COUNTS

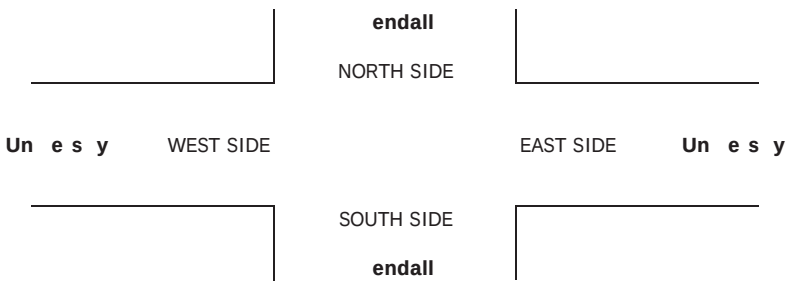
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	12
THURSDAY	EAST & WEST:	Uni e sity	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Uni e sity			WESTBOUND Uni e sity				U-TURNS				
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	1	0	1	0	3	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	0	2	1	0	0	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0
	8:00 AM	1	1	0	0	0	1	0	1	0	0	1	0	5	0	0	0	0	0
	8:15 AM	0	1	0	0	0	2	1	0	0	0	1	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
	8:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	4	0	0	1	3	5	4	4	0	5	0	28	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	25%	75%	38%	31%	31%	0%	100%	0%						
	APP/DEPART	6	/	9	4	/	5	13	/	4	5	/	10	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	4	0	0	0	3	3	4	1	0	2	0	18					
	APPROACH %	20%	80%	0%	0%	0%	100%	38%	50%	13%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.375			0.667			0.500		0.900					
	APP/DEPART	5	/	7	3	/	1	8	/	4	2	/	6	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	1	0	1	2	2	0	1	2	0	0	0	10	0	0	0	0	0
	APPROACH %	50%	50%	0%	20%	40%	40%	0%	33%	67%	0%	0%	0%						
	APP/DEPART	2	/	1	5	/	4	3	/	2	0	/	3	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	1	0	0	1	0	2	0	0	2	0	0	0	6					
	APPROACH %	100%	0%	0%	33%	0%	67%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.375			0.500			0.000		0.750					
	APP/DEPART	1	/	0	3	/	2	2	/	1	0	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

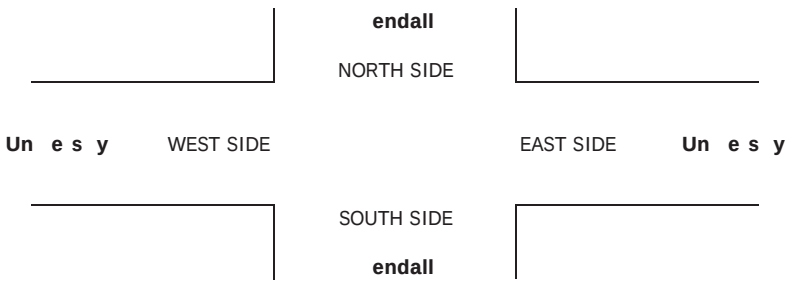
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	12
THURSDAY	EAST & WEST:	Uni e sity	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Uni e sity			WESTBOUND Uni e sity				U-TURNS				
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	1	0	1	0	2	1	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	50%	0%	50%	0%	67%	33%						
	APP/DEPART	0	/	2	1	/	1	2	/	1	3	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	1	0	2	1	4					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.375		0.500					
	APP/DEPART	0	/	1	0	/	1	1	/	0	3	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	1	0	3	0	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
	APP/DEPART	0	/	0	1	/	2	1	/	0	3	/	3	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	1	0	0	0	1	0	1	0	3					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.250		0.375					
	APP/DEPART	0	/	0	1	/	2	1	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

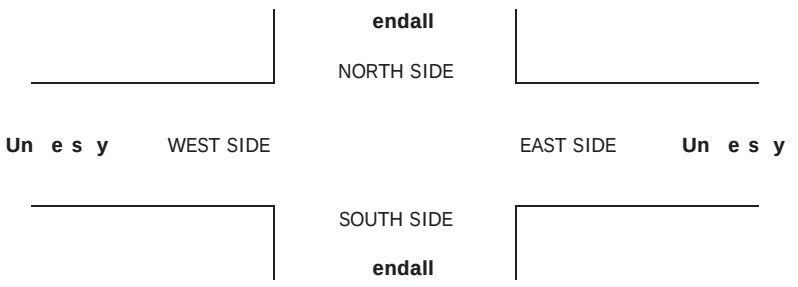
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	12
THURSDAY	EAST & WEST:	Uni e sity	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Uni e sity			WESTBOUND Uni e sity				U-TURNS				
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1	/	2	1	/	1	0	/	0	1	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	1	3					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.250		0.750					
	APP/DEPART	1	/	2	1	/	1	0	/	0	1	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

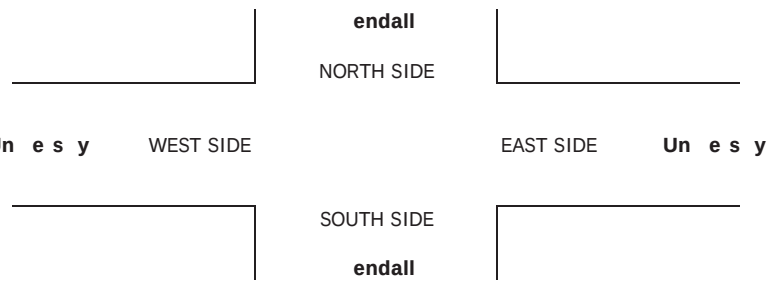
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	12
THURSDAY	EAST & WEST:	Uni e sity	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Uni e sity			WESTBOUND Uni e sity				U-TURNS				
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 2	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	2	4	1	0	0	1	2	3	1	3	19	0	0	0	0	0
	7:15 AM	2	2	2	2	2	1	1	1	0	3	1	1	18	0	0	0	0	0
	7:30 AM	1	2	3	1	0	0	2	2	0	2	0	3	16	0	0	0	0	0
	7:45 AM	0	0	2	2	4	1	1	1	2	1	0	1	15	0	0	0	0	0
	8:00 AM	0	2	2	2	1	0	1	3	0	2	1	3	17	0	0	0	0	0
	8:15 AM	2	4	2	2	2	1	0	2	0	2	2	1	20	0	0	0	0	0
	8:30 AM	1	1	2	3	0	1	0	0	0	2	4	3	17	0	0	0	0	0
	8:45 AM	0	1	1	1	0	0	2	0	1	2	0	1	9	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	13	16	17	10	4	7	10	5	17	9	16	131	0	0	0	0	0
	APPROACH %	19%	36%	44%	55%	32%	13%	32%	45%	23%	40%	21%	38%						
	APP/DEPART	36	/	36	31	/	32	22	/	43	42	/	20	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	3	7	8	9	7	3	2	6	2	7	7	8	69					
	APPROACH %	17%	39%	44%	47%	37%	16%	20%	60%	20%	32%	32%	36%						
	PEAK HR FACTOR		0.563			0.679			0.625			0.611		0.863					
	APP/DEPART	18	/	17	19	/	16	10	/	23	22	/	13	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	4	1	2	0	0	0	1	0	1	2	2	13	0	0	0	0	0
	4:15 PM	0	1	2	0	0	0	0	1	1	2	1	2	10	0	0	0	0	0
	4:30 PM	0	0	3	2	0	0	0	2	0	2	1	1	11	0	0	0	0	0
	4:45 PM	0	1	1	2	0	0	0	0	0	1	2	3	10	0	0	0	0	0
	5:00 PM	0	0	3	2	1	0	0	1	0	2	0	2	11	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	0	2	0	2	1	1	7	0	0	0	0	0
	5:30 PM	1	0	2	4	0	0	0	0	0	2	1	1	11	0	0	0	0	0
	5:45 PM	0	0	2	1	0	0	0	0	0	1	0	2	6	0	0	0	0	0
	VOLUMES	1	6	14	14	1	0	0	7	1	13	8	14	79	0	0	0	0	0
	APPROACH %	5%	29%	67%	93%	7%	0%	0%	88%	13%	37%	23%	40%						
	APP/DEPART	21	/	20	15	/	15	8	/	35	35	/	9	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	6	7	6	0	0	0	4	1	6	6	8	44					
	APPROACH %	0%	46%	54%	100%	0%	0%	0%	80%	20%	30%	30%	40%						
	PEAK HR FACTOR		0.650			0.750			0.625			0.833		0.846					
	APP/DEPART	13	/	14	6	/	7	5	/	17	20	/	6	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Kendall	LOCATION #:	13
	EAST & WEST:	Mountain	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Mountain			WESTBOUND Mountain			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	27	60	11	13	51	16	4	49	15	11	62	7	326
	7:15 AM	52	67	23	24	80	32	14	101	54	12	131	7	597
	7:30 AM	52	96	19	17	82	18	21	100	38	15	109	7	574
	7:45 AM	25	61	47	15	82	4	6	107	16	12	61	9	445
	8:00 AM	19	63	17	10	63	28	5	35	11	18	44	5	318
	8:15 AM	12	76	25	15	64	8	15	49	20	16	43	5	348
	8:30 AM	18	83	24	13	76	5	6	44	13	33	53	9	377
	8:45 AM	17	84	22	7	92	13	4	22	8	35	37	12	353
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	156	284	100	69	295	70	45	357	123	50	363	30	1,942
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	25	121	17	14	149	15	14	47	41	40	84	18	585
	4:15 PM	24	132	18	9	138	7	12	28	23	28	50	7	476
	4:30 PM	16	116	23	6	142	10	8	43	25	32	40	14	475
	4:45 PM	27	122	21	7	155	12	10	40	20	22	67	8	511
	5:00 PM	14	123	28	9	144	14	9	35	21	43	65	5	510
	5:15 PM	20	119	31	13	153	9	9	46	30	36	62	3	531
	5:30 PM	26	142	36	22	137	13	14	55	26	43	89	6	609
	5:45 PM	31	139	34	15	137	6	15	61	29	32	98	7	604
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	91	523	129	59	571	42	47	197	106	154	314	21	2,254

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: San Be na dino
NORTH & SOUTH: Kendall
EAST & WEST: Mountain

PROJECT #: SC0612
LOCATION #: 13
CONTROL: SIGNAL

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Mountain			WESTBOUND Mountain				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	25	55	11	12	45	15	4	49	14	8	61	6	305	0	0	0	0	0
	7:15 AM	49	61	22	24	72	28	11	97	46	10	126	7	553	0	0	0	0	0
	7:30 AM	51	79	19	17	75	16	21	92	35	15	107	7	534	0	0	0	0	0
	7:45 AM	25	56	47	14	75	4	6	102	15	11	56	6	417	0	0	0	0	0
	8:00 AM	14	53	17	10	54	19	4	35	9	17	40	5	277	0	0	0	0	0
	8:15 AM	12	67	23	15	61	8	9	46	17	16	41	5	320	0	0	0	0	0
	8:30 AM	18	77	21	13	69	5	6	41	13	33	51	8	355	0	0	0	0	0
	8:45 AM	17	77	21	6	86	11	4	22	7	35	34	11	331	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	211	525	181	111	537	106	65	484	156	145	516	55	3,092	0	0	0	0	0
	APPROACH %	23%	57%	20%	15%	71%	14%	9%	69%	22%	20%	72%	8%						
	APP/DEPART	917	/	645	754	/	838	705	/	776	716	/	833	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	150	251	99	67	267	63	42	340	110	44	350	26	1,809					
	APPROACH %	30%	50%	20%	17%	67%	16%	9%	69%	22%	10%	83%	6%						
	PEAK HR FACTOR		0.839			0.800			0.799			0.734		0.818					
	APP/DEPART	500	/	319	397	/	421	492	/	506	420	/	563	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	24	114	17	13	137	14	9	42	37	39	82	16	544	0	0	0	0	0
	4:15 PM	23	121	18	9	131	7	12	26	23	27	47	6	450	0	0	0	0	0
	4:30 PM	16	106	20	5	138	9	8	42	24	30	40	13	451	0	0	0	0	0
	4:45 PM	26	115	20	7	144	12	9	40	20	22	67	8	490	0	0	0	0	0
	5:00 PM	14	117	28	9	140	14	9	35	21	41	65	5	498	0	0	0	0	0
	5:15 PM	20	113	31	13	144	9	9	46	29	36	62	3	515	0	0	0	0	0
	5:30 PM	26	140	36	22	133	12	13	54	26	42	89	6	599	0	0	0	0	0
	5:45 PM	29	133	33	15	127	6	15	59	29	31	98	7	582	0	0	0	0	0
	VOLUMES	178	959	203	93	1,094	83	84	344	209	268	550	64	4,129	0	0	0	0	0
	APPROACH %	13%	72%	15%	7%	86%	7%	13%	54%	33%	30%	62%	7%						
	APP/DEPART	1,340	/	1,107	1,270	/	1,571	637	/	640	882	/	811	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	89	503	128	59	544	41	46	194	105	150	314	21	2,194					
	APPROACH %	12%	70%	18%	9%	84%	6%	13%	56%	30%	31%	65%	4%						
	PEAK HR FACTOR		0.891			0.964			0.837			0.885		0.916					
	APP/DEPART	720	/	570	644	/	799	345	/	381	485	/	444	0					

endall

NORTH SIDE

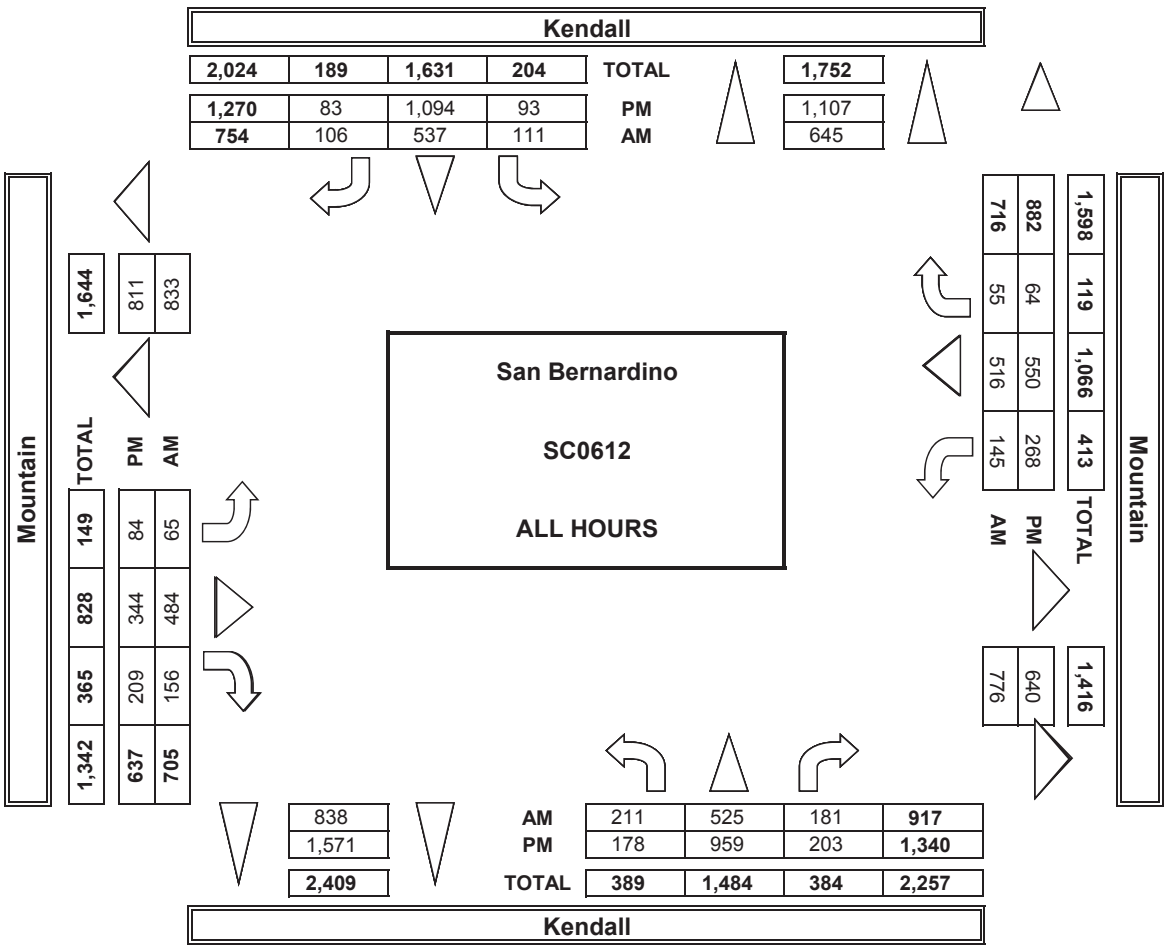
Mo n an WEST SIDE EAST SIDE **Mo n an**

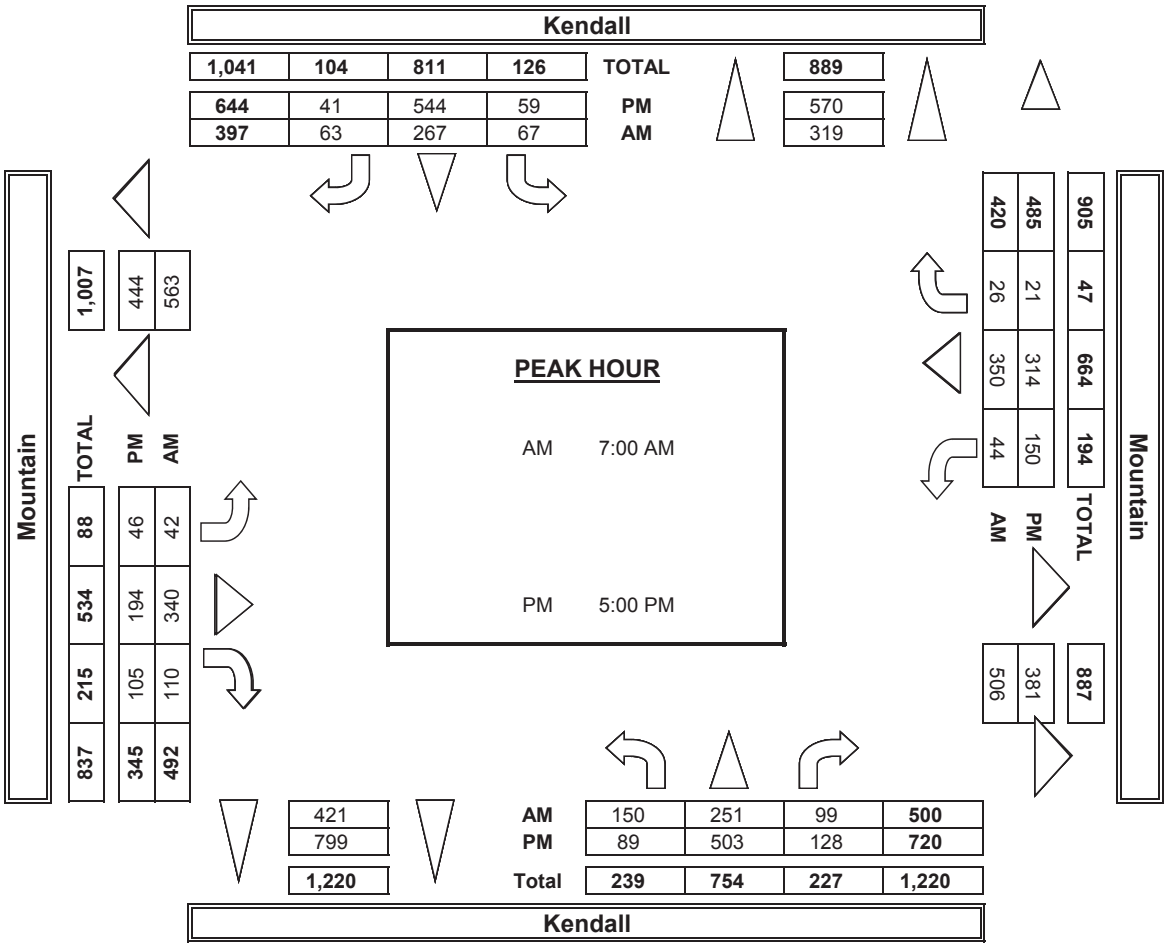
SOUTH SIDE

endall

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	13
THURSDAY	EAST & WEST:	Mountain	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Mountain			WESTBOUND Mountain				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	23	50	11	11	39	14	4	49	13	6	60	5	285	0	0	0	0	0
	7:15 AM	46	55	21	24	65	24	8	94	38	8	121	7	511	0	0	0	0	0
	7:30 AM	50	64	19	17	68	14	21	84	33	15	105	7	497	0	0	0	0	0
	7:45 AM	25	51	47	13	68	4	6	97	14	10	51	3	389	0	0	0	0	0
	8:00 AM	9	44	17	10	46	10	3	35	7	16	37	5	239	0	0	0	0	0
	8:15 AM	12	59	21	15	58	8	3	43	14	16	39	5	293	0	0	0	0	0
	8:30 AM	18	72	19	13	62	5	6	39	13	33	49	7	336	0	0	0	0	0
	8:45 AM	17	70	20	5	80	9	4	22	6	35	32	10	310	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	200	465	175	108	486	88	55	463	138	139	494	49	2,860	0	0	0	0	0
	APPROACH %	24%	55%	21%	16%	71%	13%	8%	71%	21%	20%	72%	7%						
	APP/DEPART	840	/	569	682	/	763	656	/	746	682	/	782	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	144	220	98	65	240	56	39	324	98	39	337	22	1,682					
	APPROACH %	31%	48%	21%	18%	66%	16%	8%	70%	21%	10%	85%	6%						
	PEAK HR FACTOR		0.868			0.799			0.823			0.732		0.823					
	APP/DEPART	462	/	281	361	/	377	461	/	487	398	/	537	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	23	108	17	12	125	13	4	37	33	38	80	14	504	0	0	0	0	0
	4:15 PM	22	110	18	9	124	7	12	24	23	26	44	5	424	0	0	0	0	0
	4:30 PM	16	96	18	4	134	8	8	41	23	28	40	12	428	0	0	0	0	0
	4:45 PM	25	108	19	7	133	12	8	40	20	22	67	8	469	0	0	0	0	0
	5:00 PM	14	112	28	9	136	14	9	35	21	40	65	5	488	0	0	0	0	0
	5:15 PM	20	107	31	13	136	9	9	46	28	36	62	3	500	0	0	0	0	0
	5:30 PM	26	138	36	22	129	11	12	53	26	41	89	6	589	0	0	0	0	0
	5:45 PM	27	127	32	15	118	6	15	57	29	30	98	7	561	0	0	0	0	0
	VOLUMES	173	906	199	91	1,035	80	77	333	203	261	545	60	3,963	0	0	0	0	0
	APPROACH %	14%	71%	16%	8%	86%	7%	13%	54%	33%	30%	63%	7%						
	APP/DEPART	1,278	/	1,043	1,206	/	1,499	613	/	623	866	/	798	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	87	484	127	59	519	40	45	191	104	147	314	21	2,138					
	APPROACH %	12%	69%	18%	10%	84%	6%	13%	56%	31%	30%	65%	4%						
	PEAK HR FACTOR		0.873			0.954			0.842			0.886		0.907					
	APP/DEPART	698	/	550	618	/	770	340	/	377	482	/	441	0					

endall

NORTH SIDE

Mo n a n WEST SIDE EAST SIDE **Mo n a n**

SOUTH SIDE

endall

INTERSECTION TURNING MOVEMENT COUNTS

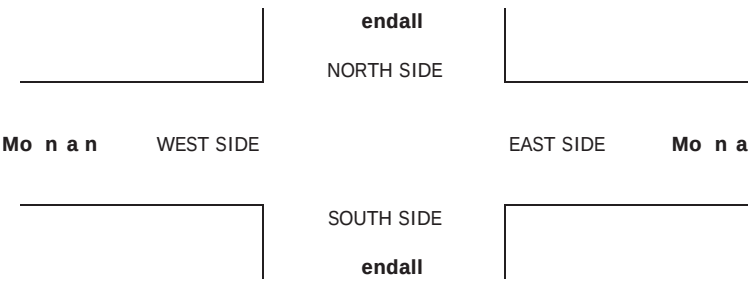
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	13
THURSDAY	EAST & WEST:	Mountain	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE	
WORK	
VEHICLES/	
TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Mountain			WESTBOUND Mountain				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	1	2	0	0	0	1	0	1	1	8	0	0	0	0	0
	7:15 AM	1	4	0	0	3	1	0	2	1	0	4	0	16	0	0	0	0	0
	7:30 AM	1	6	0	0	3	2	0	8	0	0	2	0	22	0	0	0	0	0
	7:45 AM	0	2	0	0	3	0	0	5	0	0	4	1	15	0	0	0	0	0
	8:00 AM	1	3	0	0	3	4	1	0	1	0	1	0	14	0	0	0	0	0
	8:15 AM	0	3	1	0	0	0	1	2	0	0	2	0	9	0	0	0	0	0
	8:30 AM	0	2	0	0	2	0	0	1	0	0	2	0	7	0	0	0	0	0
	8:45 AM	0	6	1	1	4	2	0	0	1	0	1	0	16	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	28	2	2	20	9	2	18	4	0	17	2	107	0	0	0	0	0
	APPROACH %	9%	85%	6%	6%	65%	29%	8%	75%	17%	0%	89%	11%						
	APP/DEPART	33	/	32	31	/	24	24	/	22	19	/	29	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	15	0	0	12	7	1	15	2	0	11	1	67					
	APPROACH %	17%	83%	0%	0%	63%	37%	6%	83%	11%	0%	92%	8%						
	PEAK HR FACTOR		0.643			0.679			0.563			0.600		0.761					
	APP/DEPART	18	/	17	19	/	14	18	/	15	12	/	21	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	4	0	1	8	1	1	2	1	0	1	2	22	0	0	0	0	0
	4:15 PM	1	9	0	0	5	0	0	2	0	0	2	1	20	0	0	0	0	0
	4:30 PM	0	7	1	1	3	1	0	1	1	1	0	1	17	0	0	0	0	0
	4:45 PM	1	5	1	0	9	0	1	0	0	0	0	0	17	0	0	0	0	0
	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	5	0	0	4	0	0	0	1	0	0	0	10	0	0	0	0	0
	5:30 PM	0	1	0	0	3	1	0	0	0	1	0	0	6	0	0	0	0	0
	5:45 PM	2	4	1	0	6	0	0	2	0	1	0	0	16	0	0	0	0	0
	VOLUMES	5	36	3	2	40	3	2	7	3	3	3	4	111	0	0	0	0	0
	APPROACH %	11%	82%	7%	4%	89%	7%	17%	58%	25%	30%	30%	40%						
	APP/DEPART	44	/	42	45	/	46	12	/	12	10	/	11	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	25	2	2	25	2	2	5	2	1	3	4	76					
	APPROACH %	10%	83%	7%	7%	86%	7%	22%	56%	22%	13%	38%	50%						
	PEAK HR FACTOR		0.750			0.725			0.563			0.667		0.864					
	APP/DEPART	30	/	31	29	/	28	9	/	9	8	/	8	0					



INTERSECTION TURNING MOVEMENT COUNTS

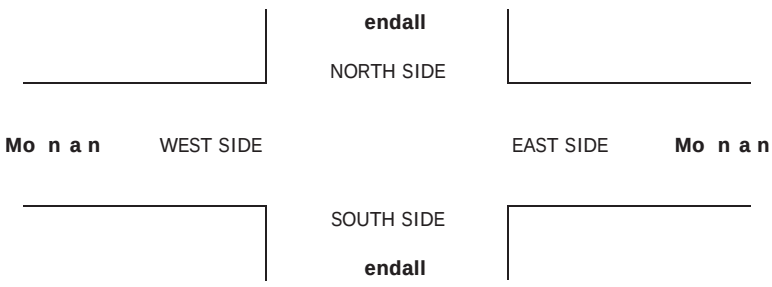
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	13
THURSDAY	EAST & WEST:	Mountain	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Mountain			WESTBOUND Mountain				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	1	1	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	6	1	0	2	0	0	1	1	0	1	0	12	0	0	0	0	0
	APPROACH %	0%	86%	14%	0%	100%	0%	0%	50%	50%	0%	100%	0%						
	APP/DEPART	7	/	6	2	/	3	2	/	2	1	/	1	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	4	1	0	1	0	0	1	0	0	1	0	8					
	APPROACH %	0%	80%	20%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.250			0.250			0.250		0.667					
	APP/DEPART	5	/	4	1	/	1	1	/	2	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	1	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	1	/	0	1	/	2	0	/	1	1	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	1	0	0	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.500					
	APP/DEPART	0	/	0	1	/	2	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	13
THURSDAY	EAST & WEST:	Mountain	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Mountain			WESTBOUND Mountain				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	1	0	1	1	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	50%	50%	0%						
	APP/DEPART	1	/	1	0	/	1	1	/	1	2	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	0	0	0	0	0	1	0	0	1	0	3					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.250		0.750					
	APP/DEPART	1	/	1	0	/	0	1	/	1	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					

endall

NORTH SIDE

Mo n a n WEST SIDE EAST SIDE **Mo n a n**

SOUTH SIDE

endall

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	13
THURSDAY	EAST & WEST:	Mountain	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Mountain			WESTBOUND Mountain				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

endall

NORTH SIDE

Mo n a n WEST SIDE EAST SIDE **Mo n a n**

SOUTH SIDE

endall

INTERSECTION TURNING MOVEMENT COUNTS

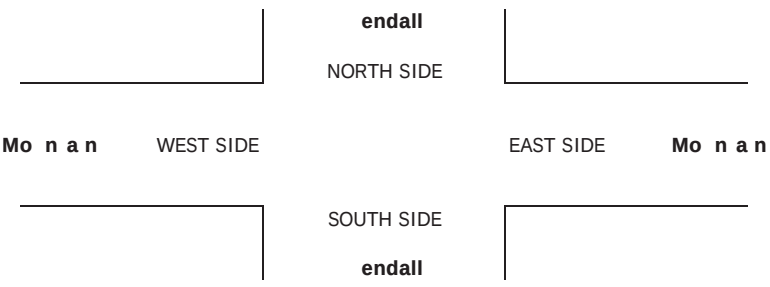
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	13
THURSDAY	EAST & WEST:	Mountain	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Mountain			WESTBOUND Mountain				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	3	0	0	4	1	0	0	0	1	0	0	11	0	0	0	0	0
	7:15 AM	2	2	1	0	3	3	3	0	7	2	1	0	24	0	0	0	0	0
	7:30 AM	0	6	0	0	4	0	0	0	1	0	0	0	11	0	0	0	0	0
	7:45 AM	0	2	0	1	4	0	0	0	1	1	1	2	12	0	0	0	0	0
	8:00 AM	4	4	0	0	4	5	0	0	1	1	1	0	20	0	0	0	0	0
	8:15 AM	0	4	1	0	3	0	5	1	3	0	0	0	17	0	0	0	0	0
	8:30 AM	0	2	1	0	5	0	0	0	0	0	0	1	9	0	0	0	0	0
	8:45 AM	0	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	24	3	1	29	9	8	1	13	5	3	4	108	0	0	0	0	0
	APPROACH %	23%	69%	9%	3%	74%	23%	36%	5%	59%	42%	25%	33%						
	APP/DEPART	35	/	36	39	/	47	22	/	5	12	/	20	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	6	14	1	1	15	8	3	0	10	4	3	2	67					
	APPROACH %	29%	67%	5%	4%	63%	33%	23%	0%	77%	44%	33%	22%						
	PEAK HR FACTOR		0.656			0.667			0.325			0.563		0.698					
	APP/DEPART	21	/	19	24	/	29	13	/	2	9	/	17	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	4	0	4	3	3	1	1	0	17	0	0	0	0	0
	4:15 PM	0	2	0	0	2	0	0	0	0	1	1	0	6	0	0	0	0	0
	4:30 PM	0	3	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	0
	4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	5:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	1	1	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	15	0	0	17	0	5	4	3	3	2	0	49	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	42%	33%	25%	60%	40%	0%						
	APP/DEPART	15	/	20	17	/	23	12	/	4	5	/	2	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	8	0	0	9	0	4	3	3	3	2	0	32					
	APPROACH %	0%	100%	0%	0%	100%	0%	40%	30%	30%	60%	40%	0%						
	PEAK HR FACTOR		0.667			0.563			0.250			0.625		0.471					
	APP/DEPART	8	/	12	9	/	15	10	/	3	5	/	2	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Kendall	LOCATION #:	14
	EAST & WEST:	Shandin	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Shandin			WESTBOUND Shandin			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 1.5	ER 0	WL 1	WT 1	WR 1	TOTAL
AM	7:00 AM	0	54	1	22	76	16	11	2	6	2	1	57	248
	7:15 AM	0	58	0	53	114	10	19	3	4	2	3	69	335
	7:30 AM	1	70	1	60	117	17	14	0	4	1	2	55	342
	7:45 AM	4	60	1	38	81	12	19	3	7	1	5	60	291
	8:00 AM	1	51	0	23	92	10	18	4	6	1	3	34	243
	8:15 AM	1	43	0	39	73	11	10	5	10	2	12	51	257
	8:30 AM	0	52	0	47	82	16	15	11	8	1	6	53	291
	8:45 AM	3	41	1	30	79	22	15	3	3	1	9	55	262
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	5	242	3	173	388	55	63	8	21	6	11	241	1,216
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	85	0	64	135	32	35	5	4	1	5	85	454
	4:15 PM	2	83	0	57	123	30	33	9	3	3	6	67	416
	4:30 PM	3	79	0	38	97	40	31	8	3	5	7	68	379
	4:45 PM	5	96	2	62	114	29	37	5	3	3	4	54	414
	5:00 PM	3	96	2	63	109	38	37	13	3	4	9	67	444
	5:15 PM	6	106	0	59	119	40	31	9	5	4	6	77	462
	5:30 PM	2	116	2	56	94	46	45	5	8	3	9	83	469
	5:45 PM	2	90	2	49	112	26	46	6	6	9	3	68	419
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	13	408	6	227	434	150	159	33	22	20	27	295	1,794

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: San Be na dino
NORTH & SOUTH: Kendall
EAST & WEST: Shandin

PROJECT #: SC0612
LOCATION #: 14
CONTROL: SIGNAL

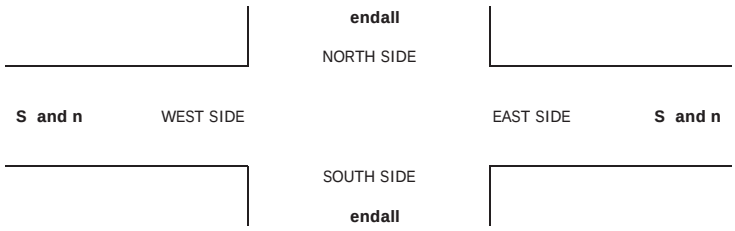
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

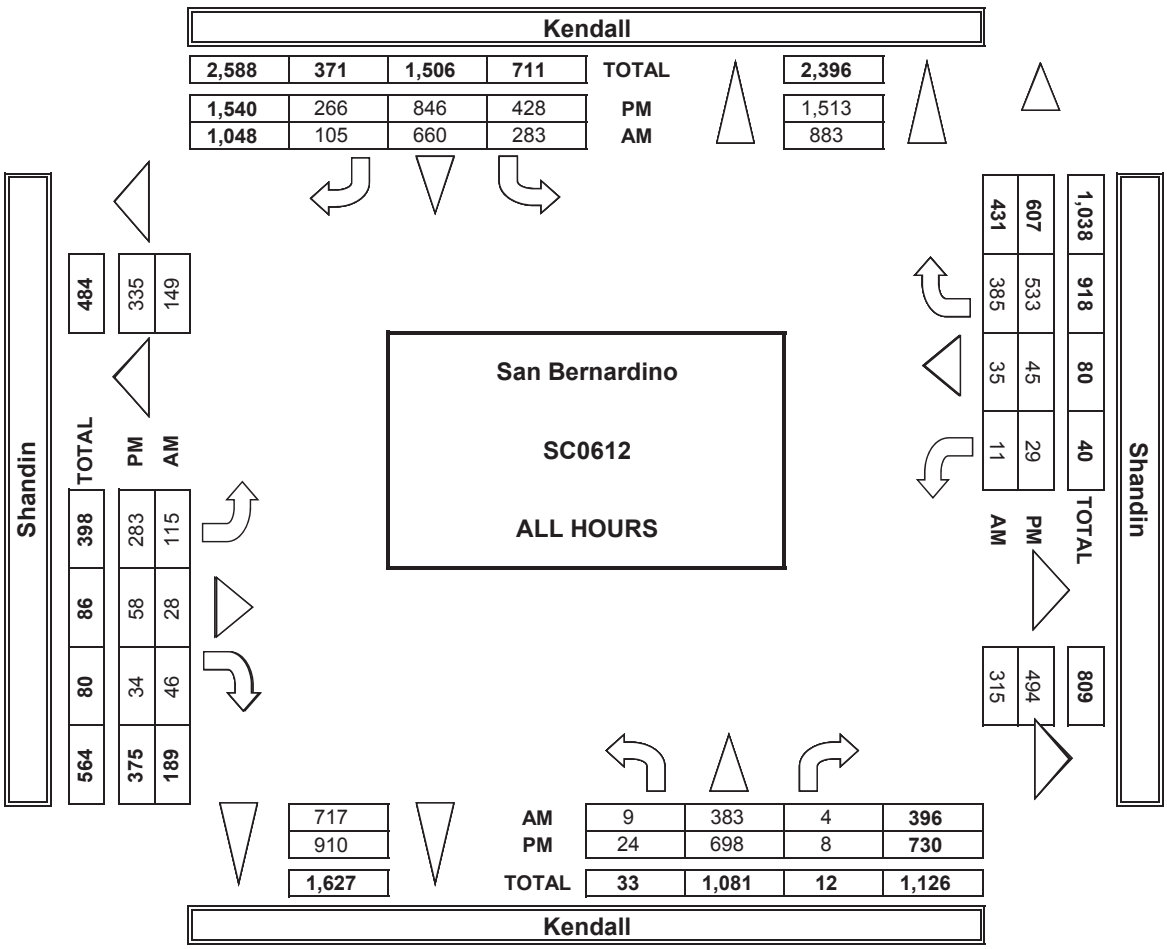
Add U-Turns to Left Turns

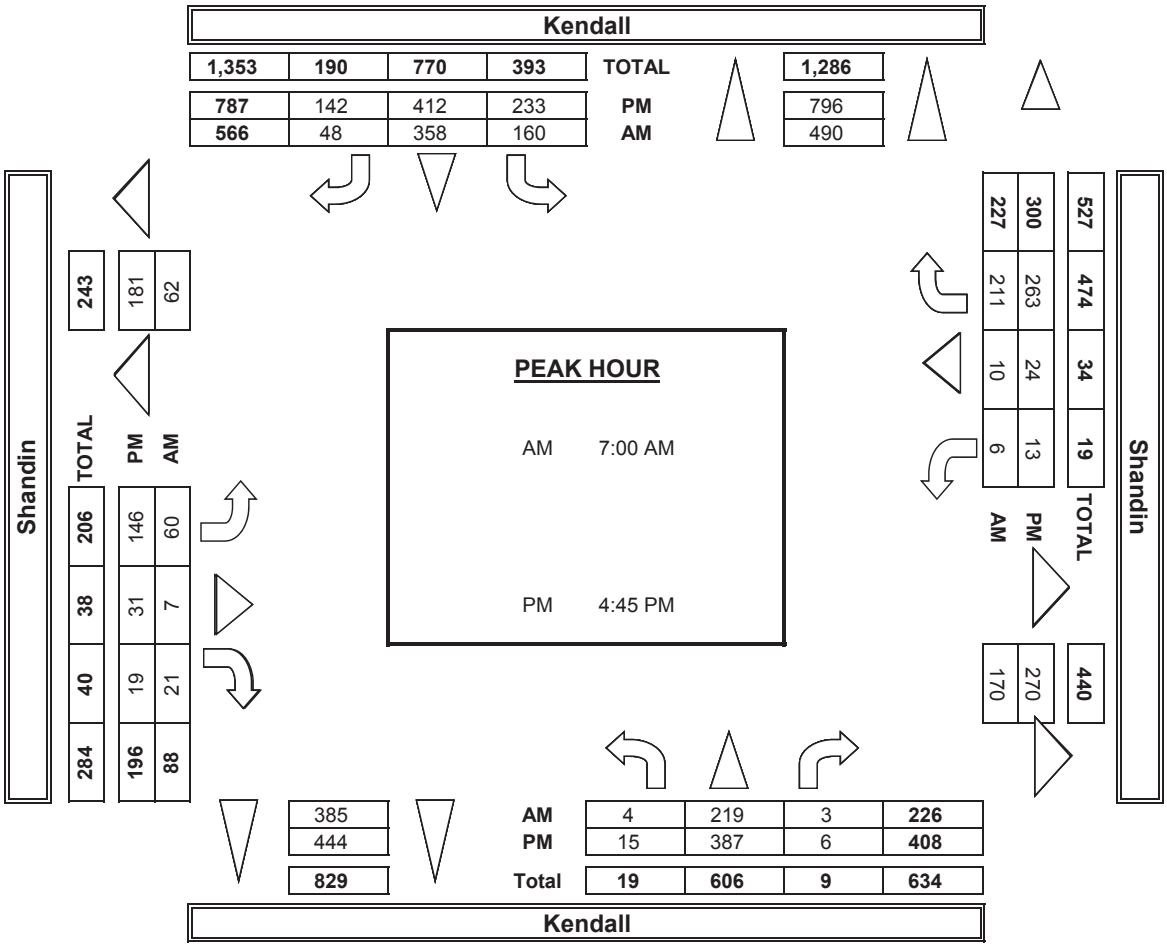
		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Shandin			WESTBOUND Shandin				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 1.5	ER 0	WL 1	WT 1	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	48	1	21	67	13	11	2	6	2	1	50	222	0	0	0	0	0
	7:15 AM	0	54	0	45	105	10	19	3	4	2	3	63	308	0	0	0	0	0
	7:30 AM	1	63	1	59	111	14	13	0	4	1	2	47	316	0	0	0	0	0
	7:45 AM	3	54	1	35	75	11	17	2	7	1	4	51	261	0	0	0	0	0
	8:00 AM	1	44	0	18	83	10	15	4	5	1	3	32	216	0	0	0	0	0
	8:15 AM	1	40	0	34	65	11	10	5	9	2	10	44	231	0	0	0	0	0
	8:30 AM	0	44	0	42	78	16	15	9	8	1	4	50	267	0	0	0	0	0
	8:45 AM	3	36	1	29	76	20	15	3	3	1	8	48	243	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	9	383	4	283	660	105	115	28	46	11	35	385	2,064	0	0	0	0	0
	APPROACH %	2%	97%	1%	27%	63%	10%	61%	15%	24%	3%	8%	89%						
	APP/DEPART	396	/	883	1,048	/	717	189	/	315	431	/	149	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	4	219	3	160	358	48	60	7	21	6	10	211	1,107					
	APPROACH %	2%	97%	1%	28%	63%	8%	68%	8%	24%	3%	4%	93%						
	PEAK HR FACTOR		0.869			0.769			0.846			0.835		0.876					
	APP/DEPART	226	/	490	566	/	385	88	/	170	227	/	62	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	76	0	58	127	30	32	5	4	1	5	82	423	1	0	0	0	1
	4:15 PM	2	79	0	53	109	29	32	9	2	3	6	60	384	0	0	1	0	1
	4:30 PM	3	71	0	37	96	40	31	7	3	4	7	64	363	0	0	0	0	0
	4:45 PM	5	89	2	61	109	27	36	5	3	3	2	53	395	0	0	0	0	0
	5:00 PM	2	88	2	61	103	36	35	12	3	4	8	60	414	0	0	0	0	0
	5:15 PM	6	100	0	57	109	36	31	9	5	4	6	70	433	0	0	0	0	0
	5:30 PM	2	110	2	54	91	43	44	5	8	2	8	80	449	0	0	0	0	0
	5:45 PM	1	85	2	47	102	25	42	6	6	8	3	64	391	0	0	0	0	0
	VOLUMES	24	698	8	428	846	266	283	58	34	29	45	533	3,252	1	0	1	0	2
	APPROACH %	3%	96%	1%	28%	55%	17%	75%	15%	9%	5%	7%	88%						
	APP/DEPART	730	/	1,513	1,540	/	910	375	/	494	607	/	335	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	15	387	6	233	412	142	146	31	19	13	24	263	1,691					
	APPROACH %	4%	95%	1%	30%	52%	18%	74%	16%	10%	4%	8%	88%						
	PEAK HR FACTOR		0.895			0.974			0.860			0.833		0.942					
	APP/DEPART	408	/	796	787	/	444	196	/	270	300	/	181	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

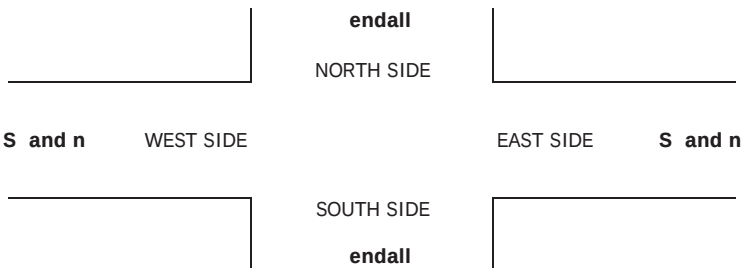
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	14
THURSDAY	EAST & WEST:	Shandin	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Shandin			WESTBOUND Shandin				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 1.5	ER 0	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	42	1	20	59	10	11	2	6	2	1	44	198	0	0	0	0	0
	7:15 AM	0	50	0	37	96	10	19	3	4	2	3	57	281	0	0	0	0	0
	7:30 AM	1	56	1	58	105	12	12	0	4	1	2	41	293	0	0	0	0	0
	7:45 AM	2	48	1	32	69	10	16	1	7	1	3	42	232	0	0	0	0	0
	8:00 AM	1	37	0	13	74	10	13	4	4	1	3	30	190	0	0	0	0	0
	8:15 AM	1	38	0	29	57	11	10	5	8	2	9	37	207	0	0	0	0	0
	8:30 AM	0	37	0	37	74	16	15	8	8	1	3	47	246	0	0	0	0	0
	8:45 AM	3	31	1	28	73	18	15	3	3	1	7	41	224	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	339	4	254	607	97	111	26	44	11	31	339	1,871	0	0	0	0	0
	APPROACH %	2%	97%	1%	27%	63%	10%	61%	14%	24%	3%	8%	89%						
	APP/DEPART	351	/	789	958	/	662	181	/	284	381	/	136	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	196	3	147	329	42	58	6	21	6	9	184	1,004					
	APPROACH %	1%	97%	1%	28%	64%	8%	68%	7%	25%	3%	5%	92%						
	PEAK HR FACTOR		0.871			0.740			0.817			0.802		0.857					
	APP/DEPART	202	/	438	518	/	356	85	/	156	199	/	54	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	67	0	52	119	28	30	5	4	1	5	79	393	1	0	0	0	1
	4:15 PM	2	75	0	49	96	28	31	9	1	3	6	54	354	0	0	1	0	1
	4:30 PM	3	63	0	36	95	40	31	6	3	3	7	61	348	0	0	0	0	0
	4:45 PM	5	82	2	60	104	25	35	5	3	3	1	52	377	0	0	0	0	0
	5:00 PM	1	81	2	59	98	34	33	11	3	4	7	53	386	0	0	0	0	0
	5:15 PM	6	94	0	55	99	33	31	9	5	4	6	63	405	0	0	0	0	0
	5:30 PM	2	104	2	52	88	40	43	5	8	1	7	77	429	0	0	0	0	0
	5:45 PM	0	80	2	45	93	24	38	6	6	7	3	61	365	0	0	0	0	0
	VOLUMES	22	646	8	408	792	252	272	56	33	26	42	500	3,057	1	0	1	0	2
	APPROACH %	3%	96%	1%	28%	55%	17%	75%	16%	9%	5%	7%	88%						
	APP/DEPART	676	/	1,417	1,452	/	852	361	/	472	568	/	316	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	14	361	6	226	389	132	142	30	19	12	21	245	1,597					
	APPROACH %	4%	95%	2%	30%	52%	18%	74%	16%	10%	4%	8%	88%						
	PEAK HR FACTOR		0.882			0.978			0.853			0.818		0.931					
	APP/DEPART	381	/	748	747	/	420	191	/	262	278	/	167	0					



INTERSECTION TURNING MOVEMENT COUNTS

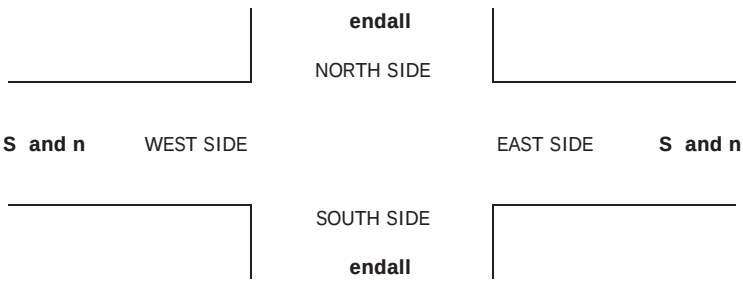
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	14
THURSDAY	EAST & WEST:	Shandin	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Shandin			WESTBOUND Shandin				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 1.5	ER 0	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	0	2	2	0	0	0	0	0	2	9	0	0	0	0	0
	7:15 AM	0	1	0	1	3	0	0	0	0	0	0	4	9	0	0	0	0	0
	7:30 AM	0	3	0	1	1	1	1	0	0	0	0	2	9	0	0	0	0	0
	7:45 AM	1	1	0	0	0	1	0	1	0	0	0	7	11	0	0	0	0	0
	8:00 AM	0	3	0	3	4	0	1	0	1	0	0	1	13	0	0	0	0	0
	8:15 AM	0	0	0	1	5	0	0	0	1	0	0	6	13	0	0	0	0	0
	8:30 AM	0	2	0	3	1	0	0	0	0	0	0	3	9	0	0	0	0	0
	8:45 AM	0	3	0	1	1	2	0	0	0	0	1	7	15	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	16	0	10	17	6	2	1	2	0	1	32	88	0	0	0	0	0
	APPROACH %	6%	94%	0%	30%	52%	18%	40%	20%	40%	0%	3%	97%						
	APP/DEPART	17	/	50	33	/	19	5	/	11	33	/	8	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	8	0	8	11	2	1	0	2	0	1	17	50					
	APPROACH %	0%	100%	0%	38%	52%	10%	33%	0%	67%	0%	6%	94%						
	PEAK HR FACTOR		0.667			0.750			0.375			0.563		0.833					
	APP/DEPART	8	/	26	21	/	13	3	/	8	18	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	7	0	4	3	1	1	0	0	0	0	3	19	0	0	0	0	0
	4:15 PM	0	3	0	4	9	1	1	0	1	0	0	5	24	0	0	0	0	0
	4:30 PM	0	5	0	0	1	0	0	1	0	1	0	2	10	0	0	0	0	0
	4:45 PM	0	3	0	1	2	2	1	0	0	0	0	1	10	0	0	0	0	0
	5:00 PM	1	5	0	1	3	2	2	1	0	0	1	7	23	0	0	0	0	0
	5:15 PM	0	5	0	2	7	2	0	0	0	0	0	7	23	0	0	0	0	0
	5:30 PM	0	5	0	2	2	3	1	0	0	1	1	3	18	0	0	0	0	0
	5:45 PM	1	2	0	2	6	1	4	0	0	1	0	2	19	0	0	0	0	0
	VOLUMES	2	35	0	16	33	12	10	2	1	3	2	30	146	0	0	0	0	0
	APPROACH %	5%	95%	0%	26%	54%	20%	77%	15%	8%	9%	6%	86%						
	APP/DEPART	37	/	75	61	/	37	13	/	18	35	/	16	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	2	17	0	7	18	8	7	1	0	2	2	19	83					
	APPROACH %	11%	89%	0%	21%	55%	24%	88%	13%	0%	9%	9%	83%						
	PEAK HR FACTOR		0.792			0.750			0.500			0.719		0.902					
	APP/DEPART	19	/	43	33	/	20	8	/	8	23	/	12	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

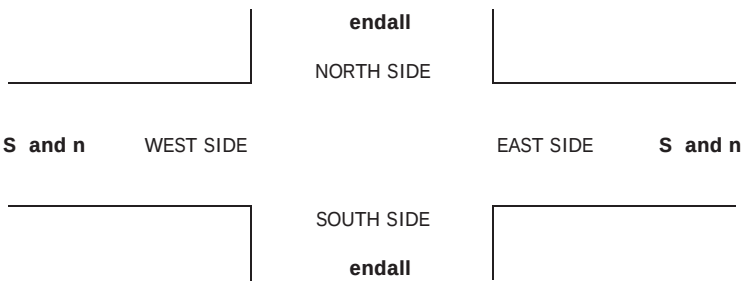
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	14
THURSDAY	EAST & WEST:	Shandin	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Shandin			WESTBOUND Shandin				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 1.5	ER 0	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	1	2	1	0	0	1	1	9	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	67%	33%	0%	0%	50%	50%						
	APP/DEPART	2	/	5	2	/	1	3	/	1	2	/	2	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	2	0	0	0	0	2	1	0	0	1	0	6					
	APPROACH %	0%	100%	0%	0%	0%	0%	67%	33%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.000			0.750			0.250		0.750					
	APP/DEPART	2	/	4	0	/	0	3	/	1	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	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	1	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	VOLUMES	0	0	0	0	3	0	0	0	0	0	0	3	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	3	3	/	3	0	/	0	3	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	2	4					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.500			0.000			0.500		0.500					
	APP/DEPART	0	/	2	2	/	2	0	/	0	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

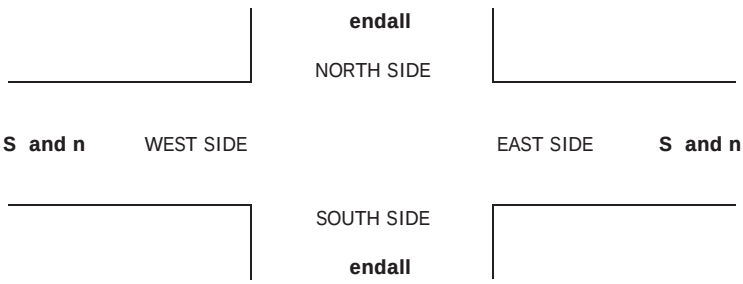
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	14
THURSDAY	EAST & WEST:	Shandin	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Shandin			WESTBOUND Shandin				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 1.5	ER 0	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	67%						
	APP/DEPART	0	/	2	0	/	0	0	/	0	3	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	2	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	2	0	/	0	0	/	0	2	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	1	1	0	0	0	1	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	100%	100%	0%	0%	0%	100%	0%						
	APP/DEPART	1	/	2	1	/	0	1	/	0	1	/	2	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	0	0	0	1	0	0	0	0	1	0	3					
	APPROACH %	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.250		0.750					
	APP/DEPART	1	/	1	1	/	0	0	/	0	1	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	14
THURSDAY	EAST & WEST:	Shandin	CONTROL:	SIGNAL

C ASS	NOTES
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Shandin			WESTBOUND Shandin				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 1.5	ER 0	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

endall

NORTH SIDE

S and n WEST SIDE EAST SIDE **S and n**

SOUTH SIDE

endall

INTERSECTION TURNING MOVEMENT COUNTS

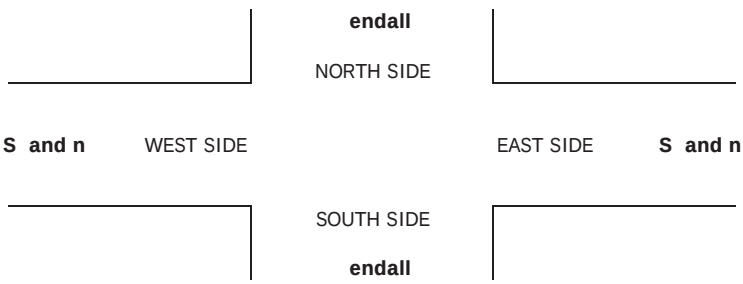
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Kendall	LOCATION #:	14
THURSDAY	EAST & WEST:	Shandin	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Kendall			SOUTHBOUND Kendall			EASTBOUND Shandin			WESTBOUND Shandin				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 1.5	ER 0	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	1	5	1	0	0	0	0	0	3	13	0	0	0	0	0
	7:15 AM	0	3	0	7	6	0	0	0	0	0	0	2	18	0	0	0	0	0
	7:30 AM	0	4	0	0	5	0	0	0	0	0	0	2	11	0	0	0	0	0
	7:45 AM	0	5	0	3	6	0	0	0	0	0	1	2	17	0	0	0	0	0
	8:00 AM	0	4	0	2	5	0	0	0	0	0	0	1	12	0	0	0	0	0
	8:15 AM	0	1	0	4	3	0	0	0	0	0	0	1	9	0	0	0	0	0
	8:30 AM	0	4	0	2	3	0	0	0	0	0	0	0	9	0	0	0	0	0
	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	26	0	19	35	1	0	0	0	0	1	11	93	0	0	0	0	0
	APPROACH %	0%	100%	0%	35%	64%	2%	0%	0%	0%	0%	8%	92%						
	APP/DEPART	26	/	37	55	/	35	0	/	19	12	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	15	0	11	22	1	0	0	0	0	1	9	59					
	APPROACH %	0%	100%	0%	32%	65%	3%	0%	0%	0%	0%	10%	90%						
	PEAK HR FACTOR		0.750			0.654			0.000			0.833		0.819					
	APP/DEPART	15	/	24	34	/	22	0	/	11	10	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	2	5	1	0	0	0	0	0	0	10	0	0	0	0	0
	4:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
	5:00 PM	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	3	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	VOLUMES	0	16	0	4	18	1	0	0	0	0	0	0	39	0	0	0	0	0
	APPROACH %	0%	100%	0%	17%	78%	4%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	16	/	16	23	/	18	0	/	4	0	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	10	0	3	11	1	0	0	0	0	0	0	25					
	APPROACH %	0%	100%	0%	20%	73%	7%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.469			0.000			0.000		0.625					
	APP/DEPART	10	/	10	15	/	11	0	/	3	0	/	1	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Waterman	LOCATION #:	15
	EAST & WEST:	40th	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
		Wate man			Wate man			40th			40th			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
AM	7:00 AM	50	67	0	11	193	9	3	44	100	4	76	2	559
	7:15 AM	54	61	2	10	126	8	4	88	95	8	116	4	576
	7:30 AM	72	40	1	22	261	7	10	101	86	4	73	4	681
	7:45 AM	74	69	3	10	167	7	12	75	61	5	76	6	565
	8:00 AM	62	39	2	10	140	11	7	50	68	2	85	8	484
	8:15 AM	58	48	1	14	160	20	12	88	82	13	89	3	588
	8:30 AM	70	58	4	15	134	15	12	88	84	6	85	2	573
	8:45 AM	83	78	8	17	134	12	12	74	64	0	76	3	561
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	250	237	6	53	747	31	29	308	342	21	341	16	2,381
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	92	158	4	12	89	9	36	99	58	8	103	18	686
	4:15 PM	79	135	5	5	80	5	37	77	57	7	83	14	584
	4:30 PM	73	146	5	9	86	7	31	86	66	1	74	18	602
	4:45 PM	88	152	6	8	110	9	31	75	50	9	86	12	636
	5:00 PM	102	123	14	16	65	7	38	80	62	9	89	18	623
	5:15 PM	89	168	13	7	58	15	48	82	47	6	93	18	644
	5:30 PM	90	146	10	8	86	6	44	87	51	10	125	20	683
	5:45 PM	91	150	10	10	76	11	44	110	50	8	102	25	687
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	372	587	47	41	285	39	174	359	210	33	409	81	2,637

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Waterman	LOCATION #:	15
	EAST & WEST:	40th	CONTROL:	SIGNAL

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	49	49	0	10	181	9	3	42	92	4	73	2	514	0	0	0	0	0
	7:15 AM	50	47	2	9	119	8	3	79	86	6	111	4	524	0	1	0	0	1
	7:30 AM	67	36	1	22	248	6	9	94	80	4	69	4	640	0	0	0	0	0
	7:45 AM	65	56	3	10	155	6	10	69	57	5	73	6	515	0	0	0	0	0
	8:00 AM	56	27	2	8	127	10	6	42	58	2	77	6	421	0	0	0	0	0
	8:15 AM	51	39	1	11	150	16	10	78	74	9	82	3	524	0	0	0	0	0
	8:30 AM	64	49	4	14	122	15	10	82	78	4	83	2	527	0	0	0	0	0
	8:45 AM	72	61	7	16	119	11	8	68	57	0	72	3	494	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	474	364	20	100	1,221	81	59	554	582	34	640	30	4,159	0	1	0	0	1
	APPROACH %	55%	42%	2%	7%	87%	6%	5%	46%	49%	5%	91%	4%						
	APP/DEPART	858	/	454	1,402	/	1,837	1,195	/	673	704	/	1,195	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	231	188	6	51	703	29	25	284	315	19	326	16	2,193					
	APPROACH %	54%	44%	1%	7%	90%	4%	4%	46%	50%	5%	90%	4%						
	PEAK HR FACTOR		0.857			0.709			0.852			0.746		0.857					
	APP/DEPART	425	/	230	783	/	1,037	624	/	340	361	/	586	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	88	138	4	12	75	8	32	91	55	7	97	18	625	0	0	0	0	0
	4:15 PM	74	124	5	5	72	5	35	71	54	7	77	14	543	0	0	0	0	0
	4:30 PM	65	133	5	9	76	6	29	77	60	1	68	17	546	0	0	0	0	0
	4:45 PM	85	138	6	7	94	9	30	72	48	8	82	11	590	0	0	0	0	0
	5:00 PM	97	113	13	16	60	7	36	75	60	9	81	17	584	0	0	0	0	0
	5:15 PM	83	157	12	7	53	12	47	77	42	5	91	18	604	0	0	0	0	0
	5:30 PM	85	135	9	8	76	6	39	83	48	10	119	20	638	0	0	0	0	0
	5:45 PM	86	145	10	10	68	11	40	107	49	7	99	23	655	0	0	0	0	0
	VOLUMES	663	1,083	64	74	574	64	288	653	416	54	714	138	4,785	0	0	0	0	0
	APPROACH %	37%	60%	4%	10%	81%	9%	21%	48%	31%	6%	79%	15%						
	APP/DEPART	1,810	/	1,509	712	/	1,044	1,357	/	791	906	/	1,441	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	351	550	44	41	257	36	162	342	199	31	390	78	2,481					
	APPROACH %	37%	58%	5%	12%	77%	11%	23%	49%	28%	6%	78%	16%						
	PEAK HR FACTOR		0.938			0.928			0.897			0.837		0.947					
	APP/DEPART	945	/	790	334	/	487	703	/	427	499	/	777	0					

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NORTH SIDE

WEST SIDE

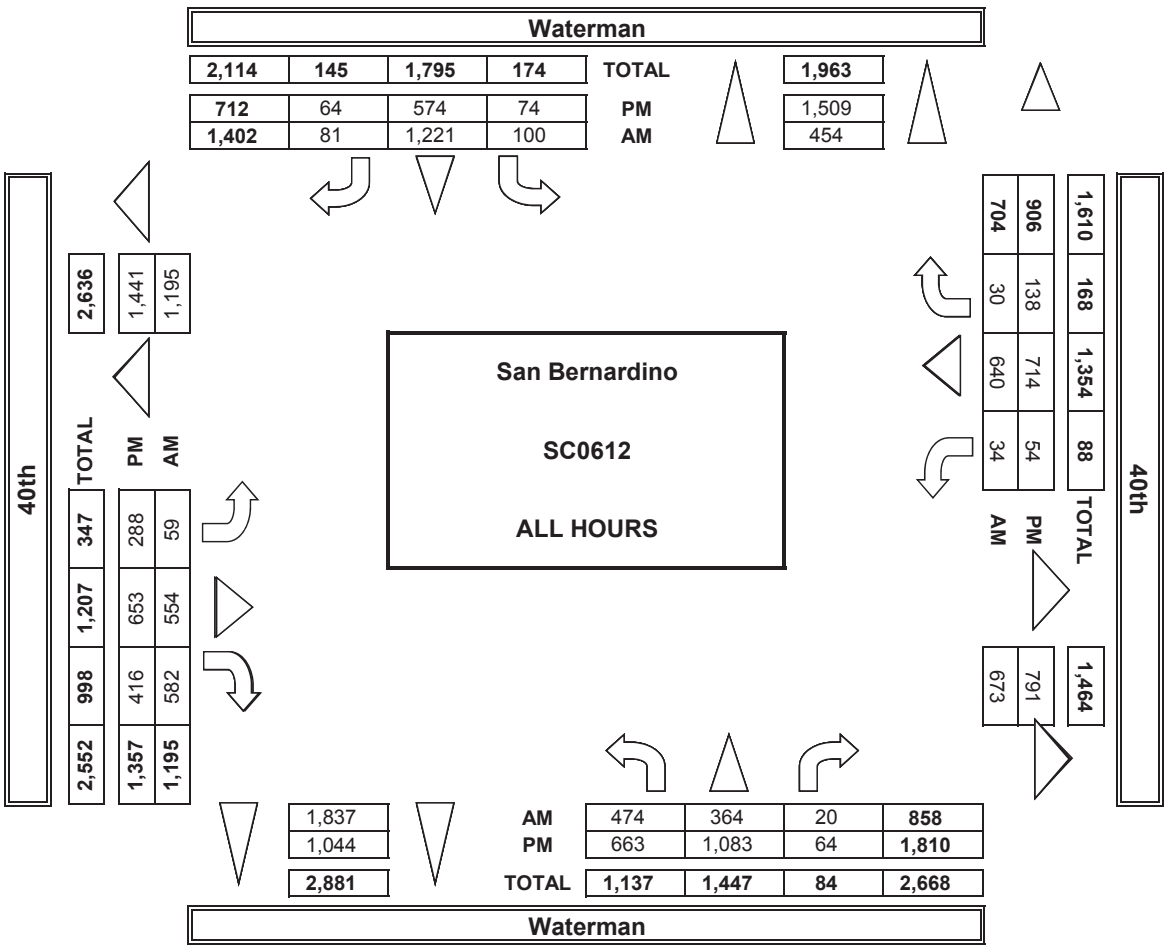
EAST SIDE

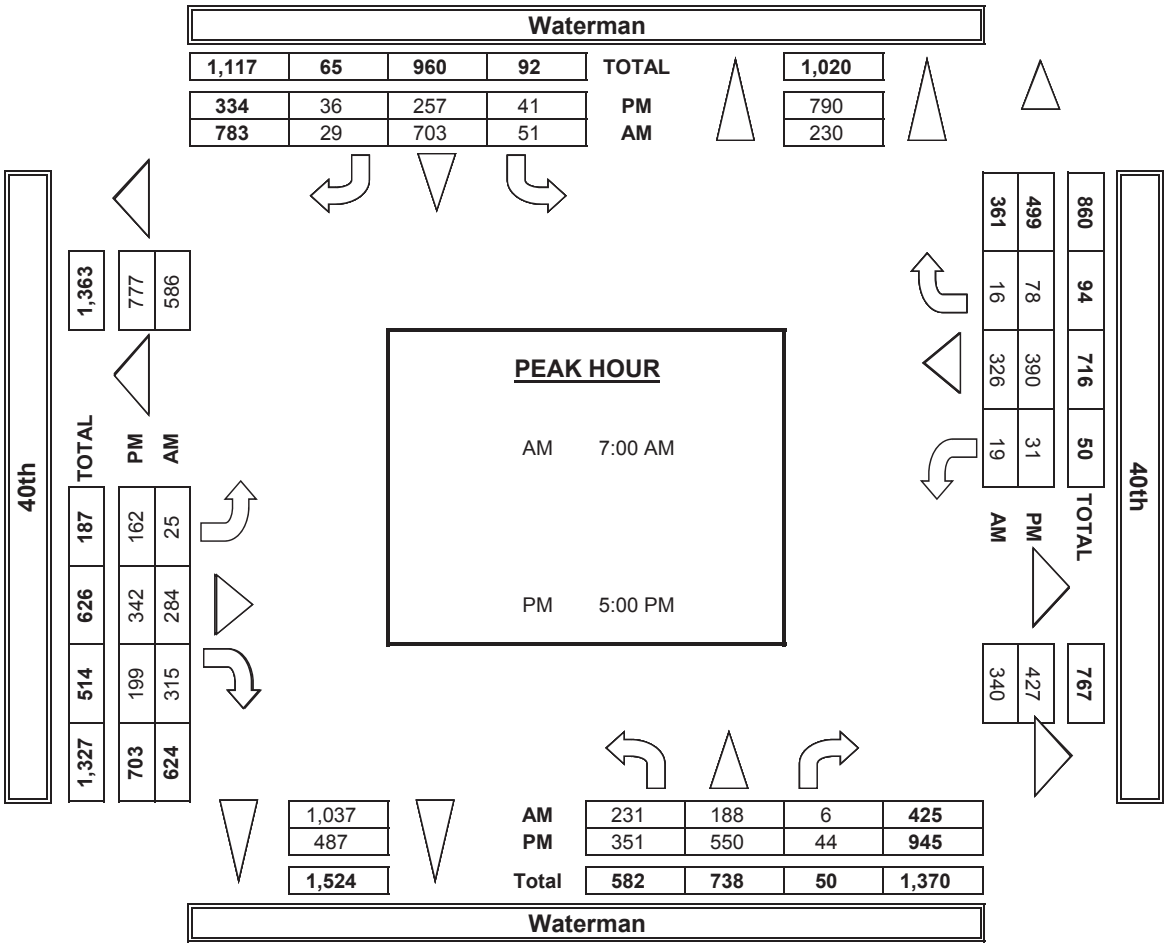
SOUTH SIDE

a e an

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Wate man	LOCATION #:	15
THURSDAY	EAST & WEST:	40th	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	48	38	0	9	170	9	3	40	84	4	70	2	477	0	0	0	0	0
	7:15 AM	47	35	2	8	112	8	2	70	78	4	106	4	476	0	1	0	0	1
	7:30 AM	63	33	1	22	237	5	8	88	75	4	65	4	605	0	0	0	0	0
	7:45 AM	57	44	3	10	145	5	8	64	54	5	70	6	471	0	0	0	0	0
	8:00 AM	51	18	2	7	115	9	5	34	50	2	70	4	367	0	0	0	0	0
	8:15 AM	44	31	1	8	141	13	8	69	69	7	76	3	470	0	0	0	0	0
	8:30 AM	59	41	4	13	112	15	8	76	72	3	81	2	486	0	0	0	0	0
	8:45 AM	61	47	6	15	107	10	4	62	50	0	68	3	433	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	430	287	19	92	1,139	74	46	503	532	29	606	28	3,785	0	1	0	0	1
	APPROACH %	58%	39%	3%	7%	87%	6%	4%	47%	49%	4%	91%	4%						
	APP/DEPART	736	/	362	1,305	/	1,700	1,081	/	613	663	/	1,110	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	215	150	6	48	664	27	21	262	291	17	311	16	2,029					
	APPROACH %	58%	40%	2%	6%	90%	4%	4%	46%	51%	5%	90%	5%						
	PEAK HR FACTOR		0.892			0.701			0.839			0.754		0.838					
	APP/DEPART	371	/	188	740	/	972	574	/	316	344	/	553	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	85	120	4	12	62	7	28	83	52	6	91	18	568	0	0	0	0	0
	4:15 PM	69	114	5	5	65	5	33	66	51	7	71	14	505	0	0	0	0	0
	4:30 PM	59	121	5	9	67	5	27	68	54	1	63	16	495	0	0	0	0	0
	4:45 PM	82	124	6	6	80	9	29	69	46	7	78	10	546	0	0	0	0	0
	5:00 PM	93	104	12	16	55	7	34	70	58	9	73	16	547	0	0	0	0	0
	5:15 PM	77	147	11	7	48	9	46	72	38	4	89	18	566	0	0	0	0	0
	5:30 PM	81	126	8	8	66	6	34	79	45	10	113	20	596	0	0	0	0	0
	5:45 PM	81	141	10	10	61	11	36	104	48	6	97	21	626	0	0	0	0	0
	VOLUMES	627	997	61	73	504	59	267	611	392	50	675	133	4,449	0	0	0	0	0
	APPROACH %	37%	59%	4%	11%	79%	9%	21%	48%	31%	6%	79%	16%						
	APP/DEPART	1,685	/	1,397	636	/	946	1,270	/	745	858	/	1,361	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	332	518	41	41	230	33	150	325	189	29	372	75	2,335					
	APPROACH %	37%	58%	5%	13%	76%	11%	23%	49%	28%	6%	78%	16%						
	PEAK HR FACTOR		0.948			0.927			0.883			0.832		0.933					
	APP/DEPART	891	/	743	304	/	448	664	/	407	476	/	737	0					

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NORTH SIDE

WEST SIDE

EAST SIDE

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Wate man	LOCATION #:	15
THURSDAY	EAST & WEST:	40th	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	4	0	1	8	0	0	0	7	0	1	0	22	0	0	0	0	0
	7:15 AM	2	10	0	1	7	0	1	3	2	1	3	0	30	0	0	0	0	0
	7:30 AM	3	2	0	0	9	1	1	3	1	0	2	0	22	0	0	0	0	0
	7:45 AM	4	11	0	0	8	1	1	4	2	0	2	0	33	0	0	0	0	0
	8:00 AM	3	6	0	0	10	1	1	4	5	0	4	1	35	0	0	0	0	0
	8:15 AM	4	7	0	3	7	2	2	4	2	0	3	0	34	0	0	0	0	0
	8:30 AM	4	7	0	1	8	0	2	2	2	0	2	0	28	0	0	0	0	0
	8:45 AM	10	11	1	1	9	1	4	6	6	0	1	0	50	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	31	58	1	7	66	6	12	26	27	1	18	1	254	0	0	0	0	0
	APPROACH %	34%	64%	1%	9%	84%	8%	18%	40%	42%	5%	90%	5%						
	APP/DEPART	90	/	71	79	/	94	65	/	34	20	/	55	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	21	31	1	5	34	4	9	16	15	0	10	1	147					
	APPROACH %	40%	58%	2%	12%	79%	9%	23%	40%	38%	0%	91%	9%						
	PEAK HR FACTOR		0.602			0.896			0.625			0.550		0.735					
	APP/DEPART	53	/	41	43	/	49	40	/	22	11	/	35	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	14	0	0	11	1	4	6	2	0	4	0	43	0	0	0	0	0
	4:15 PM	4	9	0	0	6	0	2	3	2	0	6	0	32	0	0	0	0	0
	4:30 PM	4	10	0	0	8	1	2	7	4	0	3	1	40	0	0	0	0	0
	4:45 PM	2	14	0	1	12	0	0	3	1	1	3	1	38	0	0	0	0	0
	5:00 PM	3	8	1	0	5	0	2	4	2	0	7	1	33	0	0	0	0	0
	5:15 PM	6	9	1	0	5	3	1	5	3	1	2	0	36	0	0	0	0	0
	5:30 PM	3	6	1	0	10	0	5	3	1	0	5	0	34	0	0	0	0	0
	5:45 PM	5	3	0	0	6	0	4	3	1	1	0	2	25	0	0	0	0	0
	VOLUMES	28	73	3	1	63	5	20	34	16	3	30	5	281	0	0	0	0	0
	APPROACH %	27%	70%	3%	1%	91%	7%	29%	49%	23%	8%	79%	13%						
	APP/DEPART	104	/	98	69	/	82	70	/	38	38	/	63	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	11	47	0	1	37	2	8	19	9	1	16	2	153					
	APPROACH %	19%	81%	0%	3%	93%	5%	22%	53%	25%	5%	84%	11%						
	PEAK HR FACTOR		0.906			0.769			0.692			0.792		0.890					
	APP/DEPART	58	/	57	40	/	47	36	/	20	19	/	29	0					

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NORTH SIDE

WEST SIDE EAST SIDE

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Wate man	LOCATION #:	15
THURSDAY	EAST & WEST:	40th	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	2	0	0	1	2	0	0	0	1	0	2	0	8	0	0	0	0	0
	8:15 AM	0	0	0	0	1	1	0	1	1	0	1	0	5	0	0	0	0	0
	8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	0	0	1	5	1	0	2	2	0	3	0	17	0	0	0	0	0
	APPROACH %	100%	0%	0%	14%	71%	14%	0%	50%	50%	0%	100%	0%						
	APP/DEPART	3	/	0	7	/	7	4	/	3	3	/	7	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	3	0	0	1	5	1	0	1	2	0	3	0	16					
	APPROACH %	100%	0%	0%	14%	71%	14%	0%	33%	67%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.583			0.375			0.375		0.500					
	APP/DEPART	3	/	0	7	/	7	3	/	2	3	/	7	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	1	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	VOLUMES	2	8	0	0	1	0	0	1	0	0	1	0	13	0	0	0	0	0
	APPROACH %	20%	80%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	10	/	8	1	/	1	1	/	1	1	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	4	0	0	1	0	0	1	0	0	0	0	7					
	APPROACH %	20%	80%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.250			0.250			0.000		0.875					
	APP/DEPART	5	/	4	1	/	1	1	/	1	0	/	1	0					

a e an

NORTH SIDE

WEST SIDE

EAST SIDE

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Wate man	LOCATION #:	15
THURSDAY	EAST & WEST:	40th	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	8	0	0	0	0	0
	7:15 AM	1	2	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0
	7:30 AM	1	1	0	0	2	0	0	0	1	0	0	0	5	0	0	0	0	0
	7:45 AM	1	1	0	0	1	0	0	1	1	0	0	0	5	0	0	0	0	0
	8:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	2	2	0	0	5	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	8:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	19	0	0	8	0	0	1	6	3	0	0	40	0	0	0	0	0
	APPROACH %	14%	86%	0%	0%	100%	0%	0%	14%	86%	100%	0%	0%						
	APP/DEPART	22	/	19	8	/	17	7	/	1	3	/	3	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	11	0	0	4	0	0	1	3	0	0	0	22					
	APPROACH %	21%	79%	0%	0%	100%	0%	0%	25%	75%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.500			0.500			0.000		0.688					
	APP/DEPART	14	/	11	4	/	7	4	/	1	0	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	3	3	0	0	5	0	0	0	1	0	1	0	13	0	0	0	0	0
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
	APP/DEPART	6	/	3	5	/	6	1	/	0	1	/	4	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	2	2	0	0	2	0	0	0	1	0	1	0	8					
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.500			0.250			0.250		0.667					
	APP/DEPART	4	/	2	2	/	3	1	/	0	1	/	3	0					

a e an

NORTH SIDE

WEST SIDE EAST SIDE

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Wate man	LOCATION #:	15
THURSDAY	EAST & WEST:	40th	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					

a e an

NORTH SIDE

WEST SIDE

EAST SIDE

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

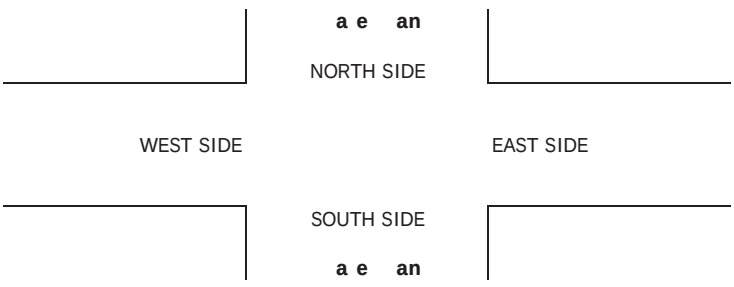
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Wate man	LOCATION #:	15
THURSDAY	EAST & WEST:	40th	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	2	0	0	2	1	0	2	0	7	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	6	5	1	2	0	14	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	3	0	2	0	7	0	0	0	0	0
	7:45 AM	3	0	0	0	0	0	1	0	0	0	1	0	5	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	4	1	0	1	1	7	0	0	0	0	0
	8:15 AM	3	0	0	0	1	0	0	4	0	0	2	0	10	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	4	4	0	0	0	8	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	1	0	3	0	5	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	0	0	0	3	0	1	22	15	1	13	1	63	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	100%	0%	3%	58%	39%	7%	87%	7%						
	APP/DEPART	7	/	2	3	/	19	38	/	22	15	/	20	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	0	0	0	0	0	1	12	9	1	6	1	33					
	APPROACH %	100%	0%	0%	0%	0%	0%	5%	55%	41%	13%	75%	13%						
	PEAK HR FACTOR		0.250			0.000			0.500			0.667		0.589					
	APP/DEPART	3	/	2	0	/	10	22	/	12	8	/	9	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	1	0	0	2	1	1	2	0	8	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	1	1	0	0	0	3	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	2	2	0	1	0	6	0	0	0	0	0
	4:45 PM	1	0	0	0	0	0	1	0	1	0	1	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	2	0	1	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	3	1	0	0	1	0	1	7	7	1	7	0	28	0	0	0	0	0
	APPROACH %	75%	25%	0%	0%	100%	0%	7%	47%	47%	13%	88%	0%						
	APP/DEPART	4	/	2	1	/	9	15	/	7	8	/	10	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	1	0	0	1	0	1	5	5	1	4	0	21					
	APPROACH %	75%	25%	0%	0%	100%	0%	9%	45%	45%	20%	80%	0%						
	PEAK HR FACTOR		1.000			0.250			0.688			0.417		0.656					
	APP/DEPART	4	/	2	1	/	7	11	/	5	5	/	7	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Valencia	LOCATION #:	16
	EAST & WEST:	40th	CONTROL:	STOP N/E/W

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND 40th			WESTBOUND 40th			
	LANES:	NL 1.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL
AM	7:00 AM	26	0	3	0	0	0	0	25	26	18	58	0	156
	7:15 AM	45	0	2	0	0	0	0	62	25	13	70	0	217
	7:30 AM	26	0	14	0	0	0	0	75	47	28	56	0	246
	7:45 AM	26	0	9	0	0	0	0	51	33	9	56	0	184
	8:00 AM	35	0	5	0	0	0	0	34	26	9	58	0	167
	8:15 AM	32	0	16	0	0	0	0	68	30	10	77	0	233
	8:30 AM	24	0	13	0	0	0	0	66	25	10	57	0	195
	8:45 AM	20	0	9	0	0	0	0	65	26	10	52	0	182
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	119	0	44	0	0	0	0	228	136	56	247	0	830
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	46	0	8	0	0	0	0	76	26	4	64	0	224
	4:15 PM	38	0	14	0	0	0	0	74	15	9	65	0	215
	4:30 PM	30	0	13	0	0	0	0	60	30	4	59	0	196
	4:45 PM	38	0	15	0	0	0	0	51	31	5	69	0	209
	5:00 PM	45	0	11	0	0	0	0	87	19	8	65	0	235
	5:15 PM	38	0	17	0	0	0	0	75	21	10	75	0	236
	5:30 PM	47	0	14	0	0	0	0	63	21	6	91	0	242
	5:45 PM	41	0	11	0	0	0	0	93	31	10	69	0	255
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	171	0	53	0	0	0	0	318	92	34	300	0	968

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Valencia	LOCATION #:	16
	EAST & WEST:	40th	CONTROL:	STOP N/E/W

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	23	0	2	0	0	0	0	22	25	18	55	0	145	0	0	0	0	0
	7:15 AM	42	0	1	0	0	0	0	55	24	13	63	0	198	0	0	0	0	0
	7:30 AM	23	0	11	0	0	0	0	72	42	27	52	0	227	0	0	0	0	0
	7:45 AM	25	0	7	0	0	0	0	48	30	8	53	0	171	0	0	0	0	0
	8:00 AM	28	0	4	0	0	0	0	27	23	8	51	0	141	0	0	0	0	0
	8:15 AM	25	0	13	0	0	0	0	57	27	9	72	0	203	0	0	0	0	0
	8:30 AM	24	0	12	0	0	0	0	59	23	10	52	0	180	0	0	0	0	0
	8:45 AM	20	0	9	0	0	0	0	61	25	10	48	0	173	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	210	0	59	0	0	0	0	401	219	103	446	0	1,438	0	0	0	0	0
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	65%	35%	19%	81%	0%						
	APP/DEPART	269	/	0	0	/	322	620	/	460	549	/	656	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	101	0	35	0	0	0	0	204	122	52	228	0	742					
	APPROACH %	74%	0%	26%	0%	0%	0%	0%	63%	37%	19%	81%	0%						
	PEAK HR FACTOR		0.895			0.000			0.715			0.864		0.817					
	APP/DEPART	136	/	0	0	/	174	326	/	239	280	/	329	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	44	0	7	0	0	0	0	73	25	4	59	0	212	0	0	0	0	0
	4:15 PM	36	0	14	0	0	0	0	70	14	7	58	0	199	0	0	0	0	0
	4:30 PM	29	0	11	0	0	0	0	55	26	4	54	0	179	0	0	0	0	0
	4:45 PM	37	0	15	0	0	0	0	45	31	5	63	0	196	0	0	0	0	0
	5:00 PM	42	0	11	0	0	0	0	81	18	8	60	0	220	0	0	0	0	0
	5:15 PM	37	0	17	0	0	0	0	72	20	10	70	0	226	0	0	0	0	0
	5:30 PM	47	0	12	0	0	0	0	61	20	6	87	0	233	0	0	0	0	0
	5:45 PM	38	0	11	0	0	0	0	89	31	10	67	0	246	0	0	0	0	0
	VOLUMES	310	0	98	0	0	0	0	546	185	54	518	0	1,711	0	0	0	0	0
	APPROACH %	76%	0%	24%	0%	0%	0%	0%	75%	25%	9%	91%	0%						
	APP/DEPART	408	/	0	0	/	239	731	/	644	572	/	828	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	164	0	51	0	0	0	0	303	89	34	284	0	925					
	APPROACH %	76%	0%	24%	0%	0%	0%	0%	77%	23%	11%	89%	0%						
	PEAK HR FACTOR		0.911			0.000			0.817			0.855		0.940					
	APP/DEPART	215	/	0	0	/	123	392	/	354	318	/	448	0					

Valen a

NORTH SIDE

WEST SIDE

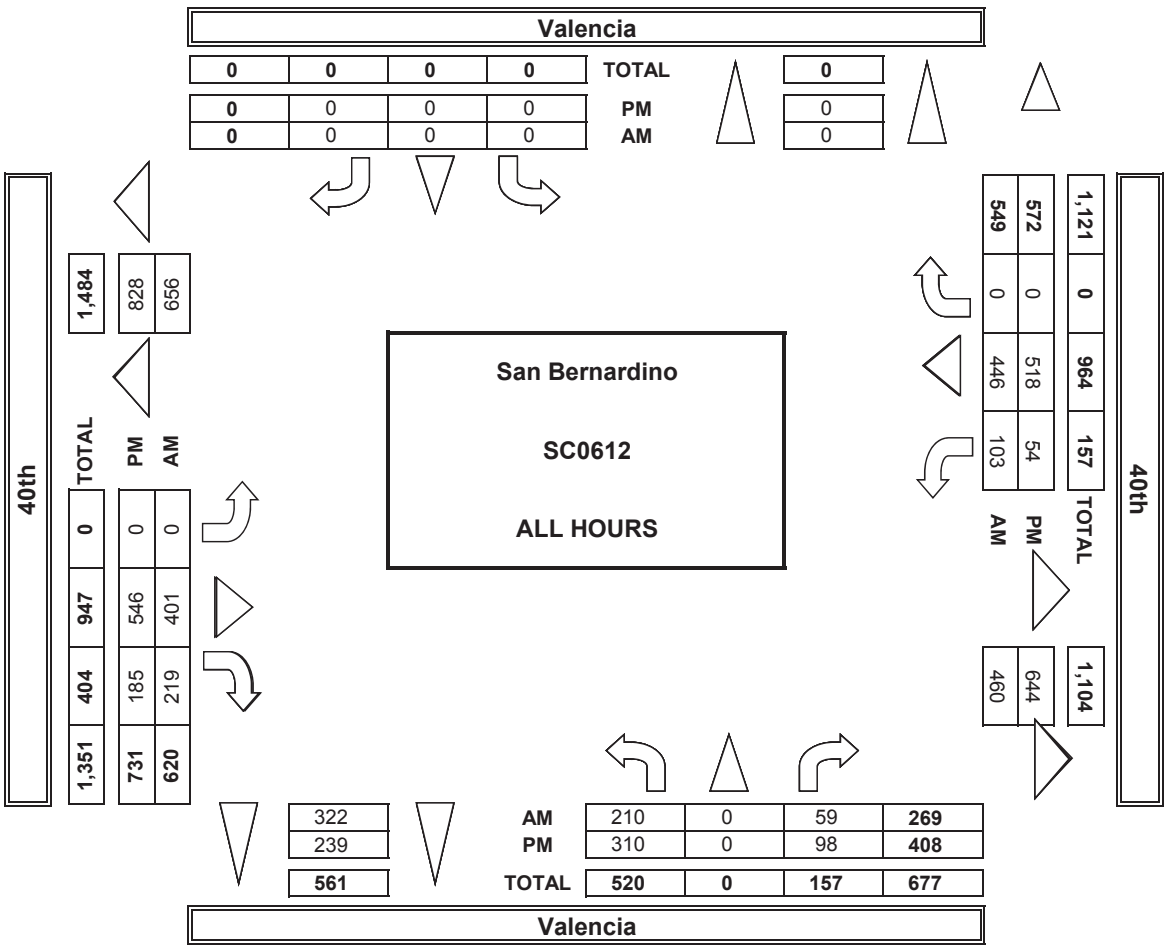
EAST SIDE

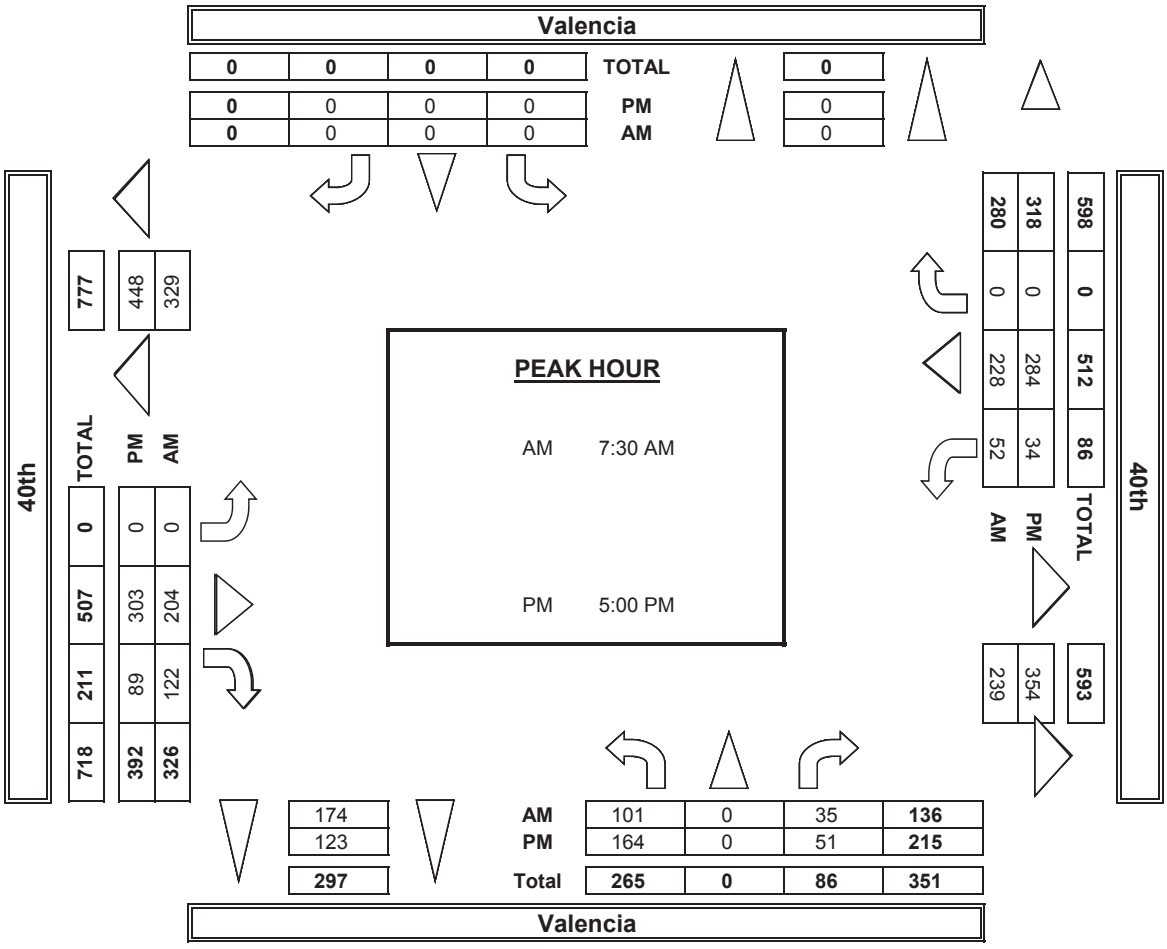
SOUTH SIDE

Valen a

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

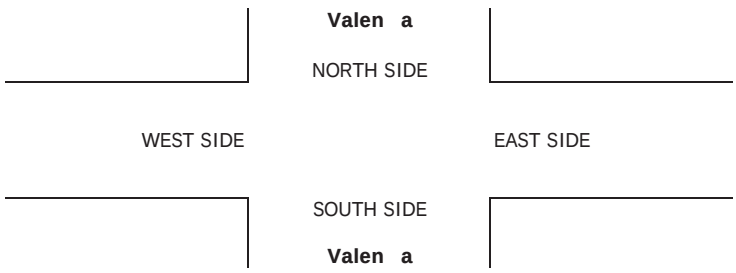
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Valencia	LOCATION #:	16
THURSDAY	EAST & WEST:	40th	CONTROL:	STOP N/E/W

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
LANES:	NL 1.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	20	0	1	0	0	0	0	19	24	18	52	0	134	0	0	0	0	0
7:15 AM	39	0	0	0	0	0	0	48	23	13	56	0	179	0	0	0	0	0
7:30 AM	20	0	9	0	0	0	0	69	39	26	48	0	211	0	0	0	0	0
7:45 AM	24	0	6	0	0	0	0	45	28	7	50	0	160	0	0	0	0	0
8:00 AM	22	0	3	0	0	0	0	20	20	7	45	0	117	0	0	0	0	0
8:15 AM	20	0	10	0	0	0	0	46	24	8	67	0	175	0	0	0	0	0
8:30 AM	24	0	11	0	0	0	0	52	21	10	48	0	166	0	0	0	0	0
8:45 AM	20	0	9	0	0	0	0	57	24	10	44	0	164	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	189	0	49	0	0	0	0	356	203	99	410	0	1,306	0	0	0	0	0
APPROACH %	79%	0%	21%	0%	0%	0%	0%	64%	36%	19%	81%	0%						
APP/DEPART	238	/	0	0	/	302	559	/	405	509	/	599	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	103	0	16	0	0	0	0	181	114	64	206	0	684					
APPROACH %	87%	0%	13%	0%	0%	0%	0%	61%	39%	24%	76%	0%						
PEAK HR FACTOR		0.763			0.000			0.683			0.912		0.810					
APP/DEPART	119	/	0	0	/	178	295	/	197	270	/	309	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	42	0	6	0	0	0	0	70	24	4	54	0	200	0	0	0	0	0
4:15 PM	34	0	14	0	0	0	0	67	13	6	51	0	185	0	0	0	0	0
4:30 PM	28	0	9	0	0	0	0	50	22	4	50	0	163	0	0	0	0	0
4:45 PM	36	0	15	0	0	0	0	39	31	5	57	0	183	0	0	0	0	0
5:00 PM	39	0	11	0	0	0	0	75	17	8	55	0	205	0	0	0	0	0
5:15 PM	36	0	17	0	0	0	0	69	19	10	65	0	216	0	0	0	0	0
5:30 PM	47	0	10	0	0	0	0	59	19	6	83	0	224	0	0	0	0	0
5:45 PM	36	0	11	0	0	0	0	85	31	10	65	0	238	0	0	0	0	0
VOLUMES	298	0	93	0	0	0	0	514	176	53	480	0	1,614	0	0	0	0	0
APPROACH %	76%	0%	24%	0%	0%	0%	0%	74%	26%	10%	90%	0%						
APP/DEPART	391	/	0	0	/	229	690	/	607	533	/	778	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	158	0	49	0	0	0	0	288	86	34	268	0	883					
APPROACH %	76%	0%	24%	0%	0%	0%	0%	77%	23%	11%	89%	0%						
PEAK HR FACTOR		0.908			0.000			0.806			0.848		0.928					
APP/DEPART	207	/	0	0	/	120	374	/	337	302	/	426	0					



INTERSECTION TURNING MOVEMENT COUNTS

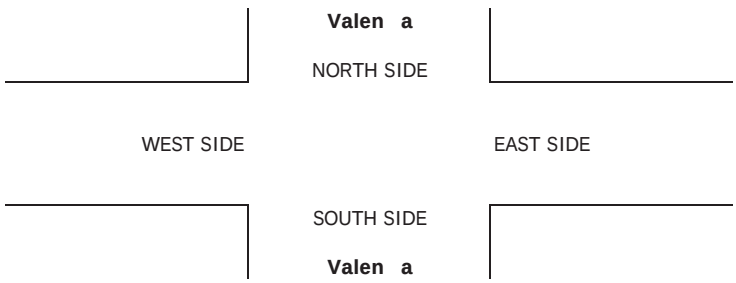
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Valencia	LOCATION #:	16
THURSDAY	EAST & WEST:	40th	CONTROL:	STOP N/E/W

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	0	0	0	0	0	0	1	1	0	2	0	7	0	0	0	0	0
	7:15 AM	2	0	1	0	0	0	0	3	0	0	5	0	11	0	0	0	0	0
	7:30 AM	2	0	1	0	0	0	0	1	1	1	2	0	8	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	3	1	1	2	0	8	0	0	0	0	0
	8:00 AM	4	0	1	0	0	0	0	4	3	0	4	0	16	0	0	0	0	0
	8:15 AM	3	0	3	0	0	0	0	7	2	1	3	0	19	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	4	1	0	3	0	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	4	1	0	2	0	7	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	15	0	7	0	0	0	0	27	10	3	23	0	85	0	0	0	0	0
	APPROACH %	68%	0%	32%	0%	0%	0%	0%	73%	27%	12%	88%	0%						
	APP/DEPART	22	/	0	0	/	13	37	/	34	26	/	38	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	8	0	5	0	0	0	0	18	7	2	12	0	52					
	APPROACH %	62%	0%	38%	0%	0%	0%	0%	72%	28%	14%	86%	0%						
	PEAK HR FACTOR		0.542			0.000			0.694			0.875		0.684					
	APP/DEPART	13	/	0	0	/	9	25	/	23	14	/	20	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	0	1	0	0	0	0	1	1	0	3	0	8	0	0	0	0	0
	4:15 PM	2	0	0	0	0	0	0	2	0	0	7	0	11	0	0	0	0	0
	4:30 PM	1	0	2	0	0	0	0	4	3	0	2	0	12	0	0	0	0	0
	4:45 PM	1	0	0	0	0	0	0	6	0	0	6	0	13	0	0	0	0	0
	5:00 PM	3	0	0	0	0	0	0	5	1	0	4	0	13	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	3	1	0	4	0	9	0	0	0	0	0
	5:30 PM	0	0	2	0	0	0	0	1	1	0	3	0	7	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
	VOLUMES	10	0	5	0	0	0	0	26	7	0	30	0	78	0	0	0	0	0
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	79%	21%	0%	100%	0%						
	APP/DEPART	15	/	0	0	/	7	33	/	31	30	/	40	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	7	0	2	0	0	0	0	17	4	0	19	0	49					
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	81%	19%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.000			0.750			0.679		0.942					
	APP/DEPART	9	/	0	0	/	4	21	/	19	19	/	26	0					



INTERSECTION TURNING MOVEMENT COUNTS

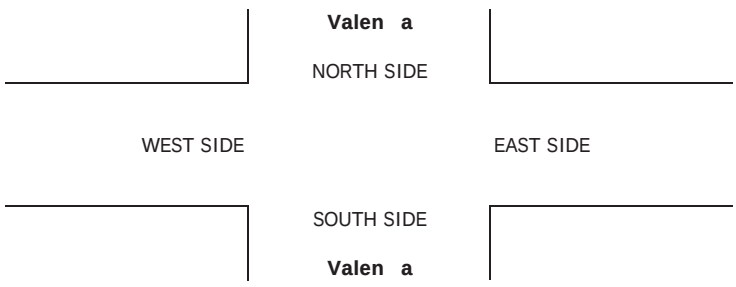
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Valencia	LOCATION #:	16
THURSDAY	EAST & WEST:	40th	CONTROL:	STOP N/E/W

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	1	0	0	0	0	0	1	0	2	0	5	0	0	0	0	0
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	0%	100%	0%	100%	0%						
	APP/DEPART	2	/	0	0	/	1	1	/	1	2	/	3	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	1	0	1	0	0	0	0	0	1	0	1	0	4					
	APPROACH %	50%	0%	50%	0%	0%	0%	0%	0%	100%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.000			0.250			0.250		0.500					
	APP/DEPART	2	/	0	0	/	1	1	/	1	1	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	2	0	0	0	0	0	0	1	0	1	1	0	5	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	50%	50%	0%						
	APP/DEPART	2	/	0	0	/	1	1	/	1	2	/	3	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	1	1	0	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.375					
	APP/DEPART	0	/	0	0	/	1	1	/	1	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

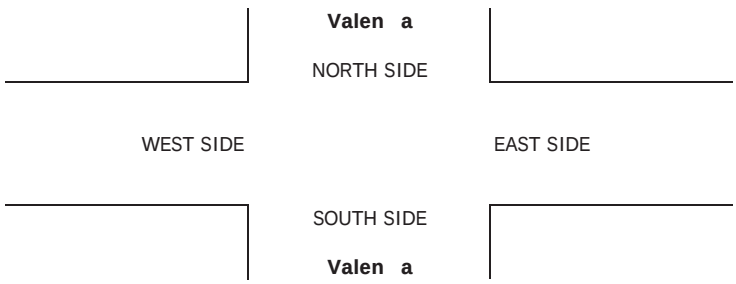
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Valencia	LOCATION #:	16
THURSDAY	EAST & WEST:	40th	CONTROL:	STOP N/E/W

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

	NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
LANES:	NL 1.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	2	0	1	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0
APPROACH %	67%	0%	33%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
APP/DEPART	3	/	0	0	/	2	2	/	1	0	/	2	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	2	0	1	0	0	0	0	0	2	0	0	0	5					
APPROACH %	67%	0%	33%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
PEAK HR FACTOR		0.375			0.000			0.500			0.000		0.625					
APP/DEPART	3	/	0	0	/	2	2	/	1	0	/	2	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

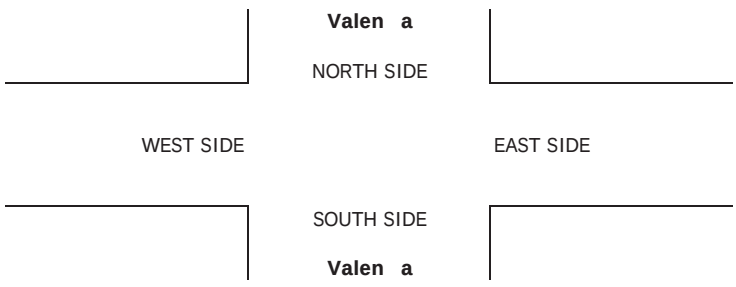
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Valencia	LOCATION #:	16
THURSDAY	EAST & WEST:	40th	CONTROL:	STOP N/E/W

C ASS	NOTES
RV	

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

		NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
	LANES:	NL 1.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

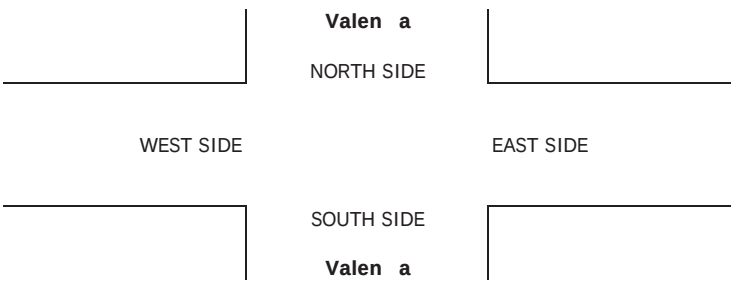
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Valencia	LOCATION #:	16
THURSDAY	EAST & WEST:	40th	CONTROL:	STOP N/E/W

C ASS	NOTES
BUSES	

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

	NORTHBOUND Valencia			SOUTHBOUND Valencia			EASTBOUND 40th			WESTBOUND 40th				U-TURNS				
LANES:	NL 1.5	NT X	NR 0.5	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	1	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	4	1	0	2	0	8	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	2	0	0	2	0	5	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	3	0	1	1	0	6	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	4	1	0	2	0	7	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	3	0	1	0	0	0	0	18	3	1	11	0	37	0	0	0	0	0
APPROACH %	75%	0%	25%	0%	0%	0%	0%	86%	14%	8%	92%	0%						
APP/DEPART	4	/	0	0	/	4	21	/	19	12	/	14	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	3	0	0	0	0	0	0	9	1	1	6	0	20					
APPROACH %	100%	0%	0%	0%	0%	0%	0%	90%	10%	14%	86%	0%						
PEAK HR FACTOR		0.750			0.000			0.500			0.875		0.625					
APP/DEPART	3	/	0	0	/	2	10	/	9	7	/	9	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	5	2	0	7	0	14	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	71%	29%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	2	7	/	5	7	/	7	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	0	0	0	0	3	2	0	3	0	8					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	60%	40%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.625			0.375		0.500					
APP/DEPART	0	/	0	0	/	2	5	/	3	3	/	3	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Golden	LOCATION #:	17
	EAST & WEST:	Lynwood	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Lyn ood			WESTBOUND Lyn ood			
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	22	16	19	8	28	9	2	28	16	26	27	1	202
	7:15 AM	19	14	27	11	29	16	8	36	15	29	44	6	254
	7:30 AM	21	30	23	12	22	9	12	47	11	31	48	5	271
	7:45 AM	12	10	10	8	28	13	5	36	22	15	37	4	200
	8:00 AM	11	13	18	5	17	11	7	33	20	14	31	3	183
	8:15 AM	22	16	24	5	22	14	3	46	18	18	45	6	239
	8:30 AM	21	13	25	11	26	13	5	53	9	23	48	5	252
	8:45 AM	16	22	24	6	19	13	2	39	22	16	40	3	222
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	74	70	79	39	107	47	27	147	64	101	156	16	927
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	21	30	26	14	21	8	10	56	33	10	32	12	273
	4:15 PM	22	22	17	10	20	10	15	39	24	15	36	10	240
	4:30 PM	41	30	22	7	22	9	13	39	17	16	38	7	261
	4:45 PM	25	38	22	4	20	10	20	40	19	13	38	9	258
	5:00 PM	37	39	24	10	15	10	10	39	28	19	42	13	286
	5:15 PM	14	29	19	10	21	9	18	54	16	14	37	13	254
	5:30 PM	19	24	23	11	14	7	28	47	19	22	35	12	261
	5:45 PM	25	22	17	11	20	6	17	54	28	17	47	12	276
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	95	114	83	42	70	32	73	194	91	72	161	50	1,077

INTERSECTION TURNING MOVEMENT COUNTS

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

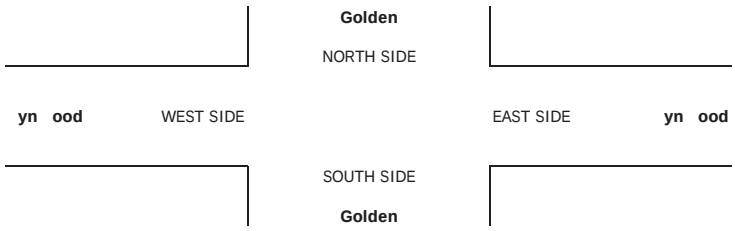
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Golden	LOCATION #:	17
	EAST & WEST:	Lynwood	CONTROL:	SIGNAL

NOTES:

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

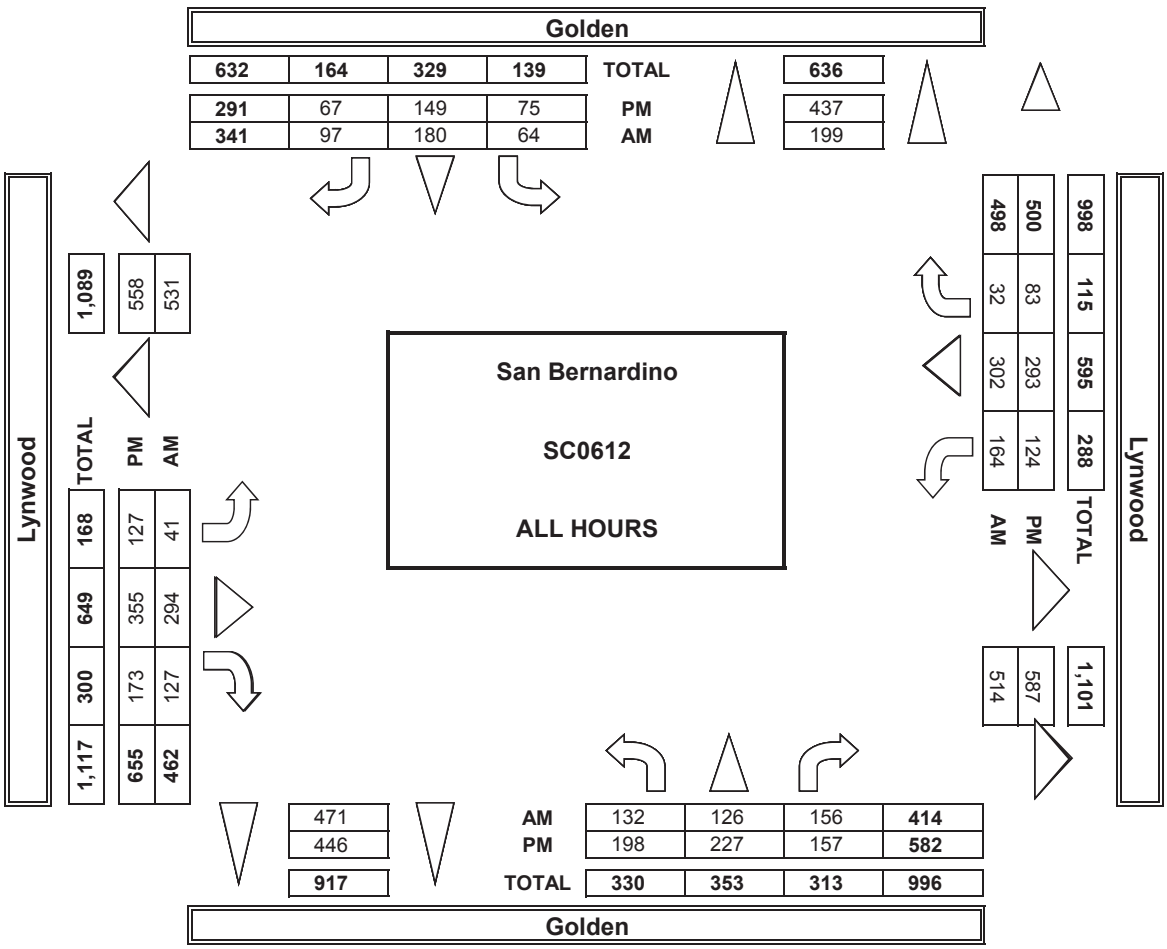
Add U-Turns to Left Turns

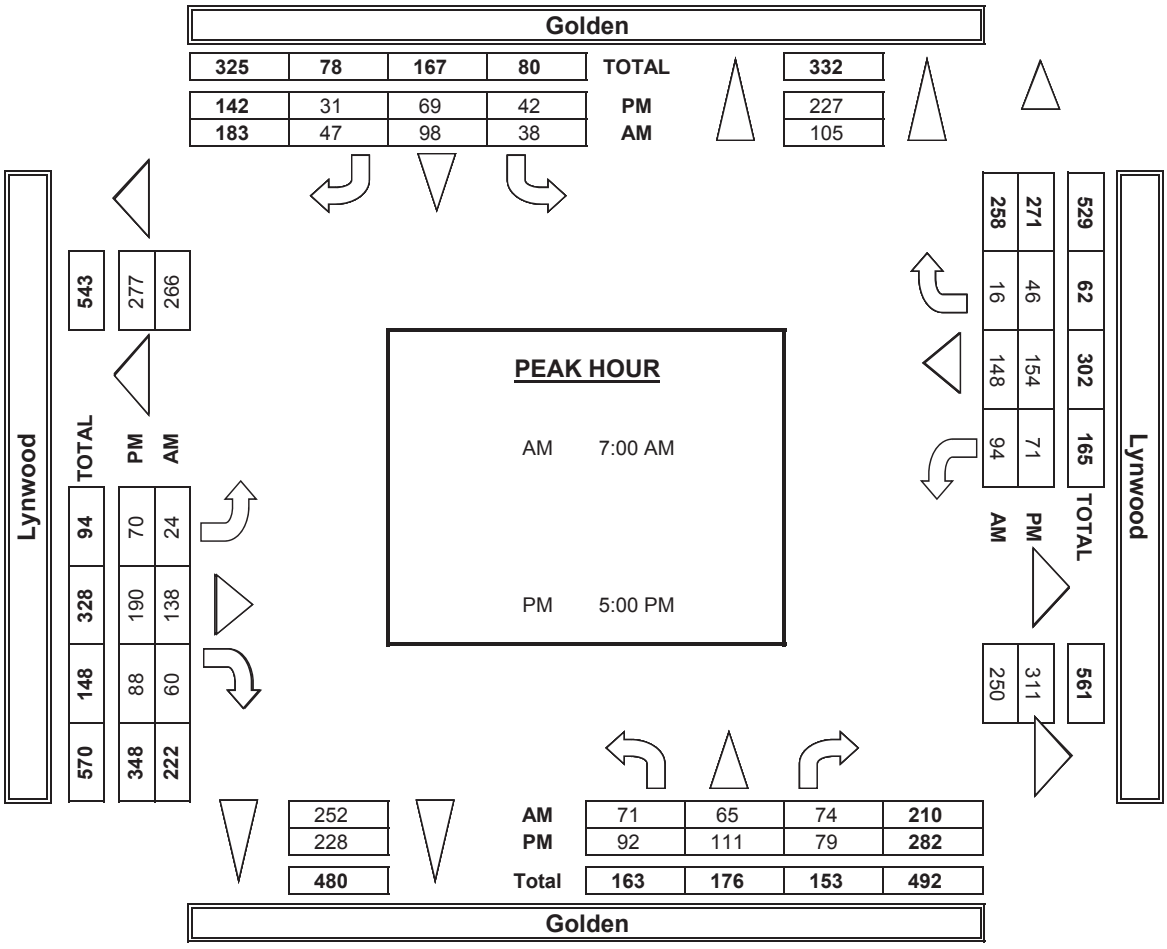
		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Lyn ood			WESTBOUND Lyn ood				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	20	13	16	8	25	9	2	27	15	21	27	1	184	0	0	0	0	0
	7:15 AM	18	14	26	11	27	16	5	35	15	29	39	6	241	0	0	0	0	0
	7:30 AM	21	29	23	12	21	9	12	44	11	30	46	5	263	0	0	0	0	0
	7:45 AM	12	9	9	7	25	13	5	32	19	14	36	4	185	0	0	0	0	0
	8:00 AM	10	12	15	5	16	10	7	29	19	14	29	3	169	0	0	0	0	0
	8:15 AM	18	14	22	5	21	14	3	41	17	17	41	5	218	0	0	0	0	0
	8:30 AM	19	13	22	10	26	13	5	50	9	23	46	5	241	0	0	0	0	0
	8:45 AM	14	22	23	6	19	13	2	36	22	16	38	3	214	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	132	126	156	64	180	97	41	294	127	164	302	32	1,715	0	0	0	0	0
	APPROACH %	32%	30%	38%	19%	53%	28%	9%	64%	27%	33%	61%	6%						
	APP/DEPART	414	/	199	341	/	471	462	/	514	498	/	531	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	71	65	74	38	98	47	24	138	60	94	148	16	873					
	APPROACH %	34%	31%	35%	21%	54%	26%	11%	62%	27%	36%	57%	6%						
	PEAK HR FACTOR		0.719			0.847			0.828			0.796		0.830					
	APP/DEPART	210	/	105	183	/	252	222	/	250	258	/	266	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	21	29	23	13	20	7	10	55	29	9	30	12	258	0	0	0	0	0
	4:15 PM	21	21	16	10	20	10	15	36	22	15	34	10	230	0	0	0	0	0
	4:30 PM	40	29	21	6	20	9	12	36	15	16	38	7	249	0	0	0	0	0
	4:45 PM	24	37	18	4	20	10	20	38	19	13	37	8	248	0	0	0	0	0
	5:00 PM	34	36	22	10	15	10	9	38	28	19	39	13	273	0	0	0	0	0
	5:15 PM	14	29	18	10	20	9	18	54	16	13	36	12	249	0	0	0	0	0
	5:30 PM	19	24	22	11	14	6	26	47	19	22	35	12	257	0	0	0	0	0
	5:45 PM	25	22	17	11	20	6	17	51	25	17	44	9	264	0	0	0	0	0
	VOLUMES	198	227	157	75	149	67	127	355	173	124	293	83	2,028	0	0	0	0	0
	APPROACH %	34%	39%	27%	26%	51%	23%	19%	54%	26%	25%	59%	17%						
	APP/DEPART	582	/	437	291	/	446	655	/	587	500	/	558	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	92	111	79	42	69	31	70	190	88	71	154	46	1,043					
	APPROACH %	33%	39%	28%	30%	49%	22%	20%	55%	25%	26%	57%	17%						
	PEAK HR FACTOR		0.766			0.910			0.935			0.954		0.955					
	APP/DEPART	282	/	227	142	/	228	348	/	311	271	/	277	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	17
THURSDAY	EAST & WEST:	Lyn ood	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Lyn ood			WESTBOUND Lyn ood				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	19	11	13	8	22	9	2	26	14	16	27	1	168	0	0	0	0	0
	7:15 AM	17	14	25	11	26	16	3	34	15	29	35	6	231	0	0	0	0	0
	7:30 AM	21	28	23	12	20	9	12	41	11	29	44	5	255	0	0	0	0	0
	7:45 AM	12	8	8	6	22	13	5	29	17	13	35	4	172	0	0	0	0	0
	8:00 AM	9	11	12	5	15	9	7	26	18	14	27	3	156	0	0	0	0	0
	8:15 AM	14	13	20	5	20	14	3	37	16	16	38	4	200	0	0	0	0	0
	8:30 AM	17	13	19	9	26	13	5	47	9	23	44	5	230	0	0	0	0	0
	8:45 AM	12	22	22	6	19	13	2	34	22	16	37	3	208	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	121	120	142	62	170	96	39	274	122	156	287	31	1,620	0	0	0	0	0
	APPROACH %	32%	31%	37%	19%	52%	29%	9%	63%	28%	33%	61%	7%						
	APP/DEPART	383	/	190	328	/	448	435	/	478	474	/	504	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	69	61	69	37	90	47	22	130	57	87	141	16	826					
	APPROACH %	35%	31%	35%	21%	52%	27%	11%	62%	27%	36%	58%	7%						
	PEAK HR FACTOR		0.691			0.821			0.816			0.782		0.810					
	APP/DEPART	199	/	99	174	/	234	209	/	236	244	/	257	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	21	28	20	12	19	6	10	54	25	8	29	12	244	0	0	0	0	0
	4:15 PM	20	20	15	10	20	10	15	33	20	15	32	10	220	0	0	0	0	0
	4:30 PM	39	28	20	5	18	9	11	33	14	16	38	7	238	0	0	0	0	0
	4:45 PM	23	36	15	4	20	10	20	36	19	13	36	7	239	0	0	0	0	0
	5:00 PM	31	33	20	10	15	10	8	37	28	19	37	13	261	0	0	0	0	0
	5:15 PM	14	29	17	10	19	9	18	54	16	12	35	11	244	0	0	0	0	0
	5:30 PM	19	24	21	11	14	5	24	47	19	22	35	12	253	0	0	0	0	0
	5:45 PM	25	22	17	11	20	6	17	49	22	17	41	7	254	0	0	0	0	0
	VOLUMES	192	220	145	73	145	65	123	343	163	122	283	79	1,953	0	0	0	0	0
	APPROACH %	34%	39%	26%	26%	51%	23%	20%	55%	26%	25%	58%	16%						
	APP/DEPART	557	/	422	283	/	430	629	/	561	484	/	540	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	89	108	75	42	68	30	67	187	85	70	148	43	1,012					
	APPROACH %	33%	40%	28%	30%	49%	21%	20%	55%	25%	27%	57%	16%						
	PEAK HR FACTOR		0.810			0.921			0.942			0.946		0.969					
	APP/DEPART	272	/	218	140	/	223	339	/	304	261	/	267	0					

Golden

NORTH SIDE

yn ood WEST SIDE EAST SIDE **yn ood**

SOUTH SIDE

Golden

INTERSECTION TURNING MOVEMENT COUNTS

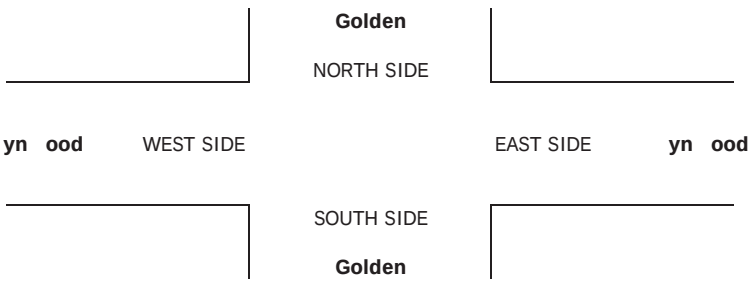
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	17
THURSDAY	EAST & WEST:	Lyn ood	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Lyn ood			WESTBOUND Lyn ood				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	1	0	0	0	0	0	0	2	0	0	4	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	8:00 AM	1	0	1	0	1	1	0	1	0	0	2	0	7	0	0	0	0	0
	8:15 AM	3	0	0	0	0	0	0	1	1	0	2	1	8	0	0	0	0	0
	8:30 AM	2	0	1	0	0	0	0	2	0	0	1	0	6	0	0	0	0	0
	8:45 AM	2	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	9	2	3	0	1	1	0	8	1	3	9	1	38	0	0	0	0	0
	APPROACH %	64%	14%	21%	0%	50%	50%	0%	89%	11%	23%	69%	8%						
	APP/DEPART	14	/	3	2	/	5	9	/	11	13	/	19	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	8	0	2	0	1	1	0	5	1	0	5	1	24					
	APPROACH %	80%	0%	20%	0%	50%	50%	0%	83%	17%	0%	83%	17%						
	PEAK HR FACTOR		0.833			0.250			0.750			0.500		0.750					
	APP/DEPART	10	/	1	2	/	2	6	/	7	6	/	14	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	2	1	0	0	0	1	2	0	0	0	6	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	2	1	0	2	0	6	0	0	0	0	0
	4:30 PM	1	1	0	1	0	0	1	2	0	0	0	0	6	0	0	0	0	0
	4:45 PM	1	1	0	0	0	0	0	2	0	0	1	1	6	0	0	0	0	0
	5:00 PM	3	3	1	0	0	0	1	1	0	0	1	0	10	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	1	1	1	4	0	0	0	0	0
	5:30 PM	0	0	1	0	0	1	2	0	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	2	0	3	1	7	0	0	0	0	0
	VOLUMES	6	5	4	2	1	1	4	9	5	1	8	3	49	0	0	0	0	0
	APPROACH %	40%	33%	27%	50%	25%	25%	22%	50%	28%	8%	67%	25%						
	APP/DEPART	15	/	12	4	/	7	18	/	15	12	/	15	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	6	5	1	1	0	0	2	7	1	0	4	1	28					
	APPROACH %	50%	42%	8%	100%	0%	0%	20%	70%	10%	0%	80%	20%						
	PEAK HR FACTOR		0.429			0.250			0.833			0.625		0.700					
	APP/DEPART	12	/	8	1	/	1	10	/	9	5	/	10	0					



INTERSECTION TURNING MOVEMENT COUNTS

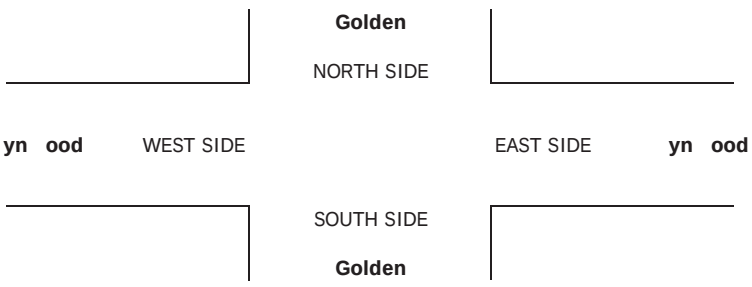
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	17
THURSDAY	EAST & WEST:	Lyn ood	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Lyn ood			WESTBOUND Lyn ood				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	1	0	0	0	1	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	0	0	1	0	1	3	1	0	3	0	12	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	100%	0%	20%	60%	20%	0%	100%	0%						
	APP/DEPART	3	/	3	1	/	2	5	/	3	3	/	4	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	0	0	0	0	0	3	0	0	2	0	6					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.125			0.000			0.750			0.500		0.500					
	APP/DEPART	1	/	1	0	/	0	3	/	3	2	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	2	0	0	0	0	1	1	0	2	0	6	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	50%	50%	0%	100%	0%						
	APP/DEPART	2	/	0	0	/	1	2	/	3	2	/	2	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	2	0	0	0	0	0	1	0	1	0	4					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.250		0.500					
	APP/DEPART	2	/	0	0	/	1	1	/	2	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

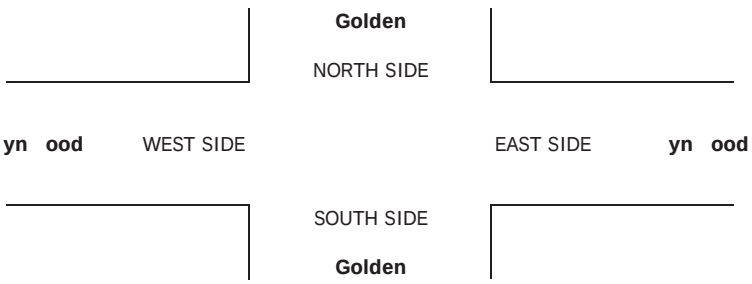
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	17
THURSDAY	EAST & WEST:	Lyn ood	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

	NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Lyn ood			WESTBOUND Lyn ood				U-TURNS				
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	17
THURSDAY	EAST & WEST:	Lyn ood	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Lyn ood			WESTBOUND Lyn ood				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Golden

NORTH SIDE

yn ood WEST SIDE EAST SIDE **yn ood**

SOUTH SIDE

Golden

INTERSECTION TURNING MOVEMENT COUNTS

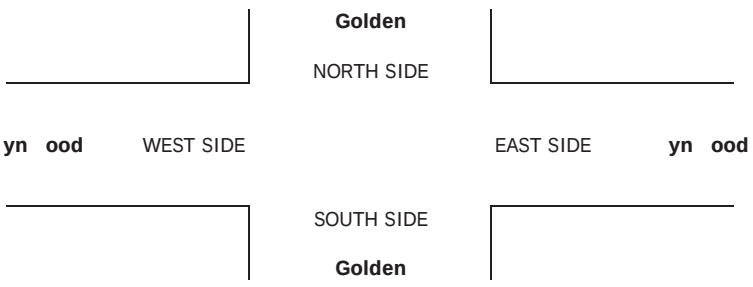
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	17
THURSDAY	EAST & WEST:	Lyn ood	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Lyn ood			WESTBOUND Lyn ood				U-TURNS				
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	2	0	3	0	0	1	1	3	0	0	10	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	1	0	3	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	2	0	0	1	0	5	0	0	0	0	0
7:45 AM	0	0	1	1	3	0	0	1	1	1	0	0	8	0	0	0	0	0
8:00 AM	0	1	2	0	0	0	0	1	1	0	0	0	5	0	0	0	0	0
8:15 AM	1	0	2	0	1	0	0	2	0	1	0	0	7	0	0	0	0	0
8:30 AM	0	0	2	1	0	0	0	1	0	0	1	0	5	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	2	11	2	8	0	1	8	3	5	3	0	44	0	0	0	0	0
APPROACH %	7%	14%	79%	20%	80%	0%	8%	67%	25%	63%	38%	0%						
APP/DEPART	14	/	3	10	/	16	12	/	21	8	/	4	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	1	4	1	7	0	1	4	2	4	2	0	26					
APPROACH %	0%	20%	80%	13%	88%	0%	14%	57%	29%	67%	33%	0%						
PEAK HR FACTOR		0.625			0.500			0.875			0.500		0.650					
APP/DEPART	5	/	2	8	/	13	7	/	9	6	/	2	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	1	0	1	1	0	0	2	1	0	0	7	0	0	0	0	0
4:15 PM	0	1	1	0	0	0	0	1	1	0	0	0	4	0	0	0	0	0
4:30 PM	0	0	1	0	2	0	0	1	0	0	0	0	4	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
VOLUMES	0	2	6	0	3	1	0	2	4	1	0	0	19	0	0	0	0	0
APPROACH %	0%	25%	75%	0%	75%	25%	0%	33%	67%	100%	0%	0%						
APP/DEPART	8	/	2	4	/	8	6	/	8	1	/	1	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	2	4	0	3	1	0	2	3	1	0	0	16					
APPROACH %	0%	33%	67%	0%	75%	25%	0%	40%	60%	100%	0%	0%						
PEAK HR FACTOR		0.750			0.500			0.625			0.250		0.571					
APP/DEPART	6	/	2	4	/	7	5	/	6	1	/	1	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Golden	LOCATION #:	18
	EAST & WEST:	Highland	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND (Golden)			SOUTHBOUND (Golden)			EASTBOUND (Hi hland)			WESTBOUND (Hi hland)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	0	0	0	25	0	41	13	70	3	1	63	8	224
	7:15 AM	0	0	0	29	1	54	31	64	5	2	64	18	268
	7:30 AM	0	0	0	16	1	43	40	87	1	1	86	18	293
	7:45 AM	0	0	0	30	1	44	16	81	1	0	113	7	293
	8:00 AM	0	0	1	20	0	32	32	55	7	1	84	16	248
	8:15 AM	1	0	0	24	7	22	29	75	3	6	66	10	243
	8:30 AM	0	0	0	26	4	43	26	92	6	0	131	22	350
	8:45 AM	1	0	0	19	2	38	33	103	2	2	107	15	322
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR (8:00 AM) VOLUMES	2	0	1	89	13	135	120	325	18	9	388	63	1,163
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	7	0	25	1	29	40	162	2	0	161	33	461
	4:15 PM	4	2	1	26	0	25	32	152	1	0	139	20	402
	4:30 PM	11	21	1	24	0	37	46	130	0	0	136	28	434
	4:45 PM	3	4	1	23	0	30	47	140	1	0	134	23	406
	5:00 PM	7	2	0	25	0	40	52	172	0	0	131	32	461
	5:15 PM	2	0	0	18	0	33	39	157	1	0	127	37	414
	5:30 PM	3	0	0	21	0	31	31	141	0	1	128	26	382
	5:45 PM	0	1	0	23	0	32	34	124	2	0	124	28	368
	BEGIN PEAK HR (4:30 PM) VOLUMES	23	27	2	90	0	140	184	599	2	0	528	120	1,715

INTERSECTION TURNING MOVEMENT COUNTS

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

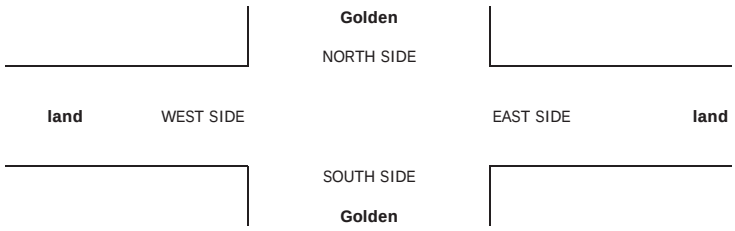
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Golden	LOCATION #:	18
	EAST & WEST:	Highland	CONTROL:	SIGNAL

NOTES:

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

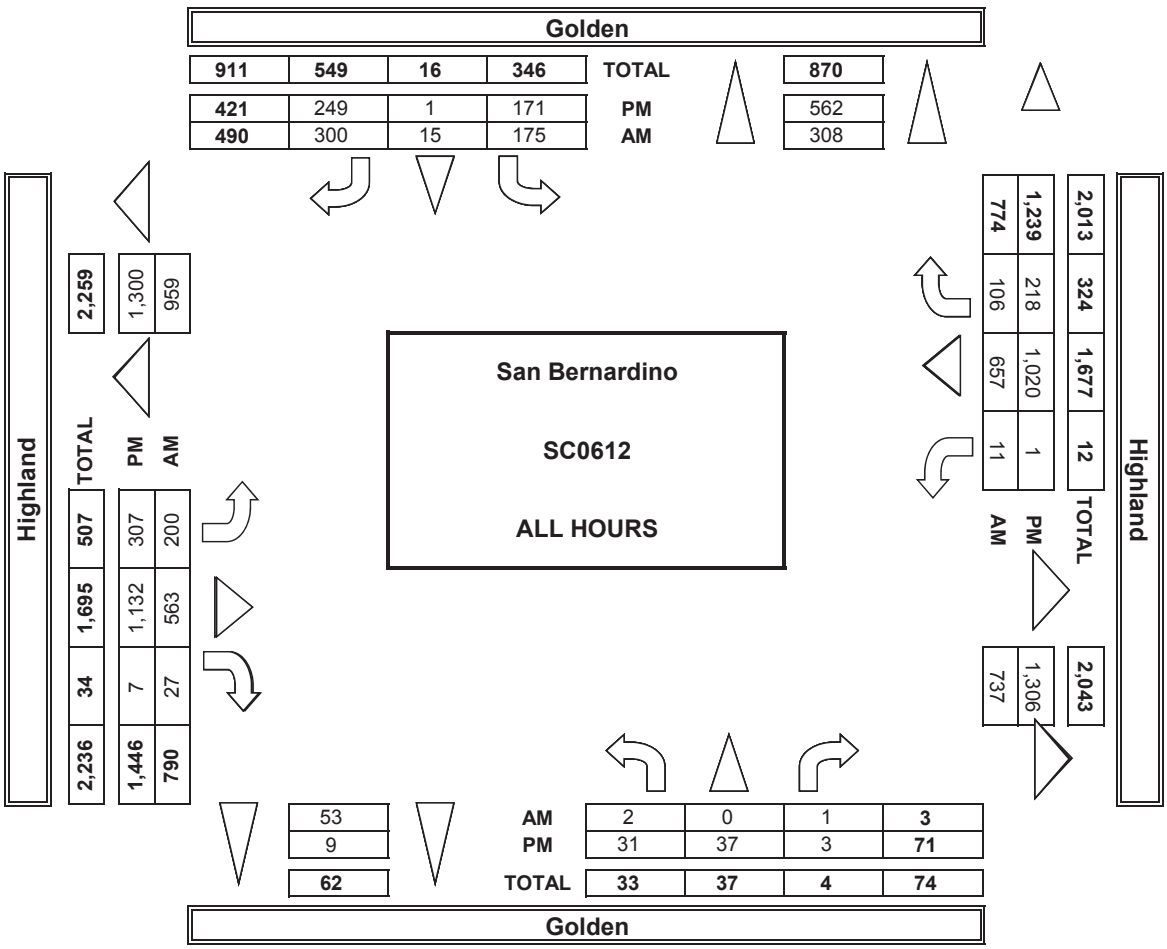
☑ Add U-Turns to Left Turns

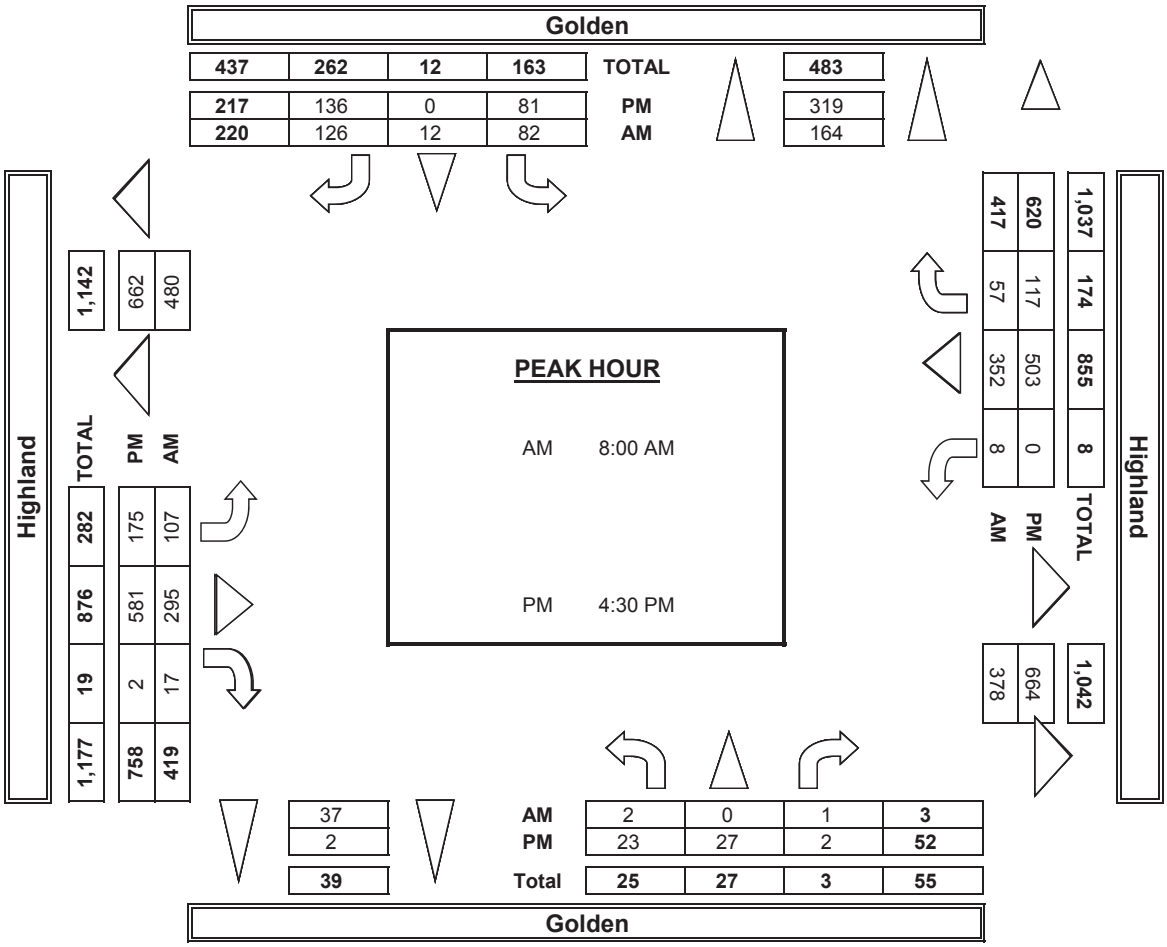
		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	24	0	38	11	61	3	1	59	8	205	0	0	0	0	0
	7:15 AM	0	0	0	27	1	53	29	57	5	1	62	17	252	0	0	0	0	0
	7:30 AM	0	0	0	16	1	41	38	79	1	1	78	17	272	0	1	0	0	1
	7:45 AM	0	0	0	26	1	42	15	71	1	0	106	7	269	0	1	0	0	1
	8:00 AM	0	0	1	19	0	27	25	48	6	1	72	12	211	0	0	0	0	0
	8:15 AM	1	0	0	21	6	21	27	72	3	6	62	9	228	0	0	0	0	0
	8:30 AM	0	0	0	23	4	42	24	82	6	0	121	21	323	0	0	0	0	0
	8:45 AM	1	0	0	19	2	36	31	93	2	1	97	15	297	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	1	175	15	300	200	563	27	11	657	106	2,057	0	2	0	0	2
	APPROACH %	67%	0%	33%	36%	3%	61%	25%	71%	3%	1%	85%	14%						
	APP/DEPART	3	/	308	490	/	53	790	/	737	774	/	959	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	2	0	1	82	12	126	107	295	17	8	352	57	1,059					
	APPROACH %	67%	0%	33%	37%	5%	57%	26%	70%	4%	2%	84%	14%						
	PEAK HR FACTOR		0.750			0.797			0.831			0.734		0.820					
	APP/DEPART	3	/	164	220	/	37	419	/	378	417	/	480	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	7	0	23	1	27	37	151	2	0	147	28	424	0	0	0	0	0
	4:15 PM	4	2	1	25	0	25	31	147	1	0	129	20	385	0	0	0	0	0
	4:30 PM	11	21	1	19	0	35	46	127	0	0	128	28	416	0	0	0	0	0
	4:45 PM	3	4	1	23	0	30	43	137	1	0	128	23	393	0	0	0	0	0
	5:00 PM	7	2	0	24	0	39	48	165	0	0	126	31	442	0	0	0	0	0
	5:15 PM	2	0	0	15	0	32	38	152	1	0	121	35	396	0	0	0	0	0
	5:30 PM	3	0	0	20	0	30	31	134	0	1	122	25	366	0	0	0	0	0
	5:45 PM	0	1	0	22	0	31	33	119	2	0	119	28	355	0	0	0	0	0
	VOLUMES	31	37	3	171	1	249	307	1,132	7	1	1,020	218	3,177	0	0	0	0	0
	APPROACH %	44%	52%	4%	41%	0%	59%	21%	78%	0%	0%	82%	18%						
	APP/DEPART	71	/	562	421	/	9	1,446	/	1,306	1,239	/	1,300	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	23	27	2	81	0	136	175	581	2	0	503	117	1,647					
	APPROACH %	44%	52%	4%	37%	0%	63%	23%	77%	0%	0%	81%	19%						
	PEAK HR FACTOR		0.394			0.861			0.890			0.987		0.932					
	APP/DEPART	52	/	319	217	/	2	758	/	664	620	/	662	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

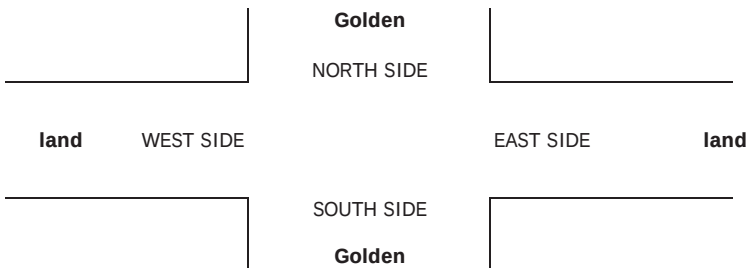
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	18
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	23	0	35	9	52	3	1	56	8	187	0	0	0	0	0
	7:15 AM	0	0	0	25	1	52	28	50	5	0	60	16	237	0	0	0	0	0
	7:30 AM	0	0	0	16	1	39	36	71	1	1	70	16	251	0	1	0	0	1
	7:45 AM	0	0	0	22	1	40	14	62	1	0	99	7	246	0	1	0	0	1
	8:00 AM	0	0	1	18	0	22	19	42	5	1	61	8	177	0	0	0	0	0
	8:15 AM	1	0	0	18	5	20	25	69	3	6	58	8	213	0	0	0	0	0
	8:30 AM	0	0	0	21	4	41	23	73	6	0	112	20	300	0	0	0	0	0
	8:45 AM	1	0	0	19	2	34	29	83	2	0	87	15	272	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	1	162	14	283	183	502	26	9	603	98	1,883	0	2	0	0	2
	APPROACH %	67%	0%	33%	35%	3%	62%	26%	71%	4%	1%	85%	14%						
	APP/DEPART	3	/	283	459	/	49	711	/	663	710	/	888	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	2	0	1	76	11	117	96	267	16	7	318	51	962					
	APPROACH %	67%	0%	33%	37%	5%	57%	25%	70%	4%	2%	85%	14%						
	PEAK HR FACTOR		0.750			0.773			0.831			0.712		0.802					
	APP/DEPART	3	/	147	204	/	34	379	/	344	376	/	437	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	7	0	21	1	25	34	140	2	0	134	23	388	0	0	0	0	0
	4:15 PM	4	2	1	24	0	25	30	142	1	0	120	20	369	0	0	0	0	0
	4:30 PM	11	21	1	14	0	34	46	124	0	0	121	28	400	0	0	0	0	0
	4:45 PM	3	4	1	23	0	30	39	134	1	0	122	23	380	0	0	0	0	0
	5:00 PM	7	2	0	23	0	38	44	158	0	0	121	30	423	0	0	0	0	0
	5:15 PM	2	0	0	12	0	31	37	147	1	0	115	33	378	0	0	0	0	0
	5:30 PM	3	0	0	19	0	29	31	128	0	1	116	24	351	0	0	0	0	0
	5:45 PM	0	1	0	21	0	30	32	115	2	0	114	28	343	0	0	0	0	0
	VOLUMES	31	37	3	157	1	242	293	1,088	7	1	963	209	3,032	0	0	0	0	0
	APPROACH %	44%	52%	4%	39%	0%	61%	21%	78%	1%	0%	82%	18%						
	APP/DEPART	71	/	539	400	/	9	1,388	/	1,248	1,173	/	1,236	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	23	27	2	72	0	133	166	563	2	0	479	114	1,581					
	APPROACH %	44%	52%	4%	35%	0%	65%	23%	77%	0%	0%	81%	19%						
	PEAK HR FACTOR		0.394			0.840			0.905			0.982		0.934					
	APP/DEPART	52	/	307	205	/	2	731	/	637	593	/	635	0					



INTERSECTION TURNING MOVEMENT COUNTS

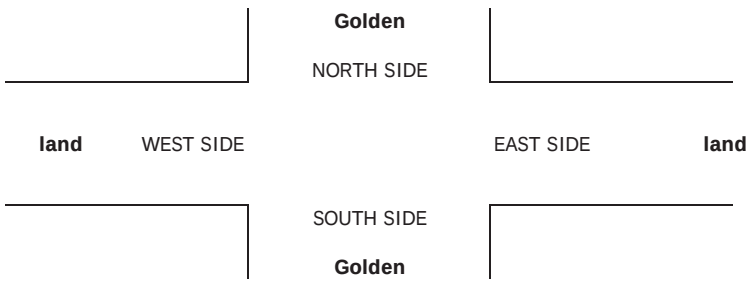
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	18
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	1	5	0	0	0	0	6	0	0	0	0	0
	7:15 AM	0	0	0	1	0	1	0	2	0	1	1	0	6	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	6	0	0	6	1	14	0	0	0	0	0
	7:45 AM	0	0	0	1	0	1	1	5	0	0	3	0	11	0	0	0	0	0
	8:00 AM	0	0	0	1	0	4	3	2	1	0	5	2	18	0	0	0	0	0
	8:15 AM	0	0	0	2	1	1	1	3	0	0	3	0	11	0	0	0	0	0
	8:30 AM	0	0	0	1	0	1	0	4	0	0	6	1	13	0	0	0	0	0
	8:45 AM	0	0	0	0	0	2	1	7	0	1	8	0	19	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	6	1	11	7	34	1	2	32	4	98	0	0	0	0	0
	APPROACH %	0%	0%	0%	33%	6%	61%	17%	81%	2%	5%	84%	11%						
	APP/DEPART	0	/	11	18	/	4	42	/	40	38	/	43	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	4	1	8	5	16	1	1	22	3	61					
	APPROACH %	0%	0%	0%	31%	8%	62%	23%	73%	5%	4%	85%	12%						
	PEAK HR FACTOR		0.000			0.650			0.688			0.722		0.803					
	APP/DEPART	0	/	8	13	/	3	22	/	20	26	/	30	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	2	0	1	2	9	0	0	8	2	24	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	2	0	0	4	0	7	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	3	2	0	0	4	0	9	0	0	0	0	0
	5:00 PM	0	0	0	1	0	1	4	5	0	0	3	1	15	0	0	0	0	0
	5:15 PM	0	0	0	3	0	1	0	3	0	0	5	1	13	0	0	0	0	0
	5:30 PM	0	0	0	1	0	1	0	3	0	0	4	1	10	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	3	0	0	3	0	7	0	0	0	0	0
	VOLUMES	0	0	0	9	0	4	9	31	0	0	35	5	93	0	0	0	0	0
	APPROACH %	0%	0%	0%	69%	0%	31%	23%	78%	0%	0%	88%	13%						
	APP/DEPART	0	/	14	13	/	0	40	/	40	40	/	39	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	3	0	1	5	17	0	0	20	2	48					
	APPROACH %	0%	0%	0%	75%	0%	25%	23%	77%	0%	0%	91%	9%						
	PEAK HR FACTOR		0.000			0.333			0.500			0.550		0.500					
	APP/DEPART	0	/	7	4	/	0	22	/	20	22	/	21	0					



INTERSECTION TURNING MOVEMENT COUNTS

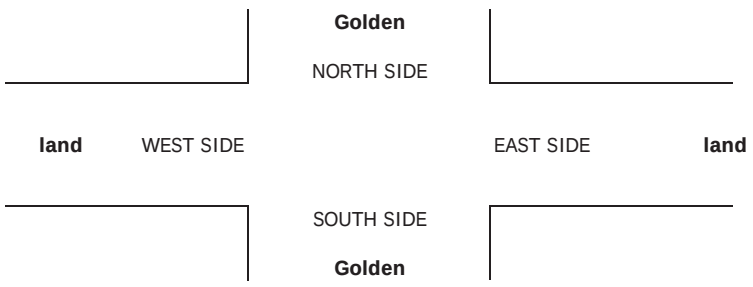
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	18
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	1	2	0	0	1	0	5	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	3	4	0	0	2	0	10	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	43%	57%	0%	0%	100%	0%						
	APP/DEPART	0	/	3	1	/	0	7	/	5	2	/	2	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	1	0	0	2	4	0	0	1	0	8					
	APPROACH %	0%	0%	0%	100%	0%	0%	33%	67%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.500			0.250		0.400					
	APP/DEPART	0	/	2	1	/	0	6	/	5	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	3	0	0	2	0	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	1	/	0	3	/	3	2	/	3	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	0	3	0	0	0	0	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.000		0.375					
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

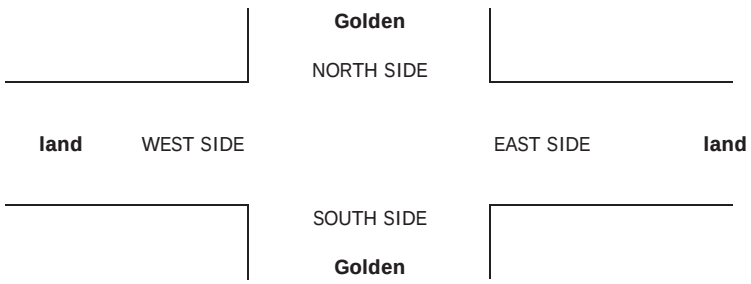
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	18
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		3:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

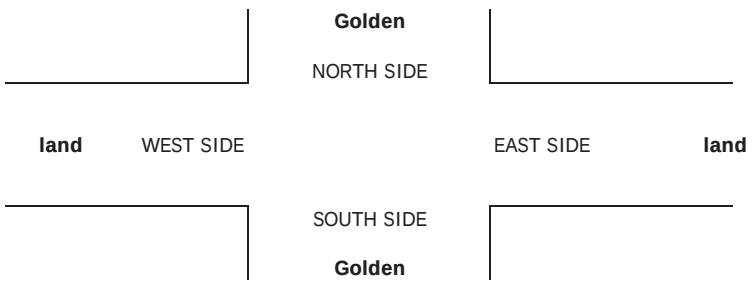
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	18
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.375					
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	2	/	2	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

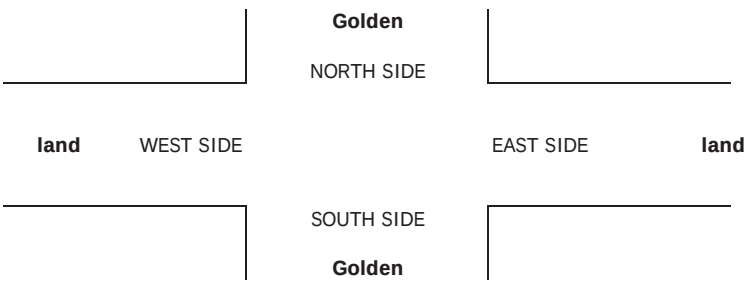
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Golden	LOCATION #:	18
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Golden			SOUTHBOUND Golden			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	3	1	4	0	0	2	0	11	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	5	0	0	1	1	8	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	2	2	0	0	2	0	7	0	0	0	0	0
	7:45 AM	0	0	0	3	0	1	0	3	0	0	4	0	11	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	2	3	0	0	5	2	13	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	1	0	0	0	1	1	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	2	0	0	1	0	4	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	6	0	6	7	22	0	0	17	4	62	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	24%	76%	0%	0%	81%	19%						
	APP/DEPART	0	/	11	12	/	0	29	/	28	21	/	23	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	4	0	3	4	13	0	0	12	3	39					
	APPROACH %	0%	0%	0%	57%	0%	43%	24%	76%	0%	0%	80%	20%						
	PEAK HR FACTOR		0.000			0.438			0.850			0.536		0.750					
	APP/DEPART	0	/	7	7	/	0	17	/	17	15	/	15	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	1	1	2	0	0	4	3	11	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	1	1	0	0	3	0	6	0	0	0	0	0
	4:30 PM	0	0	0	4	0	0	0	1	0	0	2	0	7	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	1	0	0	2	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	2	0	0	0	1	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	1	0	0	0	2	0	4	0	0	0	0	0
	VOLUMES	0	0	0	5	0	2	5	10	0	0	17	4	43	0	0	0	0	0
	APPROACH %	0%	0%	0%	71%	0%	29%	33%	67%	0%	0%	81%	19%						
	APP/DEPART	0	/	9	7	/	0	15	/	15	21	/	19	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	5	0	1	3	5	0	0	11	3	28					
	APPROACH %	0%	0%	0%	83%	0%	17%	38%	63%	0%	0%	79%	21%						
	PEAK HR FACTOR		0.000			0.375			0.667			0.500		0.636					
	APP/DEPART	0	/	6	6	/	0	8	/	10	14	/	12	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Del Rosa	LOCATION #:	19
	EAST & WEST:	Highland	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Hi hland			WESTBOUND Hi hland			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	18	94	3	4	150	24	19	46	24	17	41	34	474
	7:15 AM	33	100	15	17	181	10	15	58	26	20	61	35	571
	7:30 AM	24	126	5	24	114	34	24	69	25	15	79	40	579
	7:45 AM	21	93	10	18	126	57	15	51	20	24	58	30	523
	8:00 AM	22	74	8	31	101	42	10	65	26	18	69	30	496
	8:15 AM	15	82	7	27	108	35	22	37	25	22	61	27	468
	8:30 AM	24	85	15	32	102	49	23	57	35	20	96	31	569
	8:45 AM	24	72	6	33	110	46	21	74	16	18	83	28	531
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	100	393	38	90	522	143	64	243	97	77	267	135	2,169
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	40	113	15	67	114	56	42	132	36	24	103	49	791
	4:15 PM	26	103	24	54	119	41	41	117	43	17	111	32	728
	4:30 PM	56	112	17	44	120	24	51	118	32	32	88	35	729
	4:45 PM	32	111	16	36	128	39	39	108	31	13	107	39	699
	5:00 PM	32	112	16	44	89	25	46	162	32	20	100	50	728
	5:15 PM	40	121	15	51	96	38	33	123	20	20	97	40	694
	5:30 PM	29	98	14	51	94	30	38	126	37	24	92	41	674
	5:45 PM	32	112	15	55	96	27	33	99	33	23	87	39	651
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	154	439	72	201	481	160	173	475	142	86	409	155	2,947

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Del Rosa	LOCATION #:	19
	EAST & WEST:	Highland	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	15	84	3	3	144	21	17	38	24	16	40	30	435	0	0	0	0	0
	7:15 AM	31	90	14	17	174	9	14	53	26	18	59	30	535	0	0	0	0	0
	7:30 AM	22	116	5	20	104	31	21	64	24	14	74	37	532	0	0	0	0	0
	7:45 AM	21	83	10	17	120	52	13	50	19	22	55	28	490	0	0	0	0	0
	8:00 AM	21	66	7	29	94	36	10	55	24	15	57	26	440	0	0	0	0	0
	8:15 AM	13	76	6	24	97	33	19	33	22	22	57	19	421	0	0	0	0	0
	8:30 AM	24	76	14	27	89	44	20	51	32	20	87	24	508	0	0	0	0	0
	8:45 AM	22	63	6	32	89	45	20	64	16	17	74	23	471	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	169	654	65	169	911	271	134	408	187	144	503	217	3,832	0	0	0	0	0
	APPROACH %	19%	74%	7%	13%	67%	20%	18%	56%	26%	17%	58%	25%						
	APP/DEPART	888	/	1,005	1,351	/	1,242	729	/	642	864	/	943	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	95	355	36	83	492	128	58	222	93	69	245	121	1,997					
	APPROACH %	20%	73%	7%	12%	70%	18%	16%	60%	25%	16%	56%	28%						
	PEAK HR FACTOR		0.850			0.879			0.856			0.870		0.933					
	APP/DEPART	486	/	534	703	/	654	373	/	341	435	/	468	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	39	108	15	62	108	51	39	125	35	23	97	44	746	0	0	0	0	0
	4:15 PM	26	97	22	54	105	37	40	112	41	17	105	31	687	0	0	0	0	0
	4:30 PM	54	107	17	40	109	22	48	116	27	30	85	32	687	0	0	0	1	1
	4:45 PM	32	108	16	35	116	37	37	106	31	11	100	38	667	0	0	0	0	0
	5:00 PM	32	103	16	40	87	25	46	159	32	19	94	45	698	0	0	0	0	0
	5:15 PM	37	118	15	50	90	37	33	121	20	20	94	37	672	0	0	0	0	0
	5:30 PM	28	97	14	45	92	29	38	119	36	24	88	40	650	0	0	0	0	0
	5:45 PM	31	105	15	52	90	27	30	94	33	22	82	36	617	0	0	0	0	0
	VOLUMES	279	843	130	378	797	265	311	952	255	166	745	303	5,424	0	0	0	1	1
	APPROACH %	22%	67%	10%	26%	55%	18%	20%	63%	17%	14%	61%	25%						
	APP/DEPART	1,252	/	1,457	1,440	/	1,217	1,518	/	1,461	1,214	/	1,289	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	151	420	70	191	438	147	164	459	134	81	387	145	2,787					
	APPROACH %	24%	66%	11%	25%	56%	19%	22%	61%	18%	13%	63%	24%						
	PEAK HR FACTOR		0.900			0.878			0.951			0.934		0.934					
	APP/DEPART	641	/	729	776	/	652	757	/	721	613	/	685	0					

el Rosa

NORTH SIDE

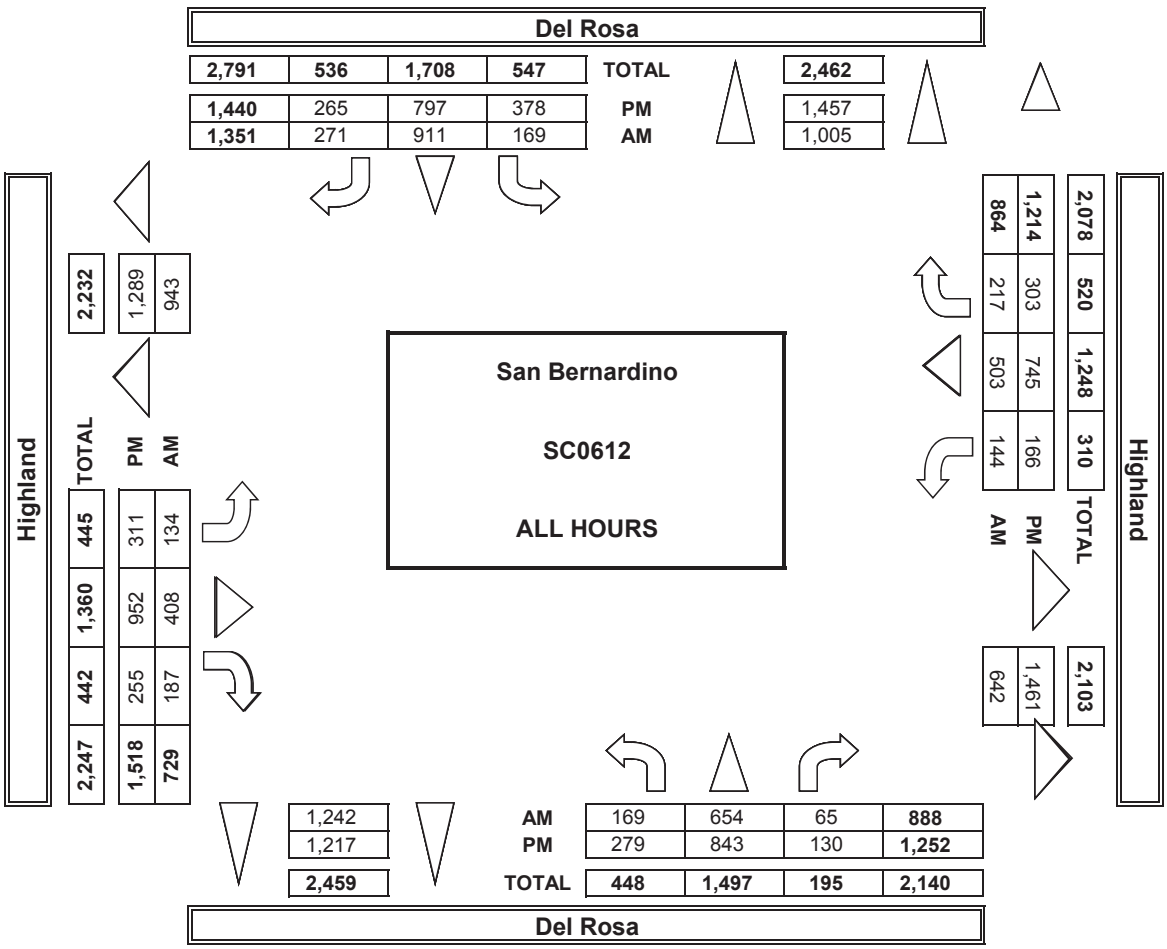
land WEST SIDE EAST SIDE **land**

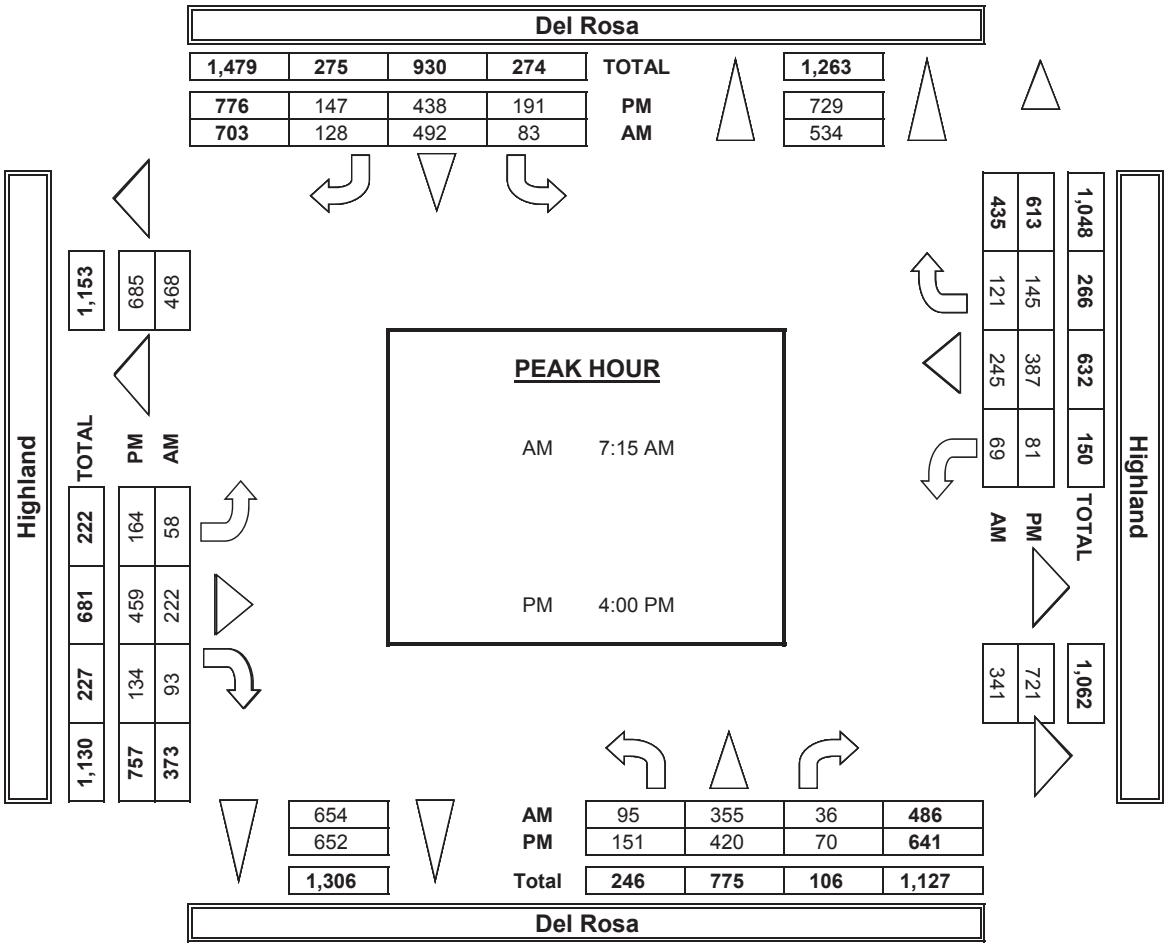
SOUTH SIDE

el Rosa

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

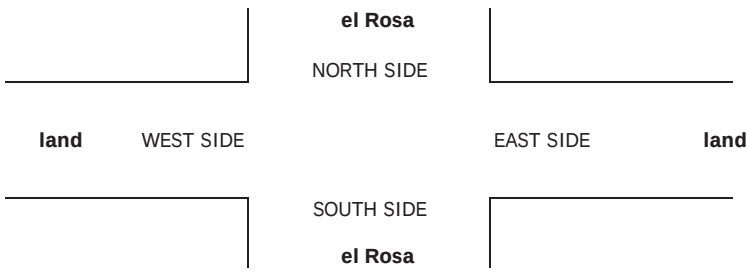
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	19
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	13	75	3	2	138	18	15	31	24	15	39	26	399	0	0	0	0	0
	7:15 AM	29	82	13	17	168	8	13	48	26	16	57	26	503	0	0	0	0	0
	7:30 AM	20	107	5	17	95	28	18	59	23	13	69	35	489	0	0	0	0	0
	7:45 AM	21	74	10	16	115	48	11	49	18	20	52	26	460	0	0	0	0	0
	8:00 AM	20	60	6	27	87	30	10	47	22	13	46	23	391	0	0	0	0	0
	8:15 AM	11	70	5	21	86	31	17	29	19	22	53	12	376	0	0	0	0	0
	8:30 AM	24	67	13	23	77	40	18	46	30	20	79	18	455	0	0	0	0	0
	8:45 AM	20	54	6	31	69	44	19	55	16	16	65	19	414	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	158	589	61	154	835	247	121	364	178	135	460	185	3,487	0	0	0	0	0
	APPROACH %	20%	73%	8%	12%	68%	20%	18%	55%	27%	17%	59%	24%						
	APP/DEPART	808	/	895	1,236	/	1,148	663	/	579	780	/	865	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	83	338	31	52	516	102	57	187	91	64	217	113	1,851					
	APPROACH %	18%	75%	7%	8%	77%	15%	17%	56%	27%	16%	55%	29%						
	PEAK HR FACTOR		0.856			0.868			0.838			0.842		0.920					
	APP/DEPART	452	/	508	670	/	671	335	/	270	394	/	402	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	38	103	15	57	103	46	36	118	34	22	91	39	702	0	0	0	0	0
	4:15 PM	26	91	21	54	91	34	39	107	40	17	99	30	649	0	0	0	0	0
	4:30 PM	52	102	17	36	99	21	46	114	22	28	82	30	649	0	0	0	1	1
	4:45 PM	32	105	16	34	104	35	35	104	31	9	93	37	635	0	0	0	0	0
	5:00 PM	32	96	16	36	85	25	46	156	32	18	88	40	670	0	0	0	0	0
	5:15 PM	34	115	15	49	84	36	33	119	20	20	91	34	650	0	0	0	0	0
	5:30 PM	27	96	14	40	90	28	38	113	35	24	84	39	628	0	0	0	0	0
	5:45 PM	30	99	15	49	84	27	28	90	33	21	77	34	587	0	0	0	0	0
	VOLUMES	271	807	129	355	740	252	301	921	247	159	705	283	5,170	0	0	0	1	1
	APPROACH %	22%	67%	11%	26%	55%	19%	20%	63%	17%	14%	61%	25%						
	APP/DEPART	1,207	/	1,391	1,347	/	1,145	1,469	/	1,406	1,147	/	1,228	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	148	401	69	181	397	136	156	443	127	75	365	136	2,635					
	APPROACH %	24%	65%	11%	25%	56%	19%	21%	61%	17%	13%	63%	24%						
	PEAK HR FACTOR		0.904			0.867			0.965			0.949		0.938					
	APP/DEPART	618	/	693	714	/	599	726	/	694	577	/	649	0					



INTERSECTION TURNING MOVEMENT COUNTS

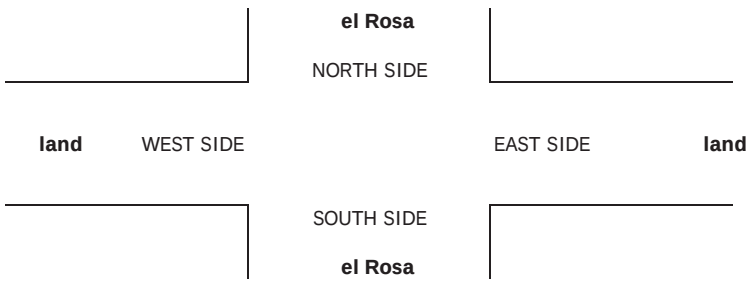
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	19
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	5	0	0	5	1	2	2	0	1	0	4	20	0	0	0	0	0
	7:15 AM	1	2	1	0	3	1	0	2	0	2	0	2	14	0	0	0	0	0
	7:30 AM	2	6	0	2	7	2	2	3	1	1	3	1	30	0	0	0	0	0
	7:45 AM	0	4	0	1	2	2	1	0	0	1	0	1	12	0	0	0	0	0
	8:00 AM	1	4	1	1	4	4	0	0	0	0	5	2	22	0	0	0	0	0
	8:15 AM	1	3	0	2	7	2	1	3	0	0	3	6	28	0	0	0	0	0
	8:30 AM	0	5	0	3	5	3	1	1	1	0	5	5	29	0	0	0	0	0
	8:45 AM	2	8	0	1	2	1	1	5	0	1	7	2	30	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	37	2	10	35	16	8	16	2	6	23	23	185	0	0	0	0	0
	APPROACH %	15%	80%	4%	16%	57%	26%	31%	62%	8%	12%	44%	44%						
	APP/DEPART	46	/	68	61	/	43	26	/	28	52	/	46	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	4	20	1	7	18	10	3	9	1	1	20	15	109					
	APPROACH %	16%	80%	4%	20%	51%	29%	23%	69%	8%	3%	56%	42%						
	PEAK HR FACTOR		0.625			0.795			0.542			0.900		0.908					
	APP/DEPART	25	/	38	35	/	20	13	/	17	36	/	34	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	3	3	4	3	4	1	1	1	3	25	0	0	0	0	0
	4:15 PM	0	2	0	0	8	2	1	4	0	0	3	1	21	0	0	0	0	0
	4:30 PM	2	5	0	4	4	0	1	1	0	1	1	1	20	0	0	0	0	0
	4:45 PM	0	2	0	1	5	2	2	1	0	1	6	0	20	0	0	0	0	0
	5:00 PM	0	5	0	4	1	0	0	2	0	1	3	5	21	0	0	0	0	0
	5:15 PM	1	2	0	1	3	1	0	1	0	0	1	3	13	0	0	0	0	0
	5:30 PM	1	1	0	4	2	1	0	2	1	0	2	1	15	0	0	0	0	0
	5:45 PM	0	4	0	3	5	0	1	3	0	1	3	1	21	0	0	0	0	0
	VOLUMES	4	23	0	20	31	10	8	18	2	5	20	15	156	0	0	0	0	0
	APPROACH %	15%	85%	0%	33%	51%	16%	29%	64%	7%	13%	50%	38%						
	APP/DEPART	27	/	46	61	/	38	28	/	38	40	/	34	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	2	11	0	8	20	8	7	10	1	3	11	5	86					
	APPROACH %	15%	85%	0%	22%	56%	22%	39%	56%	6%	16%	58%	26%						
	PEAK HR FACTOR		0.464			0.900			0.563			0.679		0.860					
	APP/DEPART	13	/	23	36	/	24	18	/	18	19	/	21	0					



INTERSECTION TURNING MOVEMENT COUNTS

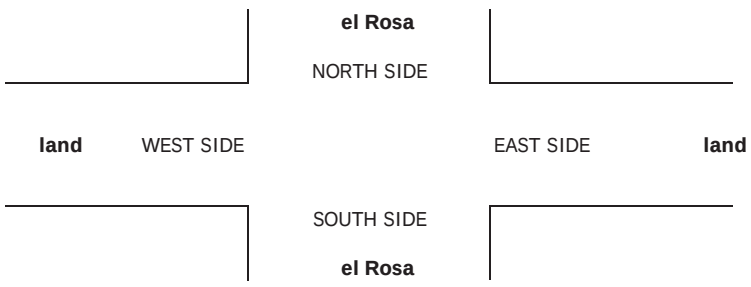
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	19
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	3	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0
	7:30 AM	0	2	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	2	0	0	1	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	2	0	0	0	0	0	0	1	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	6	0	1	4	0	0	4	0	1	1	4	22	0	0	0	0	0
	APPROACH %	14%	86%	0%	20%	80%	0%	0%	100%	0%	17%	17%	67%						
	APP/DEPART	7	/	10	5	/	5	4	/	5	6	/	2	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	6	0	1	1	0	0	1	0	1	0	3	13					
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	100%	0%	25%	0%	75%						
	PEAK HR FACTOR		0.500			0.500			0.250			0.500		0.813					
	APP/DEPART	6	/	9	2	/	2	1	/	2	4	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	1	1	1	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	1	0	0	2	2	2	3	1	0	0	0	11	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	33%	50%	17%	0%	0%	0%						
	APP/DEPART	1	/	3	4	/	3	6	/	3	0	/	2	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	1	0	0	1	2	1	0	1	0	0	0	6					
	APPROACH %	0%	100%	0%	0%	33%	67%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.375			0.500			0.000		0.500					
	APP/DEPART	1	/	2	3	/	2	2	/	0	0	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

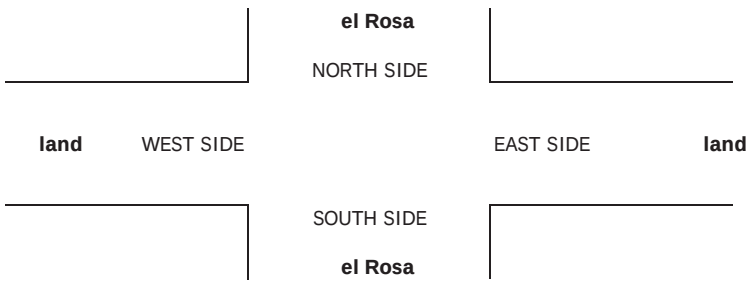
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	19
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	2	0	0	0	0	0	1	0	0	1	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0
	8:30 AM	0	0	0	1	0	1	1	0	1	0	0	1	5	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	1	2	2	2	2	1	0	1	2	16	0	0	0	0	0
	APPROACH %	0%	100%	0%	20%	40%	40%	40%	40%	20%	0%	33%	67%						
	APP/DEPART	3	/	7	5	/	3	5	/	3	3	/	3	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	2	0	1	0	1	2	2	1	0	1	2	12					
	APPROACH %	0%	100%	0%	50%	0%	50%	40%	40%	20%	0%	33%	67%						
	PEAK HR FACTOR		0.250			0.250			0.625			0.750		0.600					
	APP/DEPART	2	/	6	2	/	1	5	/	3	3	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	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	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	VOLUMES	0	2	1	1	0	0	0	0	0	0	0	2	6	0	0	0	0	0
	APPROACH %	0%	67%	33%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	3	/	4	1	/	0	0	/	2	2	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	2	0	1	0	0	0	0	0	0	0	1	4					
	APPROACH %	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.500			0.250			0.000			0.250		0.500					
	APP/DEPART	2	/	3	1	/	0	0	/	1	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

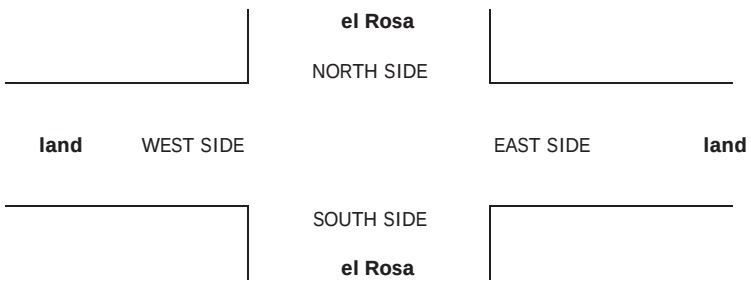
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	19
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	1	0	0	0	1	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	1	1	/	0	1	/	0	1	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	1	1	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.500					
	APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	1	0	0	0	0	0	2	0	4	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	1	/	0	1	/	1	0	/	0	2	/	3	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	1	0	0	0	1	0	0	0	0	0	2	0	4					
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.500		0.333					
	APP/DEPART	1	/	0	1	/	1	0	/	0	2	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

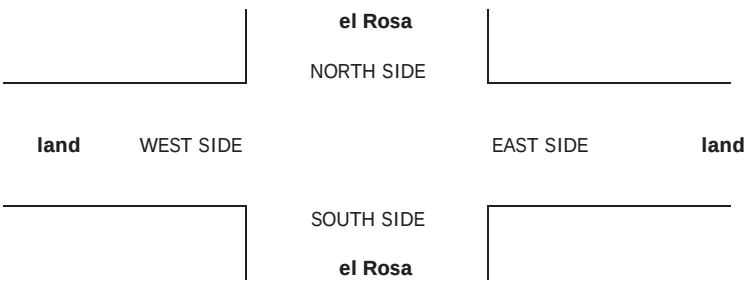
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	19
THURSDAY	EAST & WEST:	Hi hland	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Hi hland			WESTBOUND Hi hland				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	1	3	0	1	1	2	0	4	0	0	1	0	13	0	0	0	0	0
7:15 AM	1	3	0	0	2	0	0	3	0	0	2	1	12	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	1	2	0	0	2	0	7	0	0	0	0	0
7:45 AM	0	4	0	0	2	1	1	1	1	1	3	1	15	0	0	0	0	0
8:00 AM	0	0	0	1	3	2	0	6	2	1	5	0	20	0	0	0	0	0
8:15 AM	1	3	1	1	4	0	0	1	3	0	1	0	15	0	0	0	0	0
8:30 AM	0	4	1	0	6	0	0	2	0	0	1	0	14	0	0	0	0	0
8:45 AM	0	1	0	0	16	0	0	3	0	0	2	1	23	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	3	19	2	3	35	5	2	22	6	2	17	3	119	0	0	0	0	0
APPROACH %	13%	79%	8%	7%	81%	12%	7%	73%	20%	9%	77%	14%						
APP/DEPART	24	/	24	43	/	43	30	/	27	22	/	25	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	1	8	2	2	29	2	0	12	5	1	9	1	72					
APPROACH %	9%	73%	18%	6%	88%	6%	0%	71%	29%	9%	82%	9%						
PEAK HR FACTOR		0.550			0.516			0.531			0.458		0.783					
APP/DEPART	11	/	9	33	/	35	17	/	16	11	/	12	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	3	0	2	1	1	0	3	0	0	5	2	18	0	0	0	0	0
4:15 PM	0	4	0	0	6	0	0	1	0	0	3	0	14	0	0	0	0	0
4:30 PM	0	0	0	0	5	0	0	1	5	1	2	0	14	0	0	0	0	0
4:45 PM	0	1	0	0	7	0	0	1	0	1	1	1	12	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	1	0	0	2	0	4	0	0	0	0	0
5:15 PM	1	1	0	0	2	0	0	1	0	0	1	0	6	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
5:45 PM	1	1	0	0	1	0	0	0	0	0	2	0	5	0	0	0	0	0
VOLUMES	3	10	0	2	23	1	0	10	5	2	18	3	77	0	0	0	0	0
APPROACH %	23%	77%	0%	8%	88%	4%	0%	67%	33%	9%	78%	13%						
APP/DEPART	13	/	13	26	/	30	15	/	12	23	/	22	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	1	8	0	2	19	1	0	6	5	2	11	3	58					
APPROACH %	11%	89%	0%	9%	86%	5%	0%	55%	45%	13%	69%	19%						
PEAK HR FACTOR		0.563			0.786			0.458			0.571		0.806					
APP/DEPART	9	/	11	22	/	26	11	/	8	16	/	13	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Del Rosa	LOCATION #:	20
	EAST & WEST:	Baseline	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Baseline			WESTBOUND Baseline			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	15	42	10	2	86	27	13	43	22	32	65	6	363
	7:15 AM	16	53	21	5	90	27	15	59	48	36	89	11	470
	7:30 AM	24	46	14	10	79	44	16	43	38	27	95	14	450
	7:45 AM	14	29	5	7	61	32	8	62	17	13	85	2	335
	8:00 AM	7	18	8	5	70	16	21	71	5	11	90	9	331
	8:15 AM	9	52	4	10	57	21	14	74	14	12	70	6	343
	8:30 AM	11	28	4	6	71	17	30	96	17	12	84	7	383
	8:45 AM	10	42	0	15	77	30	17	90	10	6	119	10	426
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	69	170	50	24	316	130	52	207	125	108	334	33	1,618
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	6	72	12	16	51	22	26	124	6	5	94	10	444
	4:15 PM	8	35	12	19	66	26	32	132	12	10	103	11	466
	4:30 PM	13	77	6	16	71	23	28	136	10	8	89	10	487
	4:45 PM	3	60	5	19	75	27	35	128	13	7	91	13	476
	5:00 PM	9	57	13	19	53	20	32	141	17	15	111	14	501
	5:15 PM	8	65	8	8	50	30	35	141	16	17	84	17	479
	5:30 PM	8	60	16	10	54	19	30	129	11	6	103	14	460
	5:45 PM	8	51	14	17	40	17	23	140	10	10	93	12	435
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	33	259	32	62	249	100	130	546	56	47	375	54	1,943

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Del Rosa	LOCATION #:	20
	EAST & WEST:	Baseline	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	12	37	10	2	82	24	11	40	19	29	60	6	332	0	0	0	0	0
	7:15 AM	13	46	19	4	88	24	14	53	44	33	86	9	433	0	0	0	0	0
	7:30 AM	24	42	13	9	76	39	13	38	37	27	86	13	417	0	0	0	0	0
	7:45 AM	12	26	5	7	57	27	7	51	13	10	80	2	297	0	0	0	0	0
	8:00 AM	7	15	7	5	59	16	16	59	5	11	81	7	288	0	0	0	0	0
	8:15 AM	9	44	4	9	53	18	13	63	12	12	66	6	309	0	0	0	0	0
	8:30 AM	11	28	4	6	57	14	29	90	14	12	78	6	349	0	0	0	0	0
	8:45 AM	10	34	0	13	59	25	17	85	10	6	113	10	382	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	98	272	62	55	531	187	120	479	154	140	650	59	2,807	0	0	0	0	0
	APPROACH %	23%	63%	14%	7%	69%	24%	16%	64%	20%	16%	77%	7%						
	APP/DEPART	432	/	451	773	/	825	753	/	596	849	/	935	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	61	151	47	22	303	114	45	182	113	99	312	30	1,479					
	APPROACH %	24%	58%	18%	5%	69%	26%	13%	54%	33%	22%	71%	7%						
	PEAK HR FACTOR		0.820			0.885			0.766			0.861		0.854					
	APP/DEPART	259	/	226	439	/	515	340	/	251	441	/	487	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	6	67	12	16	49	19	26	117	5	4	88	10	419	0	0	0	0	0
	4:15 PM	8	34	12	18	59	26	28	129	12	9	96	11	442	0	0	0	0	0
	4:30 PM	13	75	6	15	59	22	27	128	9	8	83	10	455	0	0	0	0	0
	4:45 PM	3	57	5	19	60	25	34	125	10	6	87	13	444	0	0	0	0	0
	5:00 PM	8	56	13	19	49	20	30	138	15	12	105	14	479	0	0	0	0	0
	5:15 PM	8	61	8	8	48	29	34	131	16	15	80	16	454	0	0	0	0	0
	5:30 PM	8	60	16	10	53	19	30	124	10	6	99	13	448	0	0	0	0	0
	5:45 PM	8	50	12	15	38	15	20	126	10	8	87	11	400	0	0	0	0	0
	VOLUMES	62	460	84	120	415	175	229	1,018	87	68	725	98	3,541	0	0	0	0	0
	APPROACH %	10%	76%	14%	17%	58%	25%	17%	76%	7%	8%	81%	11%						
	APP/DEPART	606	/	787	710	/	570	1,334	/	1,222	891	/	962	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	32	249	32	61	216	96	125	522	50	41	355	53	1,832					
	APPROACH %	10%	80%	10%	16%	58%	26%	18%	75%	7%	9%	79%	12%						
	PEAK HR FACTOR		0.832			0.897			0.952			0.857		0.956					
	APP/DEPART	313	/	427	373	/	307	697	/	615	449	/	483	0					

el Rosa

NORTH SIDE

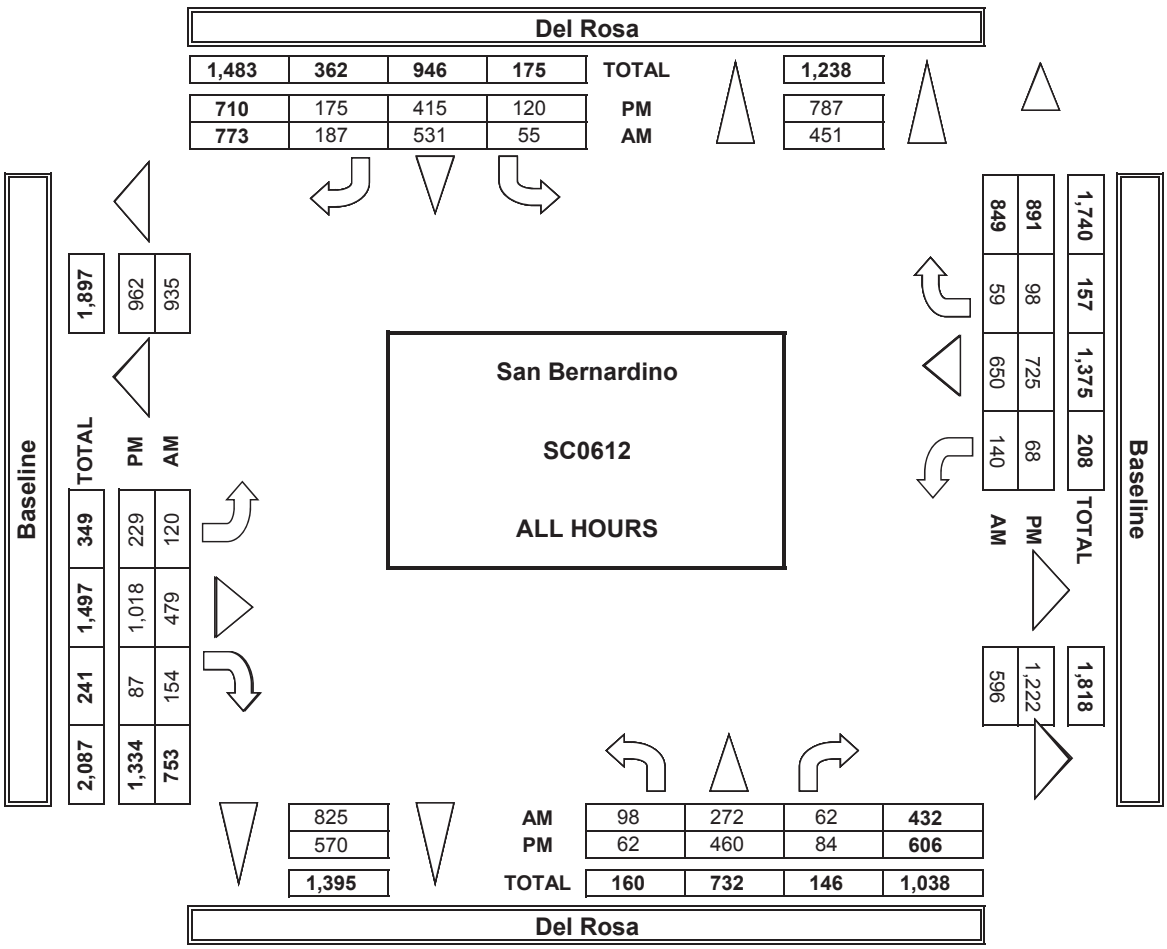
Basel ne WEST SIDE EAST SIDE **Basel ne**

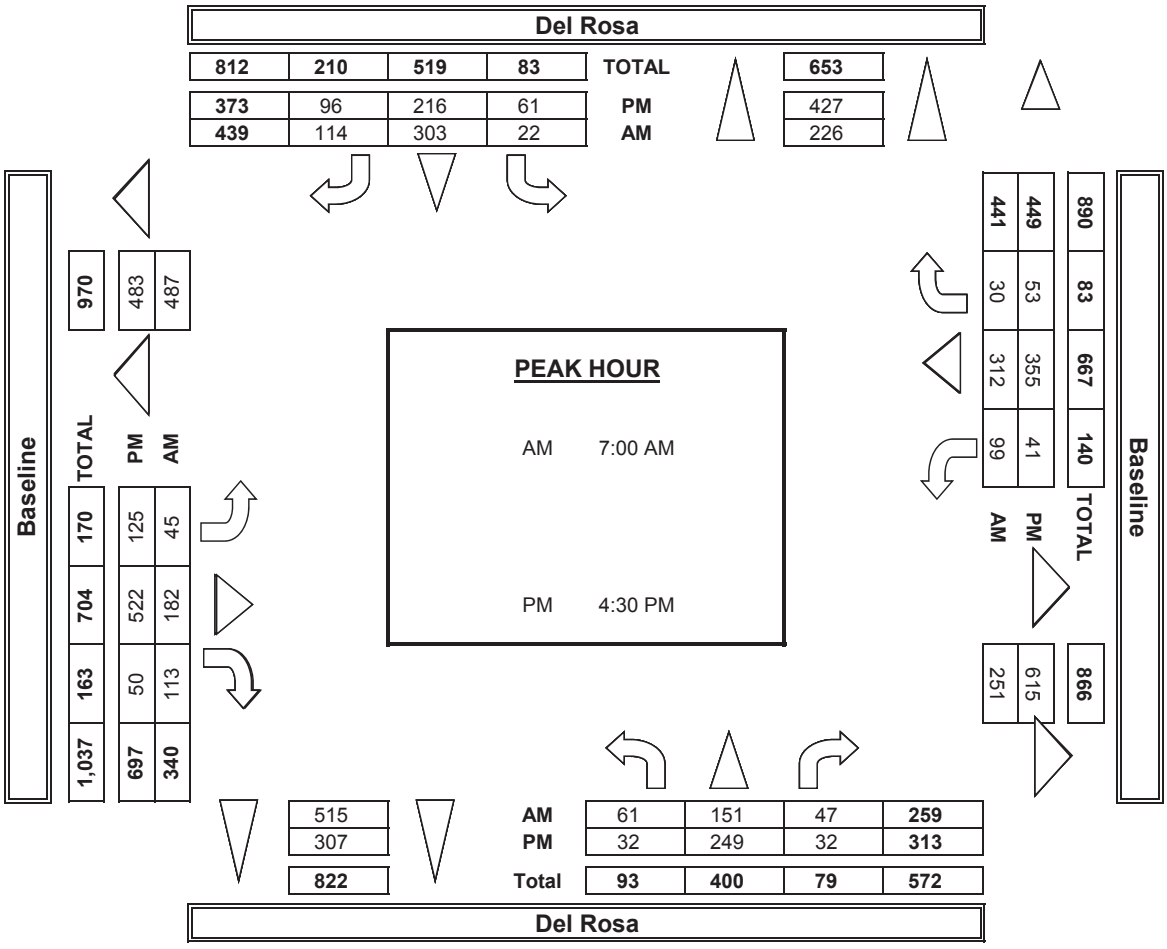
SOUTH SIDE

el Rosa

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

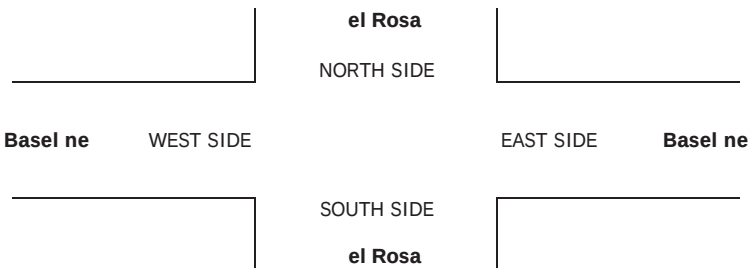
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	20
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	9	32	10	2	78	21	9	37	17	26	55	6	302	0	0	0	0	0
7:15 AM	10	41	17	3	86	21	13	48	40	30	83	8	400	0	0	0	0	0
7:30 AM	24	38	12	8	73	35	10	33	36	27	78	12	386	0	0	0	0	0
7:45 AM	10	23	5	7	53	23	6	41	10	8	75	2	263	0	0	0	0	0
8:00 AM	7	13	6	5	48	16	12	48	5	11	72	6	249	0	0	0	0	0
8:15 AM	9	36	4	8	49	15	12	52	10	12	62	6	275	0	0	0	0	0
8:30 AM	11	28	4	6	45	12	28	85	11	12	72	5	319	0	0	0	0	0
8:45 AM	10	27	0	11	42	21	17	80	10	6	108	10	342	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM VOLUMES	90	238	58	50	474	164	107	424	139	132	605	55	2,536	0	0	0	0	0
AM APPROACH %	23%	62%	15%	7%	69%	24%	16%	63%	21%	17%	76%	7%						
AM APP/DEPART	386	/	400	688	/	745	670	/	532	792	/	859	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	53	134	44	20	290	100	38	159	103	91	291	28	1,351					
APPROACH %	23%	58%	19%	5%	71%	24%	13%	53%	34%	22%	71%	7%						
PEAK HR FACTOR		0.780			0.884			0.743			0.847		0.844					
AM APP/DEPART	231	/	200	410	/	484	300	/	223	410	/	444	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	6	62	12	16	47	17	26	111	4	3	83	10	397	0	0	0	0	0
4:15 PM	8	33	12	17	52	26	26	126	12	8	89	11	420	0	0	0	0	0
4:30 PM	13	73	6	14	47	21	26	120	8	8	78	10	424	0	0	0	0	0
4:45 PM	3	55	5	19	45	23	33	122	7	5	83	13	413	0	0	0	0	0
5:00 PM	7	55	13	19	45	20	29	135	13	9	99	14	458	0	0	0	0	0
5:15 PM	8	57	8	8	46	28	33	122	16	13	76	15	430	0	0	0	0	0
5:30 PM	8	60	16	10	52	19	30	119	9	6	95	12	436	0	0	0	0	0
5:45 PM	8	49	10	13	36	13	18	112	10	6	81	10	366	0	0	0	0	0
PM VOLUMES	61	444	82	116	370	167	221	967	79	58	684	95	3,344	0	0	0	0	0
PM APPROACH %	10%	76%	14%	18%	57%	26%	17%	76%	6%	7%	82%	11%						
PM APP/DEPART	587	/	760	653	/	507	1,267	/	1,165	837	/	912	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	26	227	42	56	188	90	125	498	45	33	353	54	1,737					
APPROACH %	9%	77%	14%	17%	56%	27%	19%	75%	7%	8%	80%	12%						
PEAK HR FACTOR		0.878			0.960			0.944			0.902		0.948					
PM APP/DEPART	295	/	406	334	/	266	668	/	596	440	/	469	0					



INTERSECTION TURNING MOVEMENT COUNTS

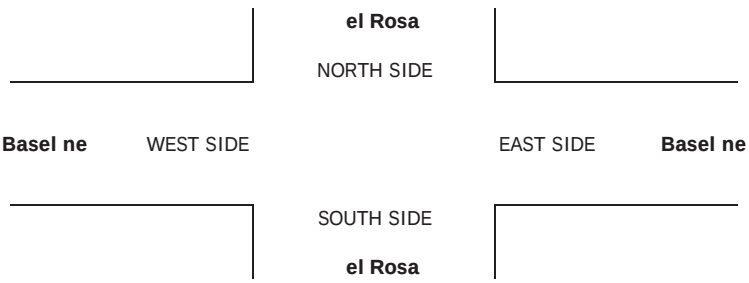
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	20
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	0	0	4	2	2	2	0	2	2	0	16	0	0	0	0	0
	7:15 AM	2	1	1	1	2	3	1	3	0	3	2	0	19	0	0	0	0	0
	7:30 AM	0	2	1	0	3	3	2	4	0	0	5	1	21	0	0	0	0	0
	7:45 AM	2	2	0	0	2	2	1	5	1	1	3	0	19	0	0	0	0	0
	8:00 AM	0	1	1	0	2	0	3	7	0	0	8	0	22	0	0	0	0	0
	8:15 AM	0	3	0	1	2	2	1	9	2	0	3	0	23	0	0	0	0	0
	8:30 AM	0	0	0	0	4	1	1	2	2	0	4	0	14	0	0	0	0	0
	8:45 AM	0	4	0	1	2	3	0	5	0	0	3	0	18	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	14	3	3	21	16	11	37	5	6	30	1	152	0	0	0	0	0
	APPROACH %	23%	64%	14%	8%	53%	40%	21%	70%	9%	16%	81%	3%						
	APP/DEPART	22	/	26	40	/	32	53	/	43	37	/	51	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	8	2	1	9	7	7	25	3	1	19	1	85					
	APPROACH %	17%	67%	17%	6%	53%	41%	20%	71%	9%	5%	90%	5%						
	PEAK HR FACTOR		0.750			0.708			0.729			0.656		0.924					
	APP/DEPART	12	/	16	17	/	13	35	/	28	21	/	28	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	4	1	0	3	0	9	0	0	0	0	0
	4:15 PM	0	1	0	1	3	0	0	3	0	0	5	0	13	0	0	0	0	0
	4:30 PM	0	2	0	1	2	1	1	7	0	0	3	0	17	0	0	0	0	0
	4:45 PM	0	1	0	0	1	2	1	2	1	0	4	0	12	0	0	0	0	0
	5:00 PM	1	1	0	0	2	0	0	2	2	2	4	0	14	0	0	0	0	0
	5:15 PM	0	3	0	0	1	1	1	6	0	2	3	1	18	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	4	1	0	3	1	10	0	0	0	0	0
	5:45 PM	0	1	2	2	2	2	0	13	0	2	5	1	30	0	0	0	0	0
	VOLUMES	1	9	2	4	13	6	3	41	5	6	30	3	123	0	0	0	0	0
	APPROACH %	8%	75%	17%	17%	57%	26%	6%	84%	10%	15%	77%	8%						
	APP/DEPART	12	/	15	23	/	24	49	/	47	39	/	37	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	1	5	2	2	6	3	1	25	3	6	15	3	72					
	APPROACH %	13%	63%	25%	18%	55%	27%	3%	86%	10%	25%	63%	13%						
	PEAK HR FACTOR		0.667			0.458			0.558			0.750		0.600					
	APP/DEPART	8	/	9	11	/	15	29	/	29	24	/	19	0					



INTERSECTION TURNING MOVEMENT COUNTS

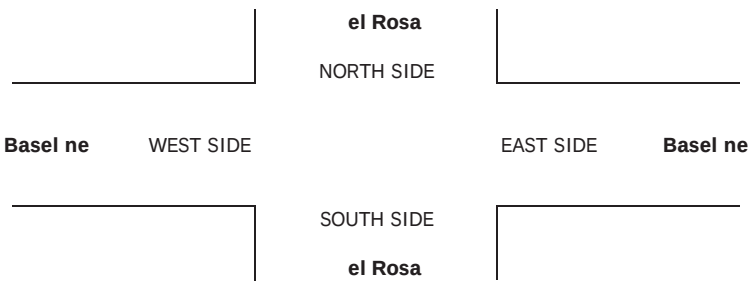
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	20
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	1	1	0	0	0	3	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	2	2	1	1	1	0	3	1	13	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	33%	33%	33%	0%	75%	25%						
	APP/DEPART	2	/	4	4	/	3	3	/	1	4	/	5	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	1	0	0	0	1	1	1	1	0	2	1	8					
	APPROACH %	0%	100%	0%	0%	0%	100%	33%	33%	33%	0%	67%	33%						
	PEAK HR FACTOR		0.250			0.250			0.375			0.375		0.667					
	APP/DEPART	1	/	3	1	/	1	3	/	1	3	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	1	1	0	0	2	0	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	0	/	1	1	/	0	2	/	1	2	/	3	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	0	0	1	1	0	0	1	0	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.250		0.375					
	APP/DEPART	0	/	1	0	/	0	2	/	1	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

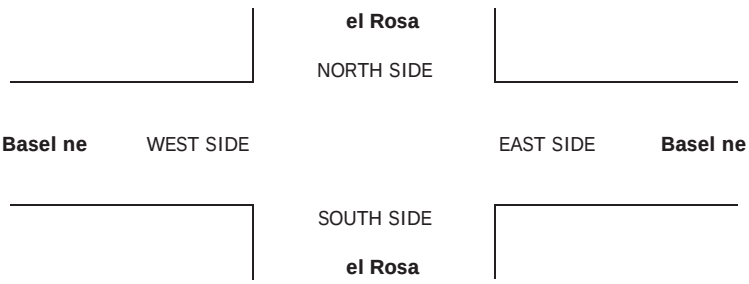
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	20
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	7:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	2	0	3	1	1	0	1	11	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	33%	67%	0%	75%	25%	50%	0%	50%						
	APP/DEPART	2	/	3	3	/	3	4	/	3	2	/	2	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	2	0	0	0	1	0	2	0	1	0	1	7					
	APPROACH %	0%	100%	0%	0%	0%	100%	0%	100%	0%	50%	0%	50%						
	PEAK HR FACTOR		0.250			0.250			0.500			0.500		0.583					
	APP/DEPART	2	/	3	1	/	1	2	/	2	2	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	3	1	0	0	0	0	5	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	75%	25%	0%	0%	0%	0%						
	APP/DEPART	1	/	4	0	/	0	4	/	1	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	0	0	0	0	2	1	0	0	0	0	4					
	APPROACH %	0%	100%	0%	0%	0%	0%	67%	33%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.375			0.000		0.500					
	APP/DEPART	1	/	3	0	/	0	3	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

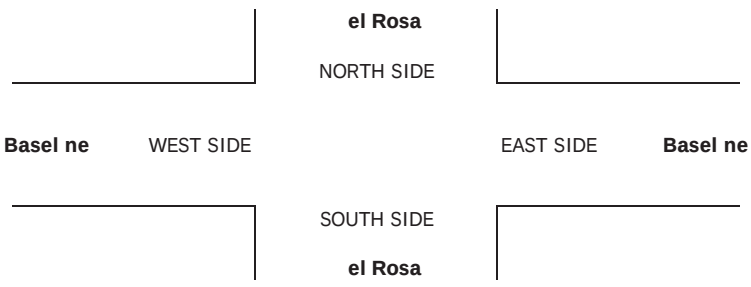
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	20
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	1	/	1	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	0	0	0	0	0	1	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.500					
	APP/DEPART	1	/	1	0	/	0	1	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

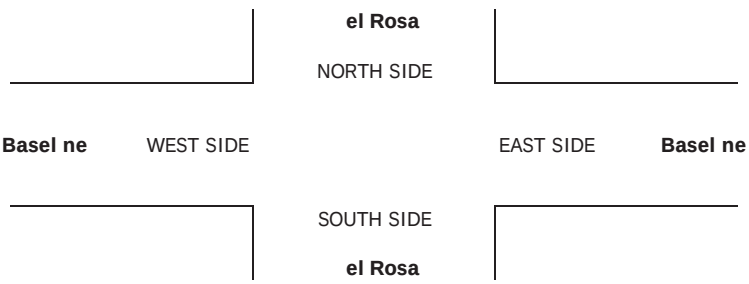
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Del Rosa	LOCATION #:	20
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Del Rosa			SOUTHBOUND Del Rosa			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	4	0	0	0	1	0	1	1	1	3	0	13	0	0	0	0	0
	7:15 AM	1	2	1	0	0	0	0	1	4	0	1	0	10	0	0	0	0	0
	7:30 AM	0	2	0	1	0	0	1	1	1	0	1	0	7	0	0	0	0	0
	7:45 AM	0	1	0	0	2	1	0	4	1	0	2	0	11	0	0	0	0	0
	8:00 AM	0	0	0	0	9	0	0	3	0	0	1	0	13	0	0	0	0	0
	8:15 AM	0	5	0	0	2	1	0	2	0	0	1	0	11	0	0	0	0	0
	8:30 AM	0	0	0	0	6	0	0	1	1	0	2	1	11	0	0	0	0	0
	8:45 AM	0	1	0	1	14	0	0	0	0	0	1	0	17	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	15	1	2	33	3	1	13	8	1	12	1	93	0	0	0	0	0
	APPROACH %	16%	79%	5%	5%	87%	8%	5%	59%	36%	7%	86%	7%						
	APP/DEPART	19	/	17	38	/	42	22	/	16	14	/	18	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	6	0	1	31	1	0	6	1	0	5	1	52					
	APPROACH %	0%	100%	0%	3%	94%	3%	0%	86%	14%	0%	83%	17%						
	PEAK HR FACTOR		0.300			0.550			0.583			0.500		0.765					
	APP/DEPART	6	/	7	33	/	32	7	/	7	6	/	6	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	5	0	0	1	1	0	1	0	1	1	0	10	0	0	0	0	0
	4:15 PM	0	0	0	0	4	0	0	0	0	1	1	0	6	0	0	0	0	0
	4:30 PM	0	0	0	0	10	0	0	1	1	0	1	0	13	0	0	0	0	0
	4:45 PM	0	0	0	0	14	0	0	1	2	1	0	0	18	0	0	0	0	0
	5:00 PM	0	0	0	0	2	0	0	1	0	1	2	0	6	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	2	0	0	1	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	0	0	0
	VOLUMES	0	6	0	0	32	1	1	8	3	4	8	0	63	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	97%	3%	8%	67%	25%	33%	67%	0%						
	APP/DEPART	6	/	7	33	/	39	12	/	8	12	/	9	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	5	0	0	29	1	0	3	3	3	3	0	47					
	APPROACH %	0%	100%	0%	0%	97%	3%	0%	50%	50%	50%	50%	0%						
	PEAK HR FACTOR		0.250			0.536			0.500			0.750		0.653					
	APP/DEPART	5	/	5	30	/	35	6	/	3	6	/	4	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	21
	EAST & WEST:	Baseline	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Baseline			WESTBOUND Baseline			
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	37	0	21	0	0	1	0	54	46	45	70	0	274
	7:15 AM	40	0	42	0	0	0	0	84	50	56	86	0	358
	7:30 AM	41	0	37	0	0	0	0	77	47	62	113	0	377
	7:45 AM	36	0	21	0	0	1	0	69	48	58	112	1	346
	8:00 AM	42	0	29	0	0	5	0	81	33	40	108	1	339
	8:15 AM	37	0	33	1	0	2	0	79	36	32	91	0	311
	8:30 AM	48	0	47	2	2	4	1	73	40	35	96	0	348
	8:45 AM	49	0	46	0	0	2	0	92	46	46	121	0	402
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	159	0	129	0	0	6	0	311	178	216	419	2	1,420
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	54	0	43	0	0	1	0	152	45	35	103	0	433
	4:15 PM	72	0	65	2	3	2	0	142	35	38	109	0	468
	4:30 PM	44	0	64	0	1	0	1	139	51	25	123	0	448
	4:45 PM	73	0	70	2	0	3	1	139	38	31	104	0	461
	5:00 PM	48	0	65	0	2	0	0	147	41	34	109	1	447
	5:15 PM	72	0	74	1	0	2	0	163	27	29	104	0	472
	5:30 PM	58	0	57	0	0	2	0	133	39	39	107	0	435
	5:45 PM	56	0	53	0	0	0	0	152	28	27	110	1	427
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	237	0	273	3	3	5	2	588	157	119	440	1	1,828

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: San Be na dino
NORTH & SOUTH: Tippecanoe
EAST & WEST: Baseline

PROJECT #: SC0612
LOCATION #: 21
CONTROL: SIGNAL

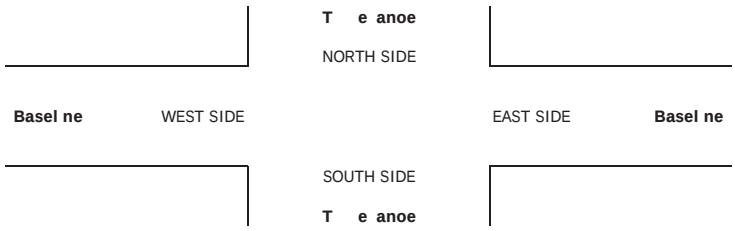
NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

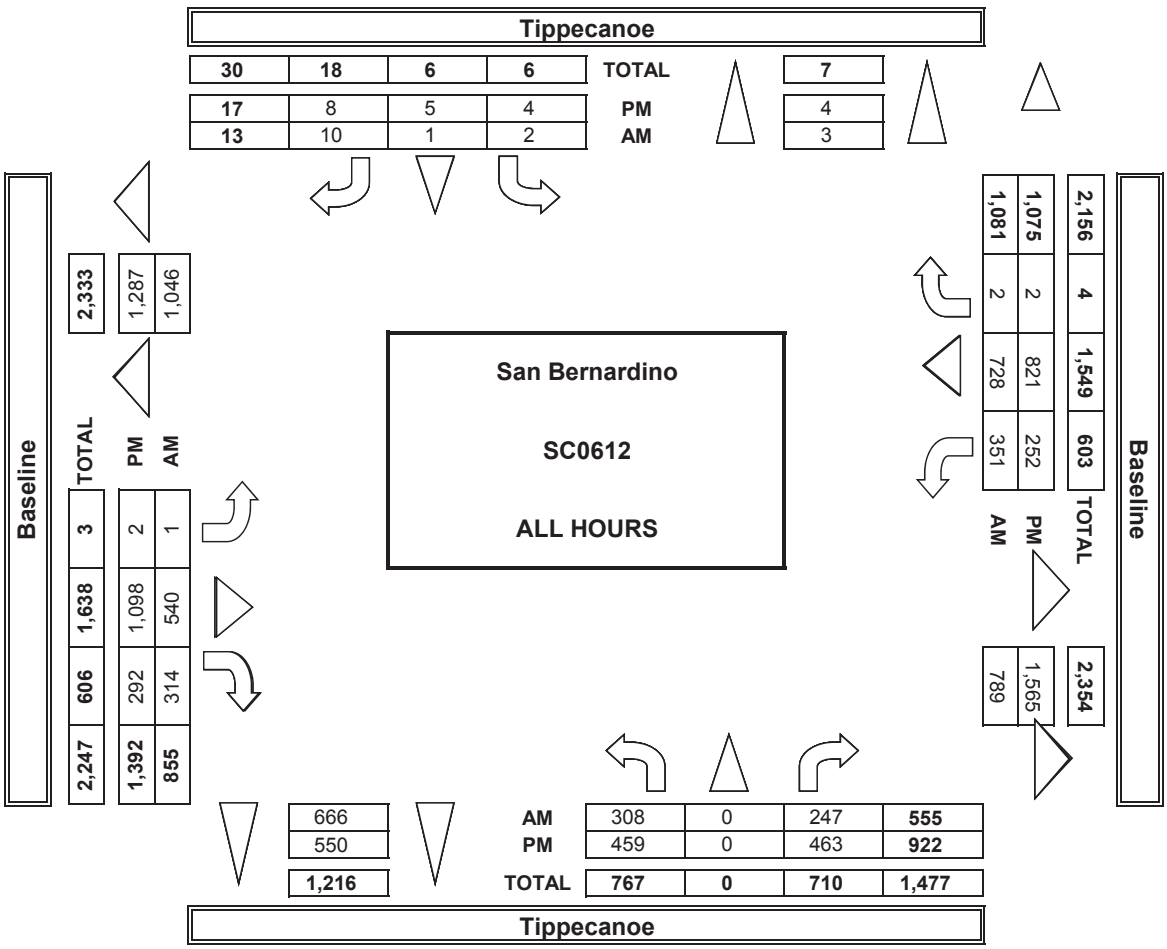
Add U-Turns to Left Turns

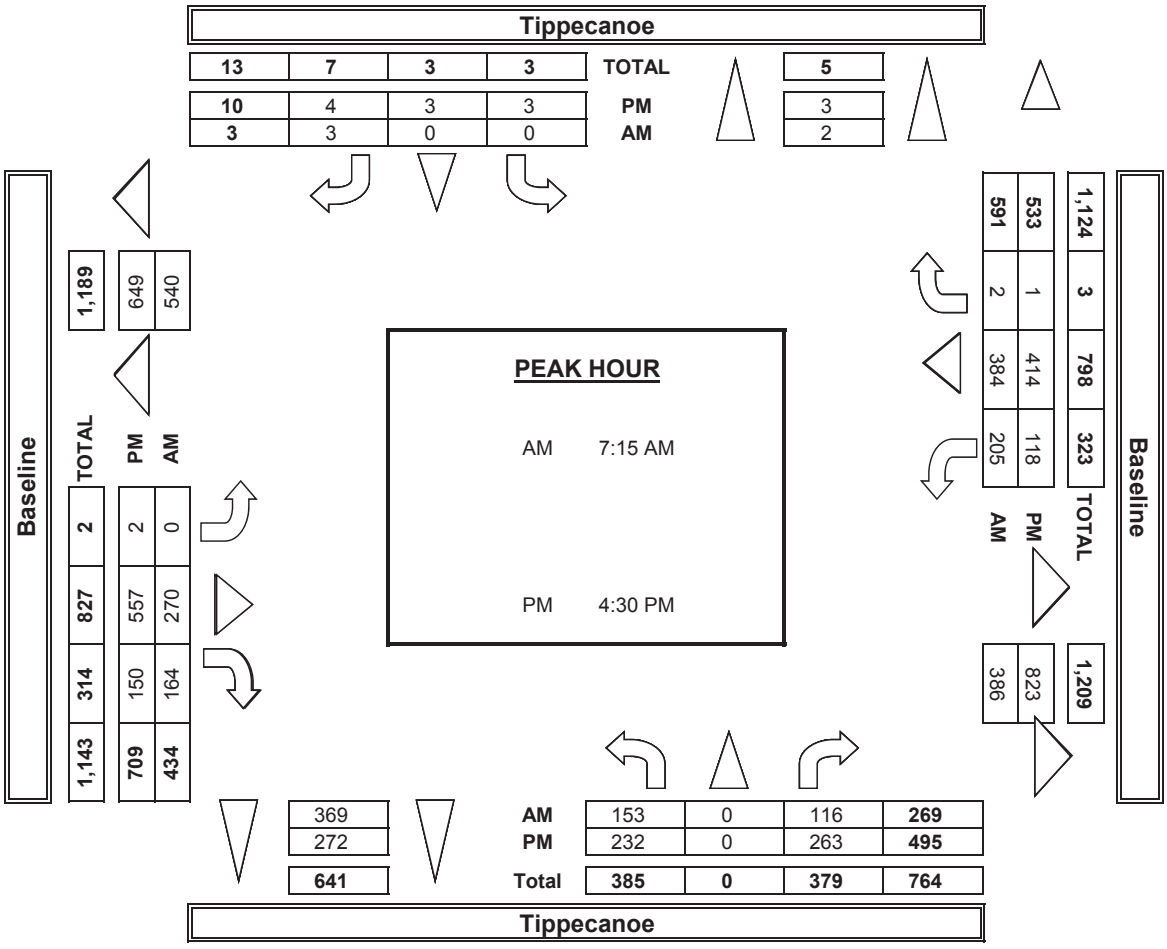
		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	33	0	18	0	0	1	0	48	45	39	59	0	243	0	0	0	0	0
	7:15 AM	39	0	39	0	0	0	0	74	49	52	82	0	335	0	0	0	0	0
	7:30 AM	40	0	31	0	0	0	0	69	44	59	105	0	348	0	0	0	0	0
	7:45 AM	34	0	20	0	0	1	0	57	42	56	103	1	314	0	0	0	0	0
	8:00 AM	40	0	26	0	0	2	0	70	29	38	94	1	300	0	0	0	0	0
	8:15 AM	36	0	29	1	0	2	0	70	32	31	84	0	285	0	0	0	0	0
	8:30 AM	44	0	43	1	1	2	1	65	37	32	89	0	315	0	0	0	0	0
	8:45 AM	42	0	41	0	0	2	0	87	36	44	112	0	364	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	308	0	247	2	1	10	1	540	314	351	728	2	2,504	0	0	0	0	0
	APPROACH %	55%	0%	45%	15%	8%	77%	0%	63%	37%	32%	67%	0%						
	APP/DEPART	555	/	3	13	/	666	855	/	789	1,081	/	1,046	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	153	0	116	0	0	3	0	270	164	205	384	2	1,297					
	APPROACH %	57%	0%	43%	0%	0%	100%	0%	62%	38%	35%	65%	0%						
	PEAK HR FACTOR		0.862			0.375			0.882			0.901		0.932					
	APP/DEPART	269	/	2	3	/	369	434	/	386	591	/	540	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	49	0	40	0	0	1	0	139	42	34	93	0	398	0	0	0	0	0
	4:15 PM	66	0	58	1	2	2	0	133	33	36	104	0	435	0	0	0	0	0
	4:30 PM	42	0	63	0	1	0	1	131	47	25	114	0	424	0	0	0	0	0
	4:45 PM	72	0	65	2	0	2	1	133	36	30	100	0	441	1	0	0	0	1
	5:00 PM	48	0	62	0	2	0	0	143	40	34	100	1	430	0	0	0	0	0
	5:15 PM	70	0	73	1	0	2	0	150	27	29	100	0	452	0	0	0	0	0
	5:30 PM	58	0	54	0	0	1	0	129	39	38	104	0	423	0	0	0	0	0
	5:45 PM	54	0	48	0	0	0	0	140	28	26	106	1	403	0	0	0	0	0
	VOLUMES	459	0	463	4	5	8	2	1,098	292	252	821	2	3,406	1	0	0	0	1
	APPROACH %	50%	0%	50%	24%	29%	47%	0%	79%	21%	23%	76%	0%						
	APP/DEPART	922	/	4	17	/	550	1,392	/	1,565	1,075	/	1,287	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	232	0	263	3	3	4	2	557	150	118	414	1	1,747					
	APPROACH %	47%	0%	53%	30%	30%	40%	0%	79%	21%	22%	78%	0%						
	PEAK HR FACTOR		0.865			0.625			0.969			0.959		0.966					
	APP/DEPART	495	/	3	10	/	272	709	/	823	533	/	649	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	21
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	29	0	15	0	0	1	0	42	44	34	48	0	213	0	0	0	0	0
7:15 AM	38	0	36	0	0	0	0	65	48	48	78	0	313	0	0	0	0	0
7:30 AM	39	0	27	0	0	0	0	61	41	57	99	0	324	0	0	0	0	0
7:45 AM	32	0	19	0	0	1	0	47	36	54	94	1	284	0	0	0	0	0
8:00 AM	38	0	23	0	0	0	0	60	25	36	82	1	265	0	0	0	0	0
8:15 AM	35	0	26	1	0	2	0	61	28	30	77	0	260	0	0	0	0	0
8:30 AM	40	0	40	0	0	0	1	58	34	30	83	0	286	0	0	0	0	0
8:45 AM	35	0	37	0	0	2	0	82	27	42	104	0	329	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM VOLUMES	286	0	223	1	0	6	1	476	283	331	665	2	2,274	0	0	0	0	0
AM APPROACH %	56%	0%	44%	14%	0%	86%	0%	63%	37%	33%	67%	0%						
AM APP/DEPART	509	/	3	7	/	614	760	/	700	998	/	957	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	147	0	105	0	0	1	0	233	150	195	353	2	1,186					
APPROACH %	58%	0%	42%	0%	0%	100%	0%	61%	39%	35%	64%	0%						
PEAK HR FACTOR		0.851			0.250			0.847			0.881		0.915					
APP/DEPART	252	/	2	1	/	345	383	/	338	550	/	501	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	44	0	37	0	0	1	0	127	39	33	84	0	365	0	0	0	0	0
4:15 PM	60	0	54	0	1	2	0	126	31	34	99	0	407	0	0	0	0	0
4:30 PM	40	0	62	0	1	0	1	123	43	25	106	0	401	0	0	0	0	0
4:45 PM	71	0	60	2	0	1	1	127	34	29	97	0	422	1	0	0	0	1
5:00 PM	48	0	60	0	2	0	0	139	39	34	92	1	415	0	0	0	0	0
5:15 PM	68	0	72	1	0	2	0	138	27	29	96	0	433	0	0	0	0	0
5:30 PM	58	0	51	0	0	0	0	125	39	37	101	0	411	0	0	0	0	0
5:45 PM	52	0	44	0	0	0	0	129	28	25	102	1	381	0	0	0	0	0
PM VOLUMES	441	0	440	3	4	6	2	1,034	280	246	777	2	3,235	1	0	0	0	1
PM APPROACH %	50%	0%	50%	23%	31%	46%	0%	79%	21%	24%	76%	0%						
PM APP/DEPART	881	/	4	13	/	531	1,316	/	1,477	1,025	/	1,223	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	244	0	243	3	2	3	1	529	139	129	386	1	1,681					
APPROACH %	50%	0%	50%	38%	25%	38%	0%	79%	21%	25%	75%	0%						
PEAK HR FACTOR		0.871			0.667			0.940			0.935		0.971					
APP/DEPART	488	/	2	8	/	271	669	/	775	516	/	633	0					

T e anoe

NORTH SIDE

Basel ne WEST SIDE EAST SIDE **Basel ne**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

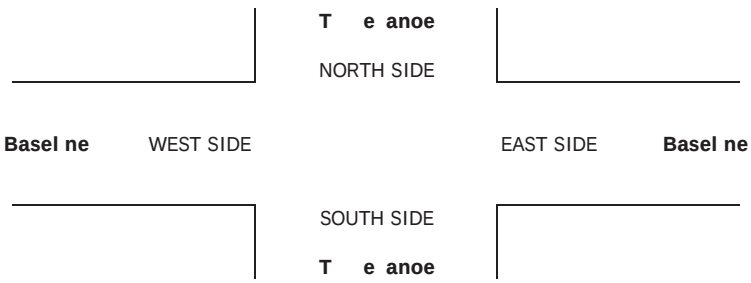
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	21
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	2	0	0	0	0	4	1	4	2	0	14	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	4	1	4	3	0	13	0	0	0	0	0
	7:30 AM	1	0	2	0	0	0	0	5	2	1	2	0	13	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	4	5	1	6	0	17	0	0	0	0	0
	8:00 AM	2	0	2	0	0	1	0	4	0	2	7	0	18	0	0	0	0	0
	8:15 AM	0	0	2	0	0	0	0	4	1	1	6	0	14	0	0	0	0	0
	8:30 AM	2	0	1	1	0	2	0	4	1	1	2	0	14	0	0	0	0	0
	8:45 AM	5	0	3	0	0	0	0	5	3	2	4	0	22	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	12	0	13	1	0	3	0	34	14	16	32	0	125	0	0	0	0	0
	APPROACH %	48%	0%	52%	25%	0%	75%	0%	71%	29%	33%	67%	0%						
	APP/DEPART	25	/	0	4	/	30	48	/	48	48	/	47	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	9	0	8	1	0	3	0	17	5	6	19	0	68					
	APPROACH %	53%	0%	47%	25%	0%	75%	0%	77%	23%	24%	76%	0%						
	PEAK HR FACTOR		0.531			0.333			0.688			0.694		0.773					
	APP/DEPART	17	/	0	4	/	11	22	/	26	25	/	31	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	0	2	0	0	0	0	8	2	0	6	0	21	0	0	0	0	0
	4:15 PM	6	0	1	1	1	0	0	5	2	0	3	0	19	0	0	0	0	0
	4:30 PM	2	0	1	0	0	0	0	7	1	0	6	0	17	0	0	0	0	0
	4:45 PM	1	0	4	0	0	1	0	4	0	1	2	0	13	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	3	1	0	5	0	9	0	0	0	0	0
	5:15 PM	2	0	1	0	0	0	0	9	0	0	3	0	15	0	0	0	0	0
	5:30 PM	0	0	3	0	0	1	0	2	0	0	2	0	8	0	0	0	0	0
	5:45 PM	2	0	2	0	0	0	0	10	0	1	3	0	18	0	0	0	0	0
	VOLUMES	16	0	14	1	1	2	0	48	6	2	30	0	120	0	0	0	0	0
	APPROACH %	53%	0%	47%	25%	25%	50%	0%	89%	11%	6%	94%	0%						
	APP/DEPART	30	/	0	4	/	9	54	/	63	32	/	48	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	12	0	8	1	1	1	0	24	5	1	17	0	70					
	APPROACH %	60%	0%	40%	33%	33%	33%	0%	83%	17%	6%	94%	0%						
	PEAK HR FACTOR		0.714			0.375			0.725			0.750		0.833					
	APP/DEPART	20	/	0	3	/	7	29	/	33	18	/	30	0					



INTERSECTION TURNING MOVEMENT COUNTS

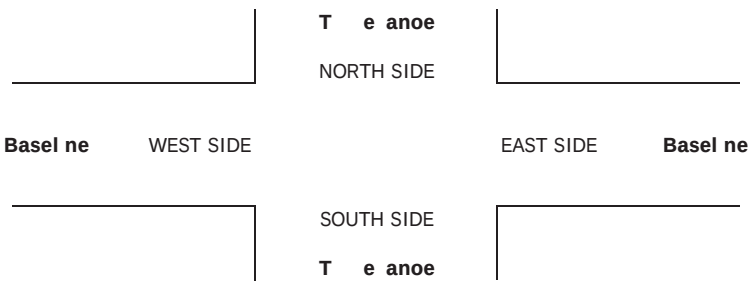
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	21
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	1	2	0	4	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	2	0	0	1	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	0	1	0	2	0	4	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	0	0	1	0	3	1	3	7	0	17	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	75%	25%	30%	70%	0%						
	APP/DEPART	2	/	0	1	/	4	4	/	5	10	/	8	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	1	0	0	1	0	2	1	1	5	0	11					
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	67%	33%	17%	83%	0%						
	PEAK HR FACTOR		0.250			0.250			0.375			0.500		0.688					
	APP/DEPART	1	/	0	1	/	2	3	/	3	6	/	6	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	3	0	0	0	0	2	0	0	2	0	7	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	3	/	0	0	/	0	2	/	5	2	/	2	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	3	0	0	0	0	1	0	0	2	0	6					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.000			0.250			0.500		0.500					
	APP/DEPART	3	/	0	0	/	0	1	/	4	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

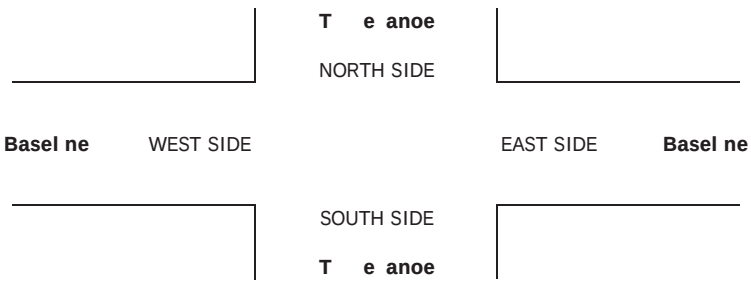
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	21
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	3	0	0	0	0	3	0	0	2	0	8	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	3	/	0	0	/	0	3	/	6	2	/	2	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	2	0	0	0	0	2	0	0	1	0	5					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.000			0.500			0.250		0.625					
	APP/DEPART	2	/	0	0	/	0	2	/	4	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:15 PM	0	0	2	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	0	3	0	0	0	0	3	0	0	2	0	8	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	3	/	0	0	/	0	3	/	6	2	/	2	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	2	0	0	0	0	2	0	0	2	0	6					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.500			0.500		0.500					
	APP/DEPART	2	/	0	0	/	0	2	/	4	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	21
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	0	/	0	1	/	1	0	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	0	0	/	0	0	/	0	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					

T e anoe

NORTH SIDE

Basel ne WEST SIDE EAST SIDE **Basel ne**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

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

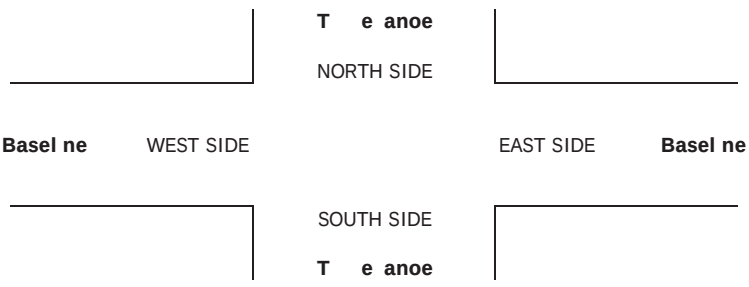
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	21
THURSDAY	EAST & WEST:	Baseline	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Baseline			WESTBOUND Baseline				U-TURNS				
LANES:	NL 0	NT 2	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	3	0	1	0	0	0	0	1	0	0	9	0	14	0	0	0	0	0
7:15 AM	1	0	2	0	0	0	0	4	0	0	1	0	8	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	3	1	0	1	0	5	0	0	0	0	0
7:45 AM	1	0	1	0	0	0	0	4	1	1	3	0	11	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	4	4	0	3	0	12	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	5	3	0	1	0	10	0	0	0	0	0
8:30 AM	2	0	1	0	1	0	0	2	2	0	2	0	10	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	5	0	2	0	8	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	9	0	6	0	1	0	0	23	16	1	22	0	78	0	0	0	0	0
APPROACH %	60%	0%	40%	0%	100%	0%	0%	59%	41%	4%	96%	0%						
APP/DEPART	15	/	0	1	/	18	39	/	29	23	/	31	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	4	0	3	0	1	0	0	15	10	1	9	0	43					
APPROACH %	57%	0%	43%	0%	100%	0%	0%	60%	40%	10%	90%	0%						
PEAK HR FACTOR		0.583			0.250			0.781			0.625		0.896					
APP/DEPART	7	/	0	1	/	12	25	/	18	10	/	13	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	0	1	0	0	0	0	3	1	1	2	0	10	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	3	0	1	0	5	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	2	2	0	0	0	5	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
VOLUMES	2	0	3	0	0	0	0	11	6	3	10	0	35	0	0	0	0	0
APPROACH %	40%	0%	60%	0%	0%	0%	0%	65%	35%	23%	77%	0%						
APP/DEPART	5	/	0	0	/	9	17	/	14	13	/	12	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	2	0	2	0	0	0	0	6	6	3	5	0	24					
APPROACH %	50%	0%	50%	0%	0%	0%	0%	50%	50%	38%	63%	0%						
PEAK HR FACTOR		0.333			0.000			0.750			0.500		0.600					
APP/DEPART	4	/	0	0	/	9	12	/	8	8	/	7	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	22
	EAST & WEST:	9th	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 9th			WESTBOUND 9th			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	14	57	19	6	75	7	9	57	35	9	46	2	336
	7:15 AM	39	69	30	9	99	7	8	94	27	19	66	6	473
	7:30 AM	46	70	18	7	93	9	4	68	24	32	75	5	451
	7:45 AM	27	46	10	8	86	11	6	67	25	19	55	6	366
	8:00 AM	10	42	17	8	70	4	8	57	28	22	58	10	334
	8:15 AM	19	72	23	13	58	8	2	57	14	19	62	15	362
	8:30 AM	18	60	29	17	39	10	15	52	25	50	87	29	431
	8:45 AM	18	49	9	4	80	10	9	50	14	27	84	9	363
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	126	242	77	30	353	34	27	286	111	79	242	19	1,626
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	35	101	12	8	67	8	11	77	31	7	64	5	426
	4:15 PM	21	99	27	12	65	12	19	66	34	13	48	8	424
	4:30 PM	25	108	30	10	60	6	15	88	26	21	57	17	463
	4:45 PM	30	100	10	6	62	2	13	61	27	14	50	6	381
	5:00 PM	22	98	16	3	57	5	16	93	22	4	56	4	396
	5:15 PM	20	123	20	7	39	3	15	84	25	9	64	5	414
	5:30 PM	21	82	18	7	65	8	12	86	18	12	64	10	403
	5:45 PM	36	92	8	6	41	6	13	69	27	7	54	2	361
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	111	408	79	36	254	28	58	292	118	55	219	36	1,694

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: San Be na dino
NORTH & SOUTH: Tippecanoe
EAST & WEST: 9th

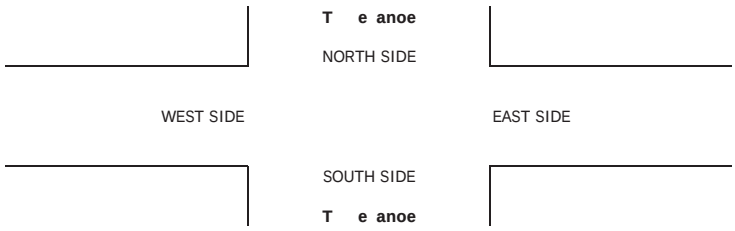
PROJECT #: SC0612
LOCATION #: 22
CONTROL: SIGNAL

NOTES:

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

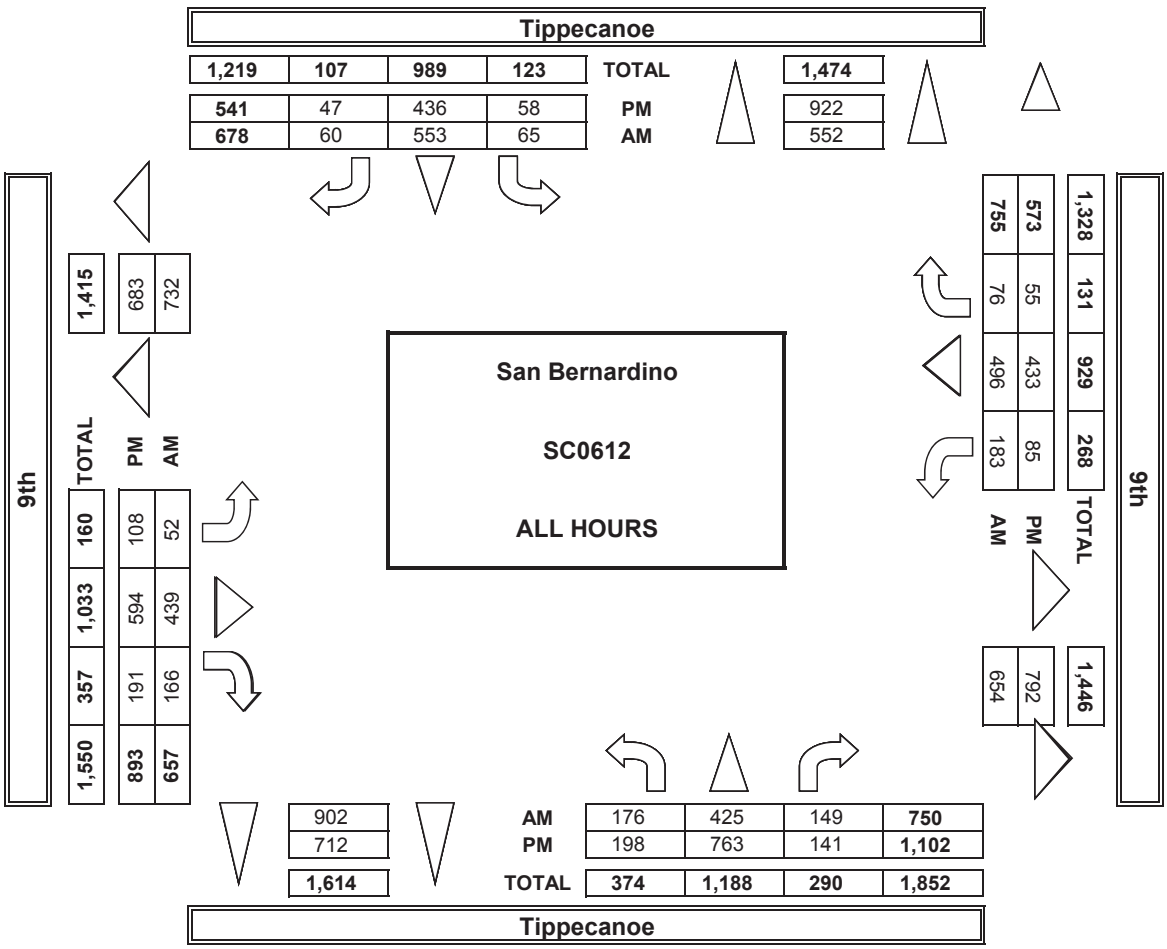
Add U-Turns to Left Turns

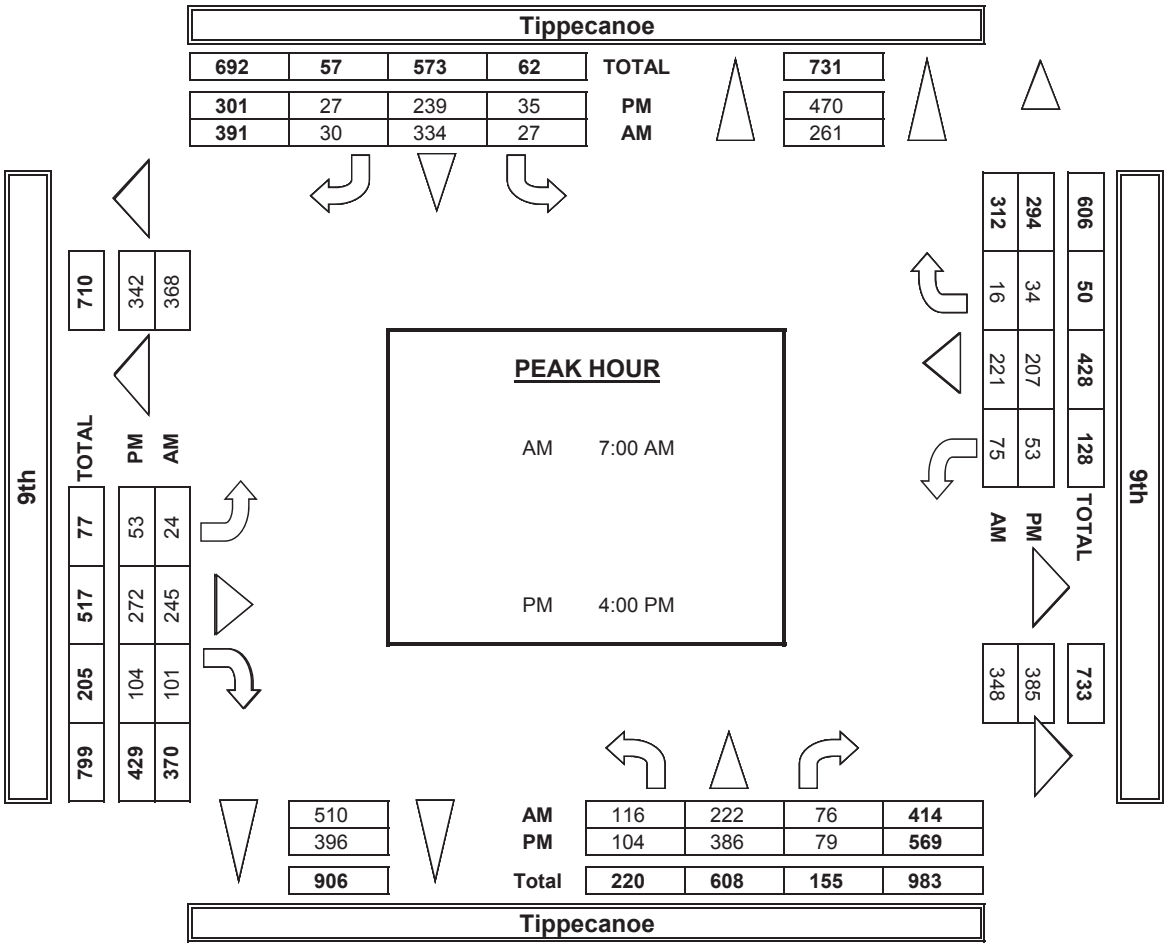
		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	13	52	18	6	72	6	7	49	35	9	41	1	309	0	0	1	0	1
	7:15 AM	37	64	30	8	96	6	8	79	24	19	58	4	433	0	0	0	0	0
	7:30 AM	42	65	18	7	88	7	4	60	20	28	73	5	417	0	0	0	0	0
	7:45 AM	24	41	10	6	78	11	5	57	22	19	49	6	328	0	0	0	0	0
	8:00 AM	9	42	16	7	63	3	7	52	19	22	52	8	300	0	0	0	0	0
	8:15 AM	16	64	19	12	51	8	2	51	12	18	59	15	327	0	0	0	0	0
	8:30 AM	18	54	29	15	36	9	11	45	22	44	82	28	393	0	0	0	1	1
	8:45 AM	17	43	9	4	69	10	8	46	12	24	82	9	333	1	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	176	425	149	65	553	60	52	439	166	183	496	76	2,840	1	0	1	1	3
	APPROACH %	23%	57%	20%	10%	82%	9%	8%	67%	25%	24%	66%	10%						
	APP/DEPART	750	/	552	678	/	902	657	/	654	755	/	732	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	116	222	76	27	334	30	24	245	101	75	221	16	1,487					
	APPROACH %	28%	54%	18%	7%	85%	8%	6%	66%	27%	24%	71%	5%						
	PEAK HR FACTOR		0.790			0.889			0.833			0.736		0.859					
	APP/DEPART	414	/	261	391	/	510	370	/	348	312	/	368	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	31	95	12	8	63	8	9	72	28	7	59	5	397	0	0	1	0	1
	4:15 PM	20	93	27	11	61	11	17	60	32	12	45	7	396	0	1	2	0	3
	4:30 PM	24	106	30	10	55	6	15	81	24	21	54	16	442	0	0	0	0	0
	4:45 PM	29	92	10	6	60	2	12	59	20	13	49	6	358	0	0	1	0	1
	5:00 PM	20	94	16	3	56	5	16	91	22	4	54	4	385	0	0	0	0	0
	5:15 PM	19	118	20	7	37	3	15	81	22	9	61	5	397	0	0	0	0	0
	5:30 PM	21	79	18	7	65	7	12	84	18	12	62	10	395	0	0	1	0	1
	5:45 PM	34	86	8	6	39	5	12	66	25	7	49	2	339	0	0	0	0	0
	VOLUMES	198	763	141	58	436	47	108	594	191	85	433	55	3,109	0	1	5	0	6
	APPROACH %	18%	69%	13%	11%	81%	9%	12%	67%	21%	15%	76%	10%						
	APP/DEPART	1,102	/	922	541	/	712	893	/	792	573	/	683	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	104	386	79	35	239	27	53	272	104	53	207	34	1,593					
	APPROACH %	18%	68%	14%	12%	79%	9%	12%	63%	24%	18%	70%	12%						
	PEAK HR FACTOR		0.889			0.907			0.894			0.808		0.901					
	APP/DEPART	569	/	470	301	/	396	429	/	385	294	/	342	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

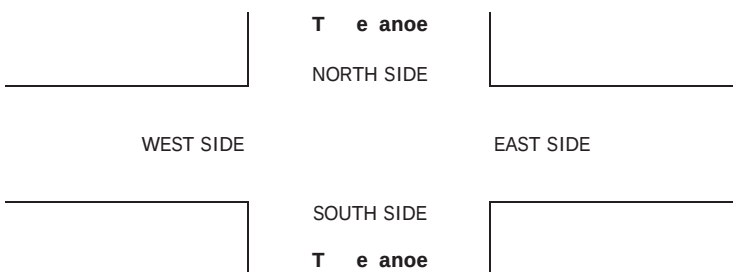
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	22
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	12	47	17	6	70	5	5	42	35	9	36	0	284	0	0	0	0	0
7:15 AM	35	59	30	7	93	5	8	65	21	19	50	2	394	0	0	0	0	0
7:30 AM	39	62	18	7	84	5	4	52	16	25	71	5	388	0	0	0	0	0
7:45 AM	22	36	10	4	70	11	4	50	19	19	43	6	294	0	0	0	0	0
8:00 AM	8	42	15	6	56	2	6	47	11	22	47	6	268	0	0	0	0	0
8:15 AM	13	57	15	11	44	8	2	45	10	17	56	15	293	0	0	0	0	0
8:30 AM	18	49	29	13	34	8	8	38	20	38	78	27	360	0	0	0	1	1
8:45 AM	16	37	9	4	59	10	7	43	10	22	80	9	306	1	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	163	389	143	58	510	54	44	382	142	171	461	70	2,587	1	0	0	1	2
APPROACH %	23%	56%	21%	9%	82%	9%	8%	67%	25%	24%	66%	10%						
APP/DEPART	695	/	503	622	/	823	568	/	584	702	/	677	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	108	204	75	24	317	26	21	209	91	72	200	13	1,360					
APPROACH %	28%	53%	19%	7%	86%	7%	7%	65%	28%	25%	70%	5%						
PEAK HR FACTOR		0.780			0.874			0.854			0.705		0.863					
APP/DEPART	387	/	238	367	/	480	321	/	308	285	/	334	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	27	89	12	8	59	8	7	67	25	7	55	5	369	0	0	1	0	1
4:15 PM	19	88	27	10	57	10	16	54	30	11	42	6	370	0	1	2	0	3
4:30 PM	23	104	30	10	51	6	15	74	22	21	52	15	423	0	0	0	0	0
4:45 PM	28	85	10	6	58	2	11	57	14	12	48	6	337	0	0	1	0	1
5:00 PM	18	91	16	3	55	5	16	89	22	4	52	4	375	0	0	0	0	0
5:15 PM	18	113	20	7	36	3	15	79	19	9	58	5	382	0	0	0	0	0
5:30 PM	21	76	18	7	65	6	12	82	18	12	60	10	387	0	0	1	0	1
5:45 PM	32	81	8	6	37	4	11	64	23	7	44	2	319	0	0	0	0	0
VOLUMES	186	727	141	57	418	44	103	566	173	83	411	53	2,962	0	1	5	0	6
APPROACH %	18%	69%	13%	11%	81%	8%	12%	67%	21%	15%	75%	10%						
APP/DEPART	1,054	/	879	519	/	674	842	/	763	547	/	646	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	87	393	76	26	200	16	56	299	77	46	210	30	1,517					
APPROACH %	16%	71%	14%	11%	83%	7%	13%	69%	18%	16%	73%	10%						
PEAK HR FACTOR		0.885			0.903			0.852			0.813		0.897					
APP/DEPART	556	/	479	242	/	323	433	/	401	286	/	314	0					



INTERSECTION TURNING MOVEMENT COUNTS

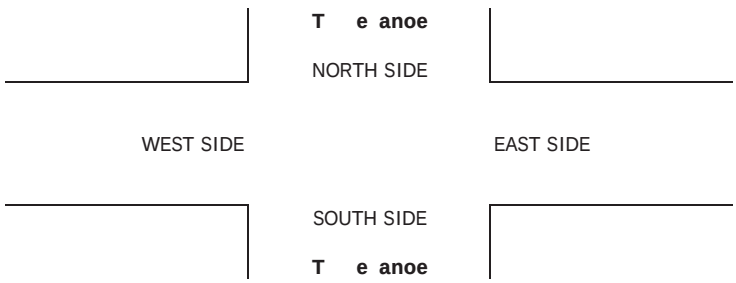
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	22
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	3	1	0	1	1	1	3	0	0	0	0	11	0	0	1	0	1
	7:15 AM	1	5	0	1	3	1	0	11	3	0	1	0	26	0	0	0	0	0
	7:30 AM	2	1	0	0	2	1	0	5	4	1	2	0	18	0	0	0	0	0
	7:45 AM	0	3	0	2	7	0	1	3	3	0	2	0	21	0	0	0	0	0
	8:00 AM	0	0	0	1	3	1	1	4	1	0	1	1	13	0	0	0	0	0
	8:15 AM	2	4	0	0	4	0	0	2	1	1	1	0	15	0	0	0	0	0
	8:30 AM	0	2	0	1	1	0	1	2	1	0	0	1	9	0	0	0	0	0
	8:45 AM	1	5	0	0	4	0	0	1	0	1	2	0	14	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	23	1	5	25	4	4	31	13	3	9	2	127	0	0	1	0	1
	APPROACH %	23%	74%	3%	15%	74%	12%	8%	65%	27%	21%	64%	14%						
	APP/DEPART	31	/	28	34	/	41	48	/	37	14	/	21	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	9	0	4	15	3	2	23	11	1	6	1	78					
	APPROACH %	25%	75%	0%	18%	68%	14%	6%	64%	31%	13%	75%	13%						
	PEAK HR FACTOR		0.500			0.611			0.643			0.667		0.750					
	APP/DEPART	12	/	12	22	/	27	36	/	27	8	/	12	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	3	0	0	3	0	2	3	0	0	2	0	15	0	0	0	0	0
	4:15 PM	1	4	0	1	2	0	0	4	2	0	0	1	15	0	0	0	0	0
	4:30 PM	1	2	0	0	0	0	0	3	0	0	1	1	8	0	0	0	0	0
	4:45 PM	0	5	0	0	1	0	1	2	1	1	0	0	11	0	0	0	0	0
	5:00 PM	2	2	0	0	1	0	0	1	0	0	2	0	8	0	0	0	0	0
	5:15 PM	1	5	0	0	0	0	0	1	3	0	2	0	12	0	0	0	0	0
	5:30 PM	0	3	0	0	0	1	0	2	0	0	2	0	8	0	0	0	0	0
	5:45 PM	1	3	0	0	2	0	1	1	2	0	3	0	13	0	0	0	0	0
	VOLUMES	8	27	0	1	9	1	4	17	8	1	12	2	90	0	0	0	0	0
	APPROACH %	23%	77%	0%	9%	82%	9%	14%	59%	28%	7%	80%	13%						
	APP/DEPART	35	/	33	11	/	18	29	/	18	15	/	21	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	14	0	1	6	0	3	12	3	1	3	2	49					
	APPROACH %	22%	78%	0%	14%	86%	0%	17%	67%	17%	17%	50%	33%						
	PEAK HR FACTOR		0.900			0.583			0.750			0.750		0.817					
	APP/DEPART	18	/	19	7	/	10	18	/	13	6	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	22
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	0	1	0	1	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	0	0	4	0	0	4	2	1	2	0	16	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	67%	33%	33%	67%	0%						
	APP/DEPART	3	/	2	4	/	7	6	/	4	3	/	3	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	1	0	0	1	0	0	2	2	0	2	0	9					
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	50%	50%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.250			0.500			0.500		0.563					
	APP/DEPART	2	/	1	1	/	3	4	/	2	2	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	2	0	0	2	0	7	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	2	/	2	1	/	1	2	/	2	2	/	2	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	2	0	0	1	0	0	1	0	0	1	0	5					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.250			0.250			0.250		0.625					
	APP/DEPART	2	/	2	1	/	1	1	/	1	1	/	1	0					

T e anoe

NORTH SIDE

WEST SIDE EAST SIDE

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

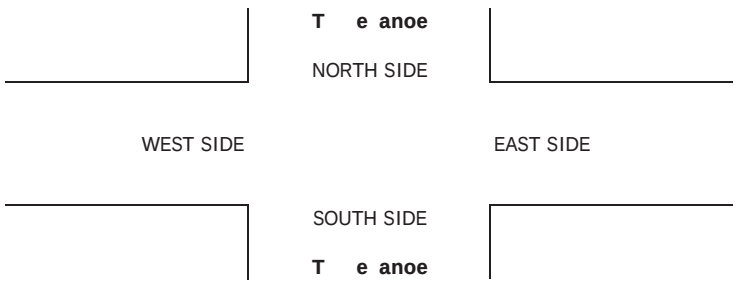
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	22
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	0	0	0	0	1	3	0	1	0	0	8	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	0%	0%	25%	75%	0%	100%	0%	0%						
	APP/DEPART	3	/	3	0	/	1	4	/	3	1	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	2	0	0	0	0	0	2	0	0	0	0	5					
	APPROACH %	33%	67%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.000			0.250			0.000		0.625					
	APP/DEPART	3	/	2	0	/	0	2	/	2	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	1	0	1	0	0	0	5	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
	APP/DEPART	2	/	3	1	/	2	2	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	0	0	1	0	1	0	1	0	0	0	4					
	APPROACH %	0%	100%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.500			0.000		0.500					
	APP/DEPART	1	/	2	1	/	2	2	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	22
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

T e anoe

NORTH SIDE

WEST SIDE EAST SIDE

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	22
THURSDAY	EAST & WEST:	9th	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 9th			WESTBOUND 9th				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	0	0	1	3	0	0	5	1	12	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	2	0	0	7	2	12	0	0	0	0	0
	7:30 AM	0	0	0	0	1	1	0	3	0	1	0	0	6	0	0	0	0	0
	7:45 AM	1	2	0	0	1	0	0	0	0	0	4	0	8	0	0	0	0	0
	8:00 AM	1	0	1	0	4	0	0	1	6	0	3	1	17	0	0	0	0	0
	8:15 AM	1	2	4	1	3	0	0	4	1	0	2	0	18	0	0	0	0	0
	8:30 AM	0	2	0	1	0	1	1	5	0	6	3	0	19	0	0	0	0	0
	8:45 AM	0	1	0	0	5	0	0	1	2	0	0	0	9	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	9	5	2	14	2	2	19	9	7	24	4	101	0	0	0	0	0
	APPROACH %	22%	50%	28%	11%	78%	11%	7%	63%	30%	20%	69%	11%						
	APP/DEPART	18	/	15	18	/	30	30	/	26	35	/	30	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	2	5	5	2	12	1	1	11	9	6	8	1	63					
	APPROACH %	17%	42%	42%	13%	80%	7%	5%	52%	43%	40%	53%	7%						
	PEAK HR FACTOR		0.429			0.750			0.750			0.417		0.829					
	APP/DEPART	12	/	7	15	/	27	21	/	18	15	/	11	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	3	0	0	1	0	0	2	3	0	1	0	12	0	0	0	0	0
	4:15 PM	0	0	0	0	2	1	0	2	0	1	3	0	9	0	0	0	0	0
	4:30 PM	0	0	0	0	3	0	0	4	2	0	0	0	9	0	0	0	0	0
	4:45 PM	1	1	0	0	1	0	0	0	4	0	1	0	8	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	1	1	0	0	0	1	0	0	0	0	2	0	5	0	0	0	0	0
	VOLUMES	4	5	0	0	7	2	0	9	9	1	8	0	45	0	0	0	0	0
	APPROACH %	44%	56%	0%	0%	78%	22%	0%	50%	50%	11%	89%	0%						
	APP/DEPART	9	/	5	9	/	17	18	/	9	9	/	14	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	4	0	0	7	1	0	8	9	1	5	0	38					
	APPROACH %	43%	57%	0%	0%	88%	13%	0%	47%	53%	17%	83%	0%						
	PEAK HR FACTOR		0.350			0.667			0.708			0.375		0.792					
	APP/DEPART	7	/	4	8	/	17	17	/	8	6	/	9	0					

T e anoe

NORTH SIDE

WEST SIDE

EAST SIDE

SOUTH SIDE

T e anoe

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	23
	EAST & WEST:	6th	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 6th			WESTBOUND 6th			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	2	0	0	2	0	0	2	0	0	2	0	
AM	7:00 AM	2	62	28	15	92	6	3	30	2	20	49	19	328
	7:15 AM	3	102	40	24	116	10	4	69	7	36	72	53	536
	7:30 AM	8	67	29	15	124	9	10	24	4	55	52	49	446
	7:45 AM	3	69	9	11	125	5	2	14	2	12	26	20	298
	8:00 AM	7	68	14	16	70	6	4	19	2	4	25	8	243
	8:15 AM	4	78	5	9	84	9	8	17	5	14	26	11	270
	8:30 AM	9	73	4	3	102	11	14	12	6	5	23	10	272
	8:45 AM	9	68	13	4	95	14	12	14	9	11	24	1	274
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	16	300	106	65	457	30	19	137	15	123	199	141	1,608
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	108	12	4	98	7	11	17	3	20	32	12	328
	4:15 PM	3	129	4	4	88	8	7	12	6	7	24	6	298
	4:30 PM	4	114	10	3	78	10	5	24	7	10	16	5	286
	4:45 PM	2	136	5	6	90	9	11	16	6	9	13	8	311
	5:00 PM	1	125	5	3	86	7	14	35	5	4	26	5	316
	5:15 PM	5	129	19	3	93	3	13	30	9	8	19	5	336
	5:30 PM	4	144	12	2	80	6	5	25	2	4	20	11	315
	5:45 PM	4	128	9	2	81	4	13	23	4	7	15	2	292
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	12	534	41	14	349	25	43	106	22	25	78	29	1,278

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, May 12, 15

LOCATION: San Be na dino
NORTH & SOUTH: Tippecanoe
EAST & WEST: 6th

PROJECT #: SC0612
LOCATION #: 23
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

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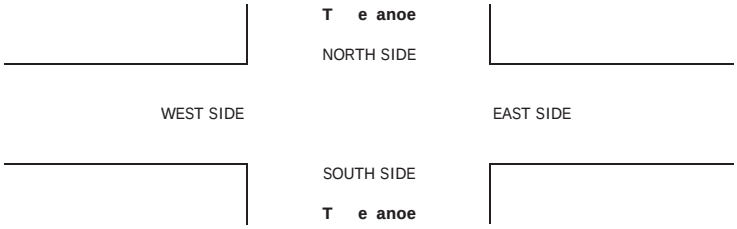
◄ W E ►
S ▼

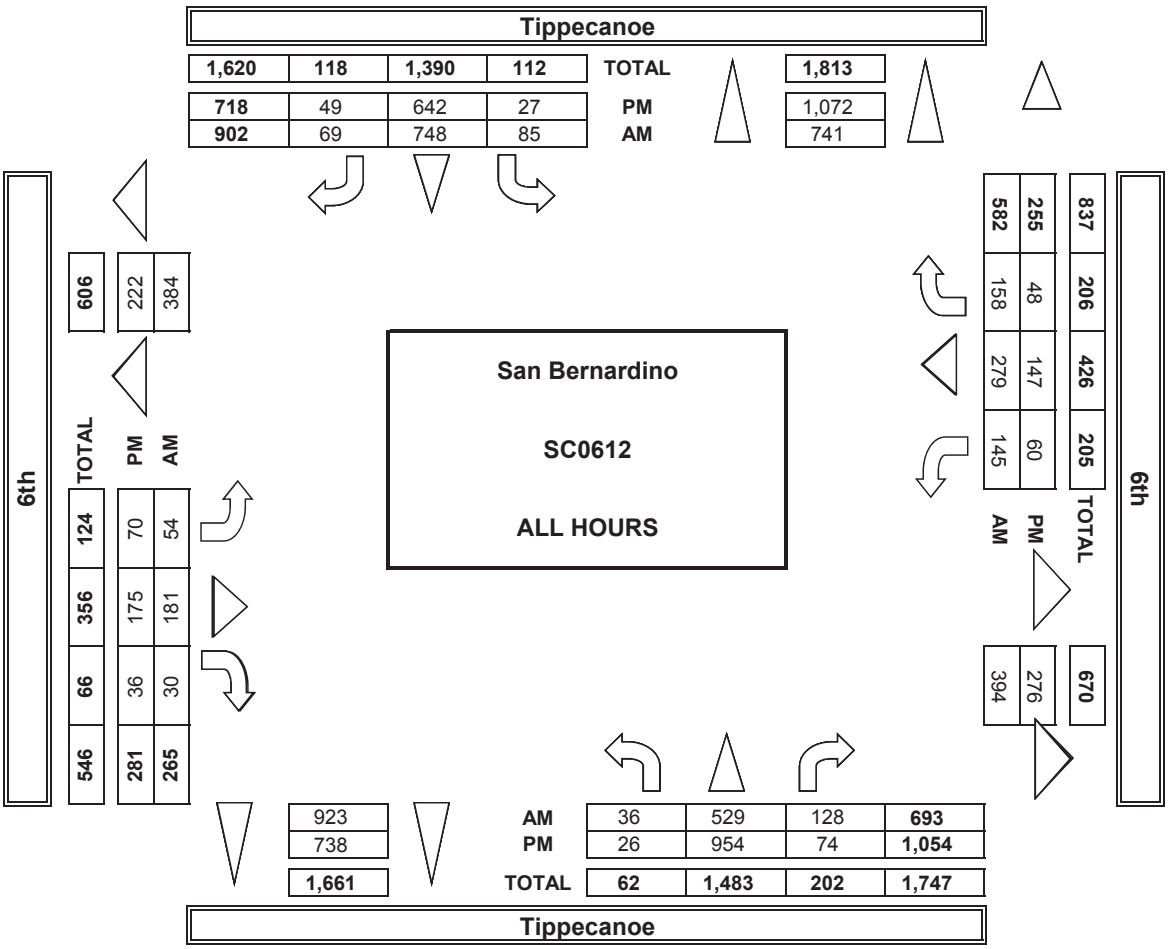
Add U-Turns to Left Turns

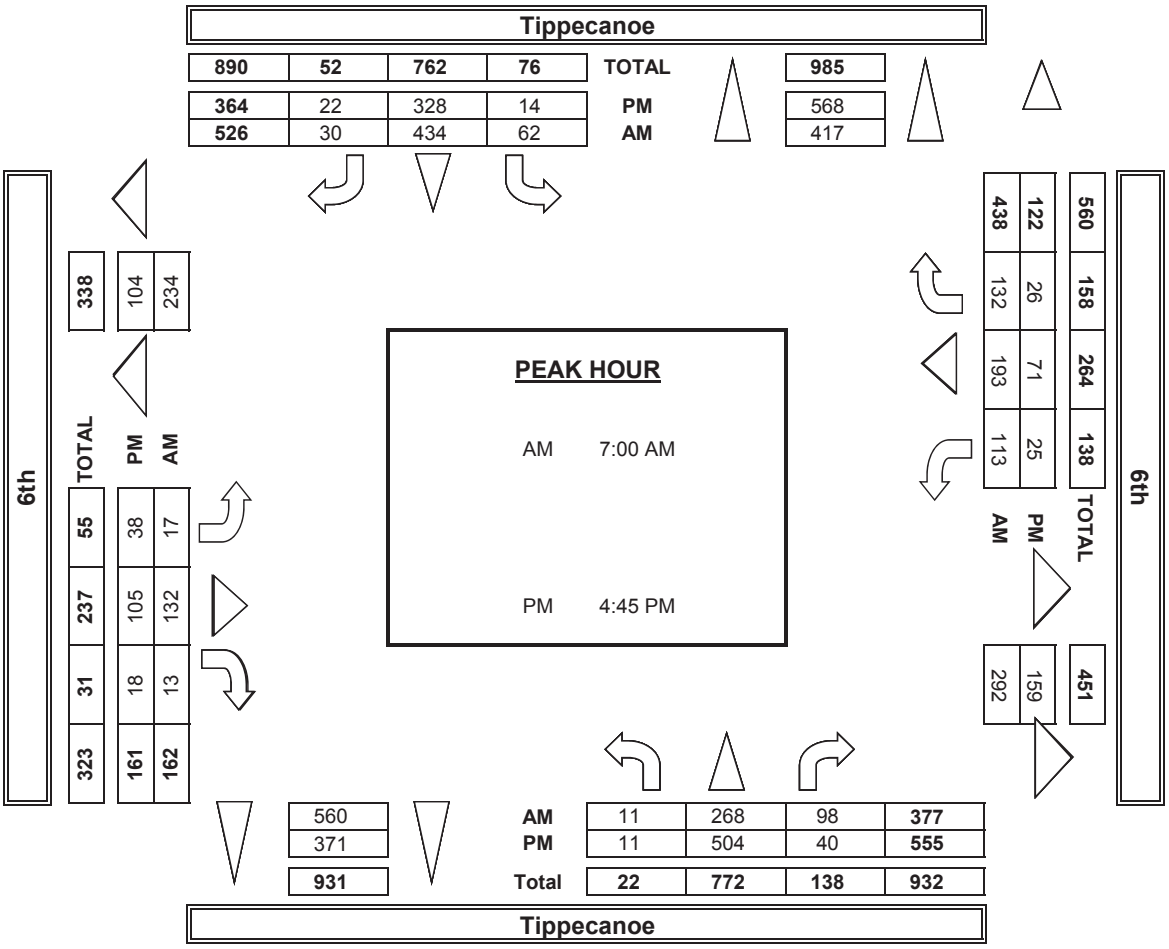
		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	1	57	25	14	89	6	3	29	2	17	46	17	306	0	0	0	0	0
	7:15 AM	2	90	40	24	113	10	3	68	6	35	71	51	513	0	0	0	0	0
	7:30 AM	6	63	25	14	113	9	9	22	3	49	51	46	410	0	0	0	0	0
	7:45 AM	2	58	8	10	119	5	2	13	2	12	25	18	274	0	0	0	0	0
	8:00 AM	6	63	11	9	66	6	4	14	2	4	22	7	214	0	0	0	0	0
	8:15 AM	4	71	5	8	77	9	8	12	5	12	21	8	240	0	0	0	0	0
	8:30 AM	7	68	4	3	87	10	14	10	4	5	20	10	242	0	0	0	0	0
	8:45 AM	8	59	10	3	84	14	11	13	6	11	23	1	243	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	36	529	128	85	748	69	54	181	30	145	279	158	2,442	0	0	0	0	0
	APPROACH %	5%	76%	18%	9%	83%	8%	20%	68%	11%	25%	48%	27%						
	APP/DEPART	693	/	741	902	/	923	265	/	394	582	/	384	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	11	268	98	62	434	30	17	132	13	113	193	132	1,503					
	APPROACH %	3%	71%	26%	12%	83%	6%	10%	81%	8%	26%	44%	30%						
	PEAK HR FACTOR		0.714			0.895			0.526			0.697		0.732					
	APP/DEPART	377	/	417	526	/	560	162	/	292	438	/	234	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	106	11	4	89	7	10	15	3	14	25	10	298	0	0	0	0	0
	4:15 PM	3	115	4	4	76	8	5	11	5	7	20	5	263	0	0	0	0	0
	4:30 PM	4	109	10	3	73	8	5	23	6	7	16	5	269	0	0	0	0	0
	4:45 PM	2	129	5	6	82	9	9	16	4	9	12	7	290	0	0	0	0	0
	5:00 PM	1	120	5	3	85	6	13	34	5	4	21	4	301	0	0	0	0	0
	5:15 PM	4	119	19	3	86	3	11	30	7	8	19	5	314	0	0	0	0	0
	5:30 PM	4	136	11	2	75	4	5	25	2	4	19	10	297	0	0	0	0	0
	5:45 PM	4	120	9	2	76	4	12	21	4	7	15	2	276	0	0	0	0	0
	VOLUMES	26	954	74	27	642	49	70	175	36	60	147	48	2,308	0	0	0	0	0
	APPROACH %	2%	91%	7%	4%	89%	7%	25%	62%	13%	24%	58%	19%						
	APP/DEPART	1,054	/	1,072	718	/	738	281	/	276	255	/	222	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	11	504	40	14	328	22	38	105	18	25	71	26	1,202					
	APPROACH %	2%	91%	7%	4%	90%	6%	24%	65%	11%	20%	58%	21%						
	PEAK HR FACTOR		0.919			0.938			0.774			0.924		0.957					
	APP/DEPART	555	/	568	364	/	371	161	/	159	122	/	104	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	23
TUESDAY	EAST & WEST:	6th	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	52	23	13	86	6	3	28	2	15	43	15	286	0	0	0	0	0
	7:15 AM	1	80	40	24	110	10	2	67	5	34	70	49	492	0	0	0	0	0
	7:30 AM	4	60	22	13	105	9	8	21	2	44	50	43	381	0	0	0	0	0
	7:45 AM	1	49	7	9	114	5	2	12	2	12	24	16	253	0	0	0	0	0
	8:00 AM	5	58	8	2	62	6	4	9	2	4	19	6	185	0	0	0	0	0
	8:15 AM	4	64	5	7	70	9	8	8	5	10	16	5	211	0	0	0	0	0
	8:30 AM	5	63	4	3	72	9	14	8	2	5	18	10	213	0	0	0	0	0
	8:45 AM	7	50	8	2	73	14	10	12	4	11	22	1	214	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	27	476	117	73	692	68	51	165	24	135	262	145	2,235	0	0	0	0	0
	APPROACH %	4%	77%	19%	9%	83%	8%	21%	69%	10%	25%	48%	27%						
	APP/DEPART	620	/	672	833	/	851	240	/	355	542	/	357	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	6	241	92	59	415	30	15	128	11	105	187	123	1,412					
	APPROACH %	2%	71%	27%	12%	82%	6%	10%	83%	7%	25%	45%	30%						
	PEAK HR FACTOR		0.700			0.875			0.520			0.678		0.717					
	APP/DEPART	339	/	379	504	/	531	154	/	279	415	/	223	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	104	10	4	82	7	9	13	3	9	18	8	271	0	0	0	0	0
	4:15 PM	3	102	4	4	65	8	3	10	4	7	16	4	230	0	0	0	0	0
	4:30 PM	4	104	10	3	68	6	5	22	5	5	16	5	253	0	0	0	0	0
	4:45 PM	2	123	5	6	74	9	8	16	3	9	11	6	272	0	0	0	0	0
	5:00 PM	1	116	5	3	84	5	12	33	5	4	17	3	288	0	0	0	0	0
	5:15 PM	3	110	19	3	80	3	9	30	6	8	19	5	295	0	0	0	0	0
	5:30 PM	4	128	10	2	72	3	5	25	2	4	18	9	282	0	0	0	0	0
	5:45 PM	4	113	9	2	71	4	11	19	4	7	15	2	261	0	0	0	0	0
	VOLUMES	25	900	72	27	596	45	62	168	32	53	130	42	2,152	0	0	0	0	0
	APPROACH %	3%	90%	7%	4%	89%	7%	24%	64%	12%	24%	58%	19%						
	APP/DEPART	997	/	1,004	668	/	681	262	/	267	225	/	200	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	10	477	39	14	310	20	34	104	16	25	65	23	1,137					
	APPROACH %	2%	91%	7%	4%	90%	6%	22%	68%	10%	22%	58%	20%						
	PEAK HR FACTOR		0.926			0.935			0.770			0.883		0.964					
	APP/DEPART	526	/	534	344	/	351	154	/	157	113	/	95	0					

T e anoe

NORTH SIDE

WEST SIDE EAST SIDE

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

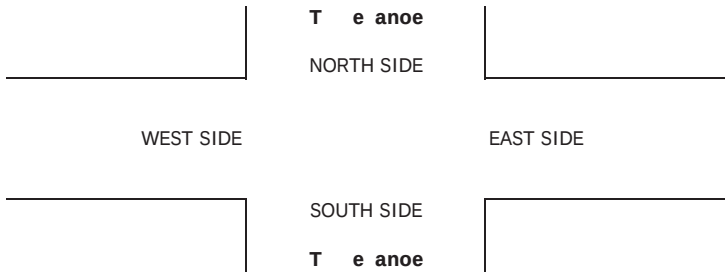
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	23
TUESDAY	EAST & WEST:	6th	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE	
WORK	
VEHICLES/	
TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	2	1	1	3	0	0	0	0	1	2	0	11	0	0	0	0	0
	7:15 AM	1	5	0	0	3	0	1	1	1	0	0	2	14	0	0	0	0	0
	7:30 AM	2	2	2	1	3	0	1	0	1	3	1	2	18	0	0	0	0	0
	7:45 AM	1	4	1	0	3	0	0	1	0	0	1	1	12	0	0	0	0	0
	8:00 AM	1	3	1	0	3	0	0	2	0	0	3	1	14	0	0	0	0	0
	8:15 AM	0	4	0	0	7	0	0	3	0	1	1	1	17	0	0	0	0	0
	8:30 AM	2	2	0	0	3	0	0	2	2	0	1	0	12	0	0	0	0	0
	8:45 AM	1	9	1	1	5	0	1	0	1	0	1	0	20	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	9	31	6	3	30	0	3	9	5	5	10	7	118	0	0	0	0	0
	APPROACH %	20%	67%	13%	9%	91%	0%	18%	53%	29%	23%	45%	32%						
	APP/DEPART	46	/	41	33	/	40	17	/	18	22	/	19	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	4	18	2	1	18	0	1	7	3	1	6	2	63					
	APPROACH %	17%	75%	8%	5%	95%	0%	9%	64%	27%	11%	67%	22%						
	PEAK HR FACTOR		0.545			0.679			0.688			0.563		0.788					
	APP/DEPART	24	/	21	19	/	22	11	/	10	9	/	10	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	1	0	3	0	1	1	0	2	2	0	12	0	0	0	0	0
	4:15 PM	0	11	0	0	6	0	2	1	1	0	4	1	26	0	0	0	0	0
	4:30 PM	0	5	0	0	0	2	0	1	1	1	0	0	10	0	0	0	0	0
	4:45 PM	0	5	0	0	5	0	0	0	0	0	1	1	12	0	0	0	0	0
	5:00 PM	0	3	0	0	1	1	1	1	0	0	3	1	11	0	0	0	0	0
	5:15 PM	1	8	0	0	5	0	2	0	0	0	0	0	16	0	0	0	0	0
	5:30 PM	0	7	1	0	1	0	0	0	0	0	1	1	11	0	0	0	0	0
	5:45 PM	0	4	0	0	5	0	1	2	0	0	0	0	12	0	0	0	0	0
	VOLUMES	1	45	2	0	26	3	7	6	2	3	11	4	110	0	0	0	0	0
	APPROACH %	2%	94%	4%	0%	90%	10%	47%	40%	13%	17%	61%	22%						
	APP/DEPART	48	/	56	29	/	31	15	/	8	18	/	15	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	23	1	0	14	2	3	3	2	3	7	2	60					
	APPROACH %	0%	96%	4%	0%	88%	13%	38%	38%	25%	25%	58%	17%						
	PEAK HR FACTOR		0.545			0.667			0.500			0.600		0.577					
	APP/DEPART	24	/	28	16	/	19	8	/	4	12	/	9	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

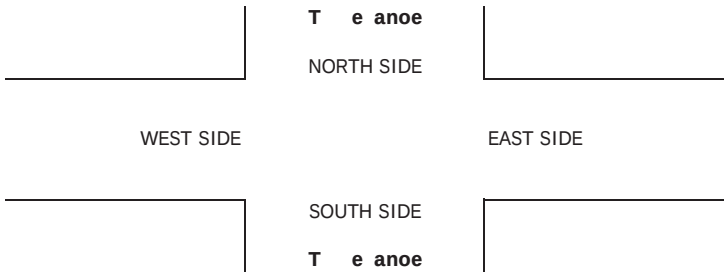
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	23
TUESDAY	EAST & WEST:	6th	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	2	0	2	0	0	0	1	0	1	0	11	0	0	0	0	0
	APPROACH %	0%	71%	29%	0%	100%	0%	0%	0%	100%	0%	100%	0%						
	APP/DEPART	7	/	5	2	/	3	1	/	2	1	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	5	1	0	2	0	0	0	0	0	0	0	8					
	APPROACH %	0%	83%	17%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.500			0.000			0.000		0.500					
	APP/DEPART	6	/	5	2	/	2	0	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	2	0	0	0	1	2	1	0	8	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	67%	33%	0%						
	APP/DEPART	2	/	2	2	/	5	1	/	0	3	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	2	0	0	2	0	0	0	1	2	0	0	7					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.250			0.500		0.583					
	APP/DEPART	2	/	2	2	/	5	1	/	0	2	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

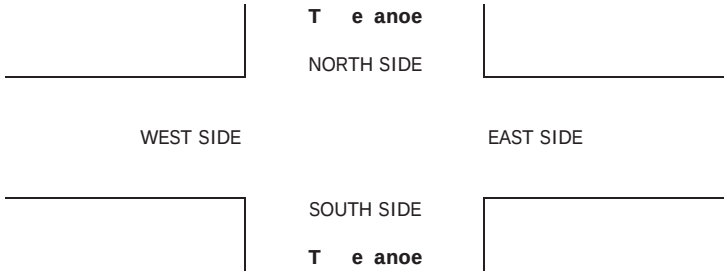
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	23
TUESDAY	EAST & WEST:	6th	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	1	0	2	0	0	1	0	1	0	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	1	0	2	0	0	2	0	2	0	0	8	0	0	0	0	0
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	100%	0%	100%	0%	0%						
	APP/DEPART	2	/	1	2	/	4	2	/	3	2	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	1	0	2	0	0	1	0	2	0	0	7					
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	100%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.250			0.500		0.350					
	APP/DEPART	2	/	1	2	/	4	1	/	2	2	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	3	0	0	5	1	1	0	1	0	0	0	11	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	83%	17%	50%	0%	50%	0%	0%	0%						
	APP/DEPART	3	/	4	6	/	6	2	/	0	0	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	3	0	0	3	1	0	0	1	0	0	0	8					
	APPROACH %	0%	100%	0%	0%	75%	25%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.333			0.250			0.000		0.667					
	APP/DEPART	3	/	3	4	/	4	1	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

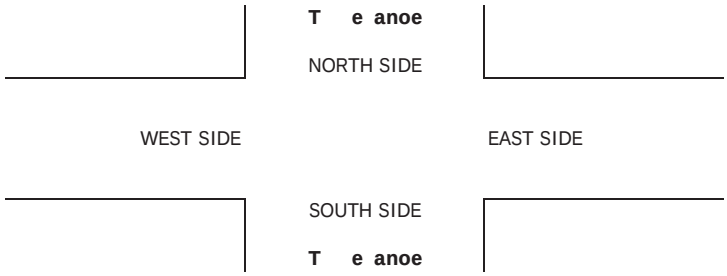
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	23
TUESDAY	EAST & WEST:	6th	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
	LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	1	/	1	0	/	0	1	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	1	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.250					
	APP/DEPART	0	/	1	1	/	1	0	/	0	1	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	23
TUESDAY	EAST & WEST:	6th	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 6th			WESTBOUND 6th				U-TURNS				
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	3	0	0	0	0	0	1	0	0	1	2	7	0	0	0	0	0
7:15 AM	0	3	0	0	0	0	0	0	0	1	1	0	5	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
7:45 AM	0	2	0	1	1	0	0	0	0	0	0	1	5	0	0	0	0	0
8:00 AM	0	2	2	7	1	0	0	3	0	0	0	0	15	0	0	0	0	0
8:15 AM	0	3	0	1	0	0	0	0	0	1	4	2	11	0	0	0	0	0
8:30 AM	0	3	0	0	12	1	0	0	0	0	0	0	16	0	0	0	0	0
8:45 AM	0	0	0	0	6	0	0	1	0	0	0	0	7	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	16	2	9	21	1	0	5	0	3	6	5	68	0	0	0	0	0
APPROACH %	0%	89%	11%	29%	68%	3%	0%	100%	0%	21%	43%	36%						
APP/DEPART	18	/	21	31	/	24	5	/	16	14	/	7	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	8	2	8	19	1	0	4	0	1	4	2	49					
APPROACH %	0%	80%	20%	29%	68%	4%	0%	100%	0%	14%	57%	29%						
PEAK HR FACTOR		0.625			0.538			0.333			0.250		0.766					
APP/DEPART	10	/	10	28	/	20	4	/	14	7	/	5	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	1	0	0	1	0	2	5	2	11	0	0	0	0	0
4:15 PM	0	1	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0
4:30 PM	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0
4:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	3	0	0	13	0	0	1	0	2	5	2	26	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	22%	56%	22%						
APP/DEPART	3	/	5	13	/	15	1	/	1	9	/	5	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	1	0	0	13	0	0	1	0	2	5	2	24					
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	22%	56%	22%						
PEAK HR FACTOR		0.250			0.650			0.250			0.250		0.545					
APP/DEPART	1	/	3	13	/	15	1	/	1	9	/	5	0					

T e anoe

NORTH SIDE

WEST SIDE EAST SIDE

SOUTH SIDE

T e anoe

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	24
	EAST & WEST:	3rd	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 3 d			WESTBOUND 3 d			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	1	1	2	0	1	2	0	2	2	1	
AM	7:00 AM	15	88	60	11	90	4	6	57	18	68	105	7	529
	7:15 AM	22	100	62	10	134	13	12	63	12	68	142	12	650
	7:30 AM	15	92	27	3	131	18	9	39	10	75	138	4	561
	7:45 AM	21	63	35	11	122	10	7	39	10	84	165	8	575
	8:00 AM	10	68	38	16	64	6	6	38	8	56	99	12	421
	8:15 AM	10	68	42	7	90	9	6	48	4	47	81	13	425
	8:30 AM	8	59	44	14	94	14	7	58	5	71	86	12	472
	8:45 AM	11	61	49	11	82	4	6	39	7	52	77	15	414
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	73	343	184	35	477	45	34	198	50	295	550	31	2,315
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	21	125	94	9	101	11	7	112	12	46	65	16	619
	4:15 PM	13	116	79	13	73	3	7	92	18	53	63	6	536
	4:30 PM	19	113	109	22	91	7	10	169	20	52	46	11	669
	4:45 PM	7	130	88	12	94	7	5	111	15	59	52	6	586
	5:00 PM	11	141	123	12	89	3	9	186	28	54	56	15	727
	5:15 PM	14	118	110	14	98	4	16	106	15	46	56	12	609
	5:30 PM	21	148	106	9	83	5	7	114	16	54	65	15	643
	5:45 PM	9	121	80	5	80	2	13	87	11	49	50	4	511
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	51	502	430	60	372	21	40	572	78	211	210	44	2,591

INTERSECTION TURNING MOVEMENT COUNTS

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

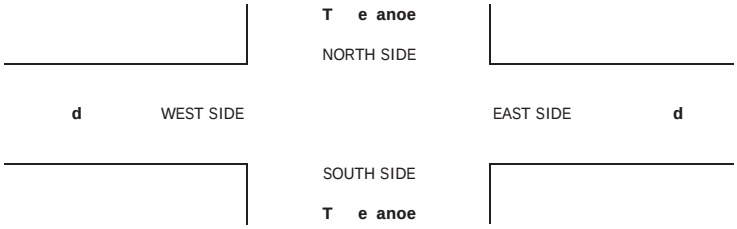
DATE:			
Tue, May 12, 15	LOCATION:	San Be na dino	PROJECT #: SC0612
	NORTH & SOUTH:	Tippecanoe	LOCATION #: 24
	EAST & WEST:	3rd	CONTROL: SIGNAL

NOTES:

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

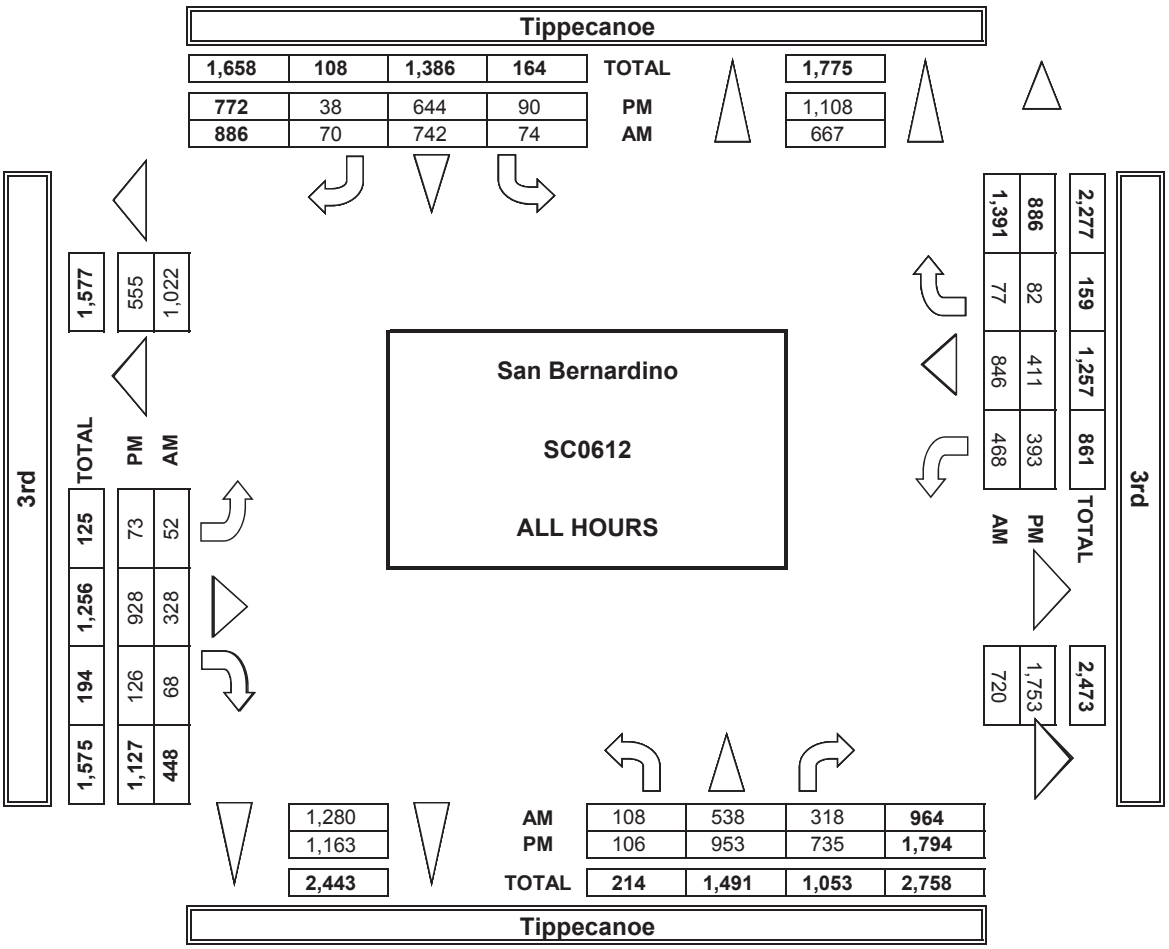
Add U-Turns to Left Turns

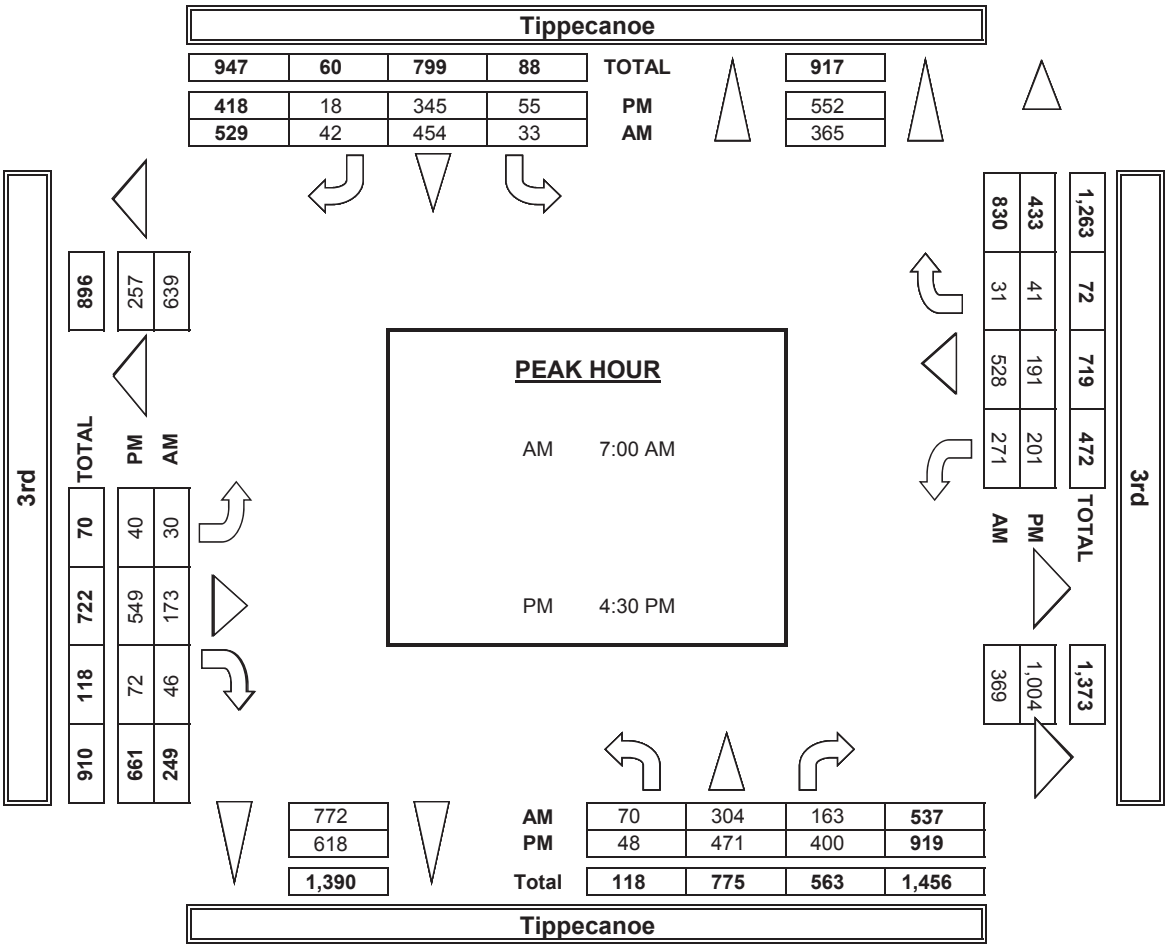
		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 3 d			WESTBOUND 3 d				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	15	79	55	11	86	4	6	50	17	63	101	7	494	0	0	0	0	0
	7:15 AM	22	91	53	10	131	13	12	55	11	61	139	12	610	1	0	0	0	1
	7:30 AM	14	81	23	3	121	16	8	32	10	69	129	4	510	0	0	0	0	0
	7:45 AM	19	53	32	9	116	9	4	36	8	78	159	8	531	0	0	0	0	0
	8:00 AM	10	62	36	12	61	5	6	34	7	53	93	11	390	0	0	0	0	0
	8:15 AM	9	60	39	5	82	7	6	39	4	43	74	11	379	0	0	0	0	0
	8:30 AM	8	58	38	13	76	12	6	48	5	61	80	11	416	0	0	0	0	0
	8:45 AM	11	54	42	11	69	4	4	34	6	40	71	13	359	1	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	108	538	318	74	742	70	52	328	68	468	846	77	3,689	2	0	0	0	2
	APPROACH %	11%	56%	33%	8%	84%	8%	12%	73%	15%	34%	61%	6%						
	APP/DEPART	964	/	667	886	/	1,280	448	/	720	1,391	/	1,022	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	70	304	163	33	454	42	30	173	46	271	528	31	2,145					
	APPROACH %	13%	57%	30%	6%	86%	8%	12%	69%	18%	33%	64%	4%						
	PEAK HR FACTOR		0.809			0.859			0.798			0.847		0.879					
	APP/DEPART	537	/	365	529	/	772	249	/	369	830	/	639	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	19	117	91	8	84	10	7	102	12	40	53	16	559	0	0	0	0	0
	4:15 PM	11	107	70	13	63	3	6	84	16	52	58	6	489	0	0	0	0	0
	4:30 PM	17	106	99	19	85	7	10	159	19	50	41	10	622	0	0	0	0	0
	4:45 PM	7	118	83	12	84	4	5	105	15	57	48	6	544	0	0	0	0	0
	5:00 PM	11	137	115	11	85	3	9	182	25	51	50	14	693	0	0	0	0	0
	5:15 PM	13	110	103	13	91	4	16	103	13	43	52	11	572	0	0	0	0	0
	5:30 PM	19	143	101	9	78	5	7	110	15	53	63	15	618	0	0	0	0	0
	5:45 PM	9	115	73	5	74	2	13	83	11	47	46	4	482	0	0	0	0	0
	VOLUMES	106	953	735	90	644	38	73	928	126	393	411	82	4,579	0	0	0	0	0
	APPROACH %	6%	53%	41%	12%	83%	5%	6%	82%	11%	44%	46%	9%						
	APP/DEPART	1,794	/	1,108	772	/	1,163	1,127	/	1,753	886	/	555	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	48	471	400	55	345	18	40	549	72	201	191	41	2,431					
	APPROACH %	5%	51%	44%	13%	83%	4%	6%	83%	11%	46%	44%	9%						
	PEAK HR FACTOR		0.874			0.941			0.765			0.941		0.877					
	APP/DEPART	919	/	552	418	/	618	661	/	1,004	433	/	257	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

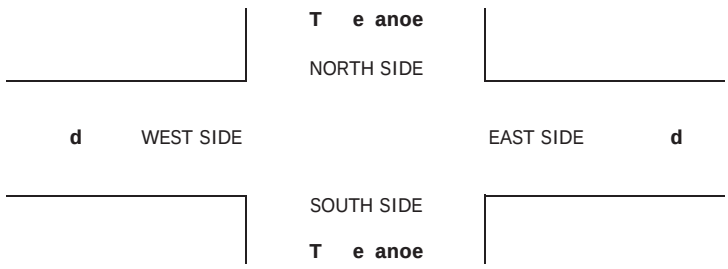
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	24
TUESDAY	EAST & WEST:	3 d	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 3 d			WESTBOUND 3 d				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	15	72	50	11	82	4	6	44	16	59	97	7	463	0	0	0	0	0
	7:15 AM	22	83	46	10	128	13	12	48	10	56	136	12	576	1	0	0	0	1
	7:30 AM	13	73	20	3	113	14	7	26	10	64	121	4	468	0	0	0	0	0
	7:45 AM	17	44	30	7	111	8	1	33	7	74	154	8	494	0	0	0	0	0
	8:00 AM	10	56	35	8	59	4	6	30	6	50	87	10	361	0	0	0	0	0
	8:15 AM	8	52	36	3	75	5	6	31	4	40	68	9	337	0	0	0	0	0
	8:30 AM	8	57	33	12	58	10	5	39	5	51	75	10	363	0	0	0	0	0
	8:45 AM	11	47	36	11	57	4	2	30	5	31	65	11	310	1	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	104	484	286	65	683	62	45	281	63	425	803	71	3,372	2	0	0	0	2
	APPROACH %	12%	55%	33%	8%	84%	8%	12%	72%	16%	33%	62%	5%						
	APP/DEPART	874	/	600	810	/	1,173	389	/	632	1,299	/	967	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	66	272	146	31	434	39	26	151	43	253	508	31	2,001					
	APPROACH %	14%	56%	30%	6%	86%	8%	12%	69%	20%	32%	64%	4%						
	PEAK HR FACTOR		0.803			0.834			0.786			0.839		0.868					
	APP/DEPART	485	/	329	504	/	731	220	/	328	792	/	613	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	17	110	88	7	70	9	7	94	12	35	42	16	507	0	0	0	0	0
	4:15 PM	10	98	61	13	54	3	5	76	14	51	53	6	444	0	0	0	0	0
	4:30 PM	15	99	90	16	79	7	10	150	18	48	36	9	577	0	0	0	0	0
	4:45 PM	7	108	78	12	75	1	5	99	15	56	44	6	506	0	0	0	0	0
	5:00 PM	11	134	108	10	82	3	9	178	22	49	46	13	665	0	0	0	0	0
	5:15 PM	12	102	96	12	86	4	16	100	12	41	49	10	540	0	0	0	0	0
	5:30 PM	17	138	96	9	75	5	7	106	14	52	61	15	595	0	0	0	0	0
	5:45 PM	9	110	66	5	68	2	13	79	11	46	43	4	456	0	0	0	0	0
	VOLUMES	98	899	683	84	589	34	72	882	118	378	374	79	4,290	0	0	0	0	0
	APPROACH %	6%	54%	41%	12%	83%	5%	7%	82%	11%	45%	45%	10%						
	APP/DEPART	1,680	/	1,050	707	/	1,085	1,072	/	1,649	831	/	506	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	47	482	378	43	318	13	37	483	63	198	200	44	2,306					
	APPROACH %	5%	53%	42%	11%	85%	3%	6%	83%	11%	45%	45%	10%						
	PEAK HR FACTOR		0.896			0.917			0.697			0.863		0.867					
	APP/DEPART	907	/	563	374	/	579	583	/	904	442	/	260	0					



INTERSECTION TURNING MOVEMENT COUNTS

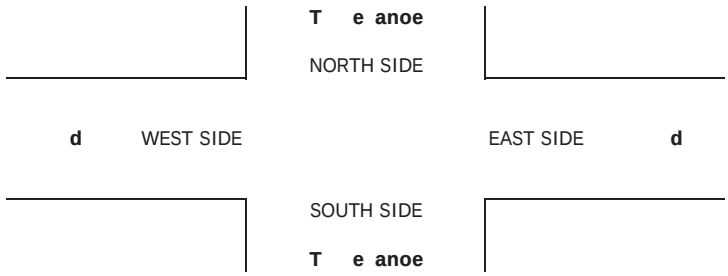
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	24
TUESDAY	EAST & WEST:	3 d	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 3 d			WESTBOUND 3 d				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	4	0	4	0	0	3	1	2	1	0	17	0	0	0	0	0
	7:15 AM	0	5	4	0	3	0	0	6	1	3	1	0	23	0	0	0	0	0
	7:30 AM	0	4	2	0	5	2	1	3	0	4	6	0	27	0	0	0	0	0
	7:45 AM	2	7	1	1	4	1	3	2	0	2	4	0	27	0	0	0	0	0
	8:00 AM	0	4	0	2	1	1	0	3	1	3	4	0	19	0	0	0	0	0
	8:15 AM	1	4	3	1	4	2	0	7	0	2	3	2	29	0	0	0	0	0
	8:30 AM	0	1	2	1	6	1	1	5	0	4	3	1	25	0	0	0	0	0
	8:45 AM	0	7	5	0	4	0	2	1	0	3	3	2	27	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	34	21	5	31	7	7	30	3	23	25	5	194	0	0	0	0	0
	APPROACH %	5%	59%	36%	12%	72%	16%	18%	75%	8%	43%	47%	9%						
	APP/DEPART	58	/	46	43	/	57	40	/	56	53	/	35	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	3	19	6	4	14	6	4	15	1	11	17	2	102					
	APPROACH %	11%	68%	21%	17%	58%	25%	20%	75%	5%	37%	57%	7%						
	PEAK HR FACTOR		0.700			0.857			0.714			0.750		0.879					
	APP/DEPART	28	/	25	24	/	26	20	/	25	30	/	26	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	5	2	1	7	1	0	5	0	3	7	0	32	0	0	0	0	0
	4:15 PM	0	9	8	0	5	0	1	8	2	0	3	0	36	0	0	0	0	0
	4:30 PM	1	7	7	2	0	0	0	7	1	2	4	1	32	0	0	0	0	0
	4:45 PM	0	8	5	0	4	3	0	3	0	0	2	0	25	0	0	0	0	0
	5:00 PM	0	2	6	1	2	0	0	3	2	1	2	1	20	0	0	0	0	0
	5:15 PM	1	7	7	1	3	0	0	3	0	1	1	0	24	0	0	0	0	0
	5:30 PM	2	5	5	0	1	0	0	3	1	1	1	0	19	0	0	0	0	0
	5:45 PM	0	1	7	0	6	0	0	4	0	0	1	0	19	0	0	0	0	0
	VOLUMES	5	44	47	5	28	4	1	36	6	8	21	2	207	0	0	0	0	0
	APPROACH %	5%	46%	49%	14%	76%	11%	2%	84%	14%	26%	68%	6%						
	APP/DEPART	96	/	47	37	/	42	43	/	88	31	/	30	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	2	29	22	3	16	4	1	23	3	5	16	1	125					
	APPROACH %	4%	55%	42%	13%	70%	17%	4%	85%	11%	23%	73%	5%						
	PEAK HR FACTOR		0.779			0.639			0.614			0.550		0.868					
	APP/DEPART	53	/	31	23	/	24	27	/	48	22	/	22	0					



INTERSECTION TURNING MOVEMENT COUNTS

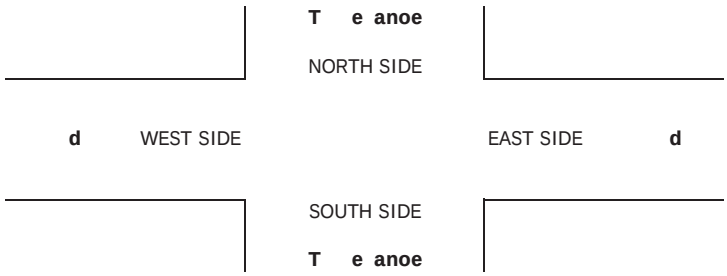
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	24
TUESDAY	EAST & WEST:	3 d	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 3 d			WESTBOUND 3 d				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	1	3	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0
	7:30 AM	0	3	0	0	1	0	0	0	0	0	1	0	5	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	1	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	2	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0
	8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	6	6	0	5	0	0	6	0	1	2	0	26	0	0	0	0	0
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	100%	0%	33%	67%	0%						
	APP/DEPART	12	/	6	5	/	6	6	/	12	3	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	6	3	0	2	0	0	3	0	1	1	0	16					
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	100%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.563			0.500			0.375			0.500		0.800					
	APP/DEPART	9	/	6	2	/	3	3	/	6	2	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	2	0	0	1	0	1	1	0	5	0	0	0	0	0
	4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	1	1	2	0	4	0	0	1	1	4	4	0	18	0	0	0	0	0
	APPROACH %	25%	25%	50%	0%	100%	0%	0%	50%	50%	50%	50%	0%						
	APP/DEPART	4	/	1	4	/	9	2	/	3	8	/	5	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	1	1	0	4	0	0	1	0	2	1	0	11					
	APPROACH %	33%	33%	33%	0%	100%	0%	0%	100%	0%	67%	33%	0%						
	PEAK HR FACTOR		0.750			0.500			0.250			0.375		0.550					
	APP/DEPART	3	/	1	4	/	6	1	/	2	3	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

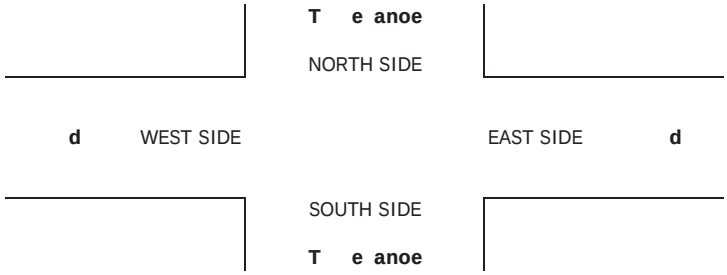
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	24
TUESDAY	EAST & WEST:	3 d	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 3 d			WESTBOUND 3 d				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
	7:30 AM	0	1	1	0	1	0	0	1	0	1	0	0	5	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	1	1	1	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	1	0	3	0	0	5	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	3	0	2	0	0	2	1	9	2	0	21	0	0	0	0	0
	APPROACH %	0%	40%	60%	0%	100%	0%	0%	67%	33%	82%	18%	0%						
	APP/DEPART	5	/	2	2	/	12	3	/	5	11	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	2	2	0	1	0	0	1	1	5	1	0	13					
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	50%	50%	83%	17%	0%						
	PEAK HR FACTOR		0.500			0.250			0.500			0.750		0.650					
	APP/DEPART	4	/	2	1	/	7	2	/	3	6	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	2	0	0	1	0	0	0	0	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	VOLUMES	0	4	0	0	7	0	0	2	0	1	1	0	15	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	50%	50%	0%						
	APP/DEPART	4	/	4	7	/	8	2	/	2	2	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	2	0	0	5	0	0	0	0	1	1	0	9					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.500			0.625			0.000			0.500		0.750					
	APP/DEPART	2	/	2	5	/	6	0	/	0	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

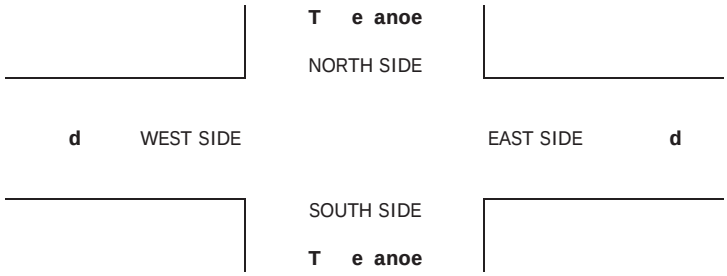
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	24
TUESDAY	EAST & WEST:	3 d	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 3 d			WESTBOUND 3 d				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	1	0	/	0	0	/	1	0	/	0	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	24
TUESDAY	EAST & WEST:	3 d	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND 3 d			WESTBOUND 3 d				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	3	1	0	0	0	0	1	0	1	3	0	9	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	1	0	0	0	0	3	0	0	0	0	0
8:00 AM	0	2	0	2	0	0	0	1	0	0	2	1	8	0	0	0	0	0
8:15 AM	0	4	0	1	2	0	0	0	0	0	2	0	9	0	0	0	0	0
8:30 AM	0	0	1	0	12	1	0	2	0	6	1	0	23	0	0	0	0	0
8:45 AM	0	0	0	0	6	0	0	2	1	3	3	0	15	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	12	2	4	20	1	0	9	1	10	14	1	75	0	0	0	0	0
APPROACH %	7%	80%	13%	16%	80%	4%	0%	90%	10%	40%	56%	4%						
APP/DEPART	15	/	13	25	/	31	10	/	15	25	/	16	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	6	1	3	20	1	0	5	1	9	8	1	55					
APPROACH %	0%	86%	14%	13%	83%	4%	0%	83%	17%	50%	44%	6%						
PEAK HR FACTOR		0.438			0.462			0.500			0.643		0.598					
APP/DEPART	7	/	7	24	/	30	6	/	9	18	/	9	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	1	1	0	3	0	0	1	0	1	3	0	11	0	0	0	0	0
4:15 PM	0	0	0	0	3	0	0	0	0	1	2	0	6	0	0	0	0	0
4:30 PM	1	0	1	1	6	0	0	1	0	0	1	0	11	0	0	0	0	0
4:45 PM	0	0	0	0	4	0	0	3	0	0	2	0	9	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0
VOLUMES	2	4	2	1	16	0	0	7	1	2	11	1	47	0	0	0	0	0
APPROACH %	25%	50%	25%	6%	94%	0%	0%	88%	13%	14%	79%	7%						
APP/DEPART	8	/	5	17	/	19	8	/	10	14	/	13	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	2	1	2	1	16	0	0	5	0	2	8	0	37					
APPROACH %	40%	20%	40%	6%	94%	0%	0%	100%	0%	20%	80%	0%						
PEAK HR FACTOR		0.417			0.607			0.417			0.625		0.841					
APP/DEPART	5	/	1	17	/	18	5	/	8	10	/	10	0					

T e anoe

NORTH SIDE

d WEST SIDE EAST SIDE **d**

SOUTH SIDE

T e anoe

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	25
	EAST & WEST:	Harry Shepard	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Ha y Shepa d			WESTBOUND Ha y Shepa d			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	1	1	3	0	1	0.5	0.5	2	0.5	0.5	
AM	7:00 AM	0	116	73	43	144	1	1	1	3	69	0	32	483
	7:15 AM	1	127	70	26	182	0	0	0	0	107	2	40	555
	7:30 AM	1	113	75	20	179	1	0	0	0	84	0	12	485
	7:45 AM	2	108	82	15	194	4	0	5	3	78	6	3	500
	8:00 AM	5	110	77	4	127	0	0	1	0	71	1	3	399
	8:15 AM	2	102	54	8	117	1	0	0	1	49	0	4	338
	8:30 AM	1	98	36	25	130	0	0	0	0	57	0	6	353
	8:45 AM	0	112	40	34	127	0	2	0	3	67	0	14	399
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	4	464	300	104	699	6	1	6	6	338	8	87	2,023
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	8	222	77	8	143	0	0	2	4	106	1	25	596
	4:15 PM	1	182	72	6	122	4	2	0	4	65	2	4	464
	4:30 PM	3	217	73	14	143	1	7	1	2	95	0	7	563
	4:45 PM	1	208	72	37	151	0	0	1	0	61	1	12	544
	5:00 PM	11	219	105	13	140	3	1	1	1	139	1	34	668
	5:15 PM	1	201	71	2	148	0	2	2	4	73	4	18	526
	5:30 PM	1	234	90	6	150	0	0	2	3	90	2	13	591
	5:45 PM	0	180	61	0	141	0	0	0	1	55	0	15	453
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	14	862	338	58	589	3	3	6	8	363	8	77	2,329

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, May 12, 15	LOCATION:	San Be na dino	PROJECT #:	SC0612	
	NORTH & SOUTH:	Tippecanoe	LOCATION #:	25	
	EAST & WEST:	Harry Shepard	CONTROL:	SIGNAL	

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Ha y Shepa d			WESTBOUND Ha y Shepa d				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0.5	ER 0.5	WL 2	WT 0.5	WR 0.5	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	108	67	41	135	1	1	1	1	58	0	28	441	0	0	0	0	0
	7:15 AM	1	113	65	24	172	0	0	0	0	96	1	37	509	1	0	0	0	1
	7:30 AM	1	101	68	13	165	1	0	0	0	73	0	12	434	0	0	0	0	0
	7:45 AM	1	97	78	15	182	4	0	2	1	74	3	3	460	0	0	0	0	0
	8:00 AM	3	102	70	4	121	0	0	1	0	58	1	3	363	2	0	0	0	2
	8:15 AM	2	93	52	6	108	1	0	0	1	40	0	3	306	1	0	0	0	1
	8:30 AM	1	90	33	14	113	0	0	0	0	49	0	5	305	1	0	0	0	1
	8:45 AM	0	96	35	18	109	0	1	0	1	57	0	11	328	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	9	800	468	135	1,105	7	2	4	4	505	5	102	3,146	5	0	0	0	5
	APPROACH %	1%	63%	37%	11%	89%	1%	20%	40%	40%	83%	1%	17%						
	APP/DEPART	1,277	/	904	1,247	/	1,619	10	/	607	612	/	16	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	419	278	93	654	6	1	3	2	301	4	80	1,844					
	APPROACH %	0%	60%	40%	12%	87%	1%	17%	50%	33%	78%	1%	21%						
	PEAK HR FACTOR		0.978			0.937			0.500			0.718		0.906					
	APP/DEPART	700	/	500	753	/	958	6	/	374	385	/	12	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	209	68	7	122	0	0	2	4	96	1	25	541	2	0	0	0	2
	4:15 PM	1	169	66	3	108	4	2	0	2	57	2	4	418	0	0	0	0	0
	4:30 PM	3	206	72	8	137	1	7	1	2	87	0	6	530	1	0	0	0	1
	4:45 PM	1	198	66	22	143	0	0	1	0	59	1	12	503	1	0	0	0	1
	5:00 PM	11	211	99	8	134	1	1	1	1	130	1	33	631	10	0	0	0	10
	5:15 PM	1	189	63	2	138	0	2	2	2	69	3	17	488	0	0	0	0	0
	5:30 PM	1	225	80	5	142	0	0	1	2	81	2	13	552	1	0	0	0	1
	5:45 PM	0	172	56	0	131	0	0	0	1	50	0	11	421	0	0	0	0	0
	VOLUMES	25	1,579	570	55	1,055	6	12	8	14	629	10	121	4,084	15	0	0	0	15
	APPROACH %	1%	73%	26%	5%	95%	1%	35%	24%	41%	83%	1%	16%						
	APP/DEPART	2,174	/	1,712	1,116	/	1,713	34	/	633	760	/	26	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	14	823	308	37	557	1	3	5	5	339	7	75	2,174					
	APPROACH %	1%	72%	27%	6%	94%	0%	23%	38%	38%	81%	2%	18%						
	PEAK HR FACTOR		0.892			0.902			0.542			0.642		0.861					
	APP/DEPART	1,145	/	901	595	/	913	13	/	350	421	/	10	0					

T e anoe

NORTH SIDE

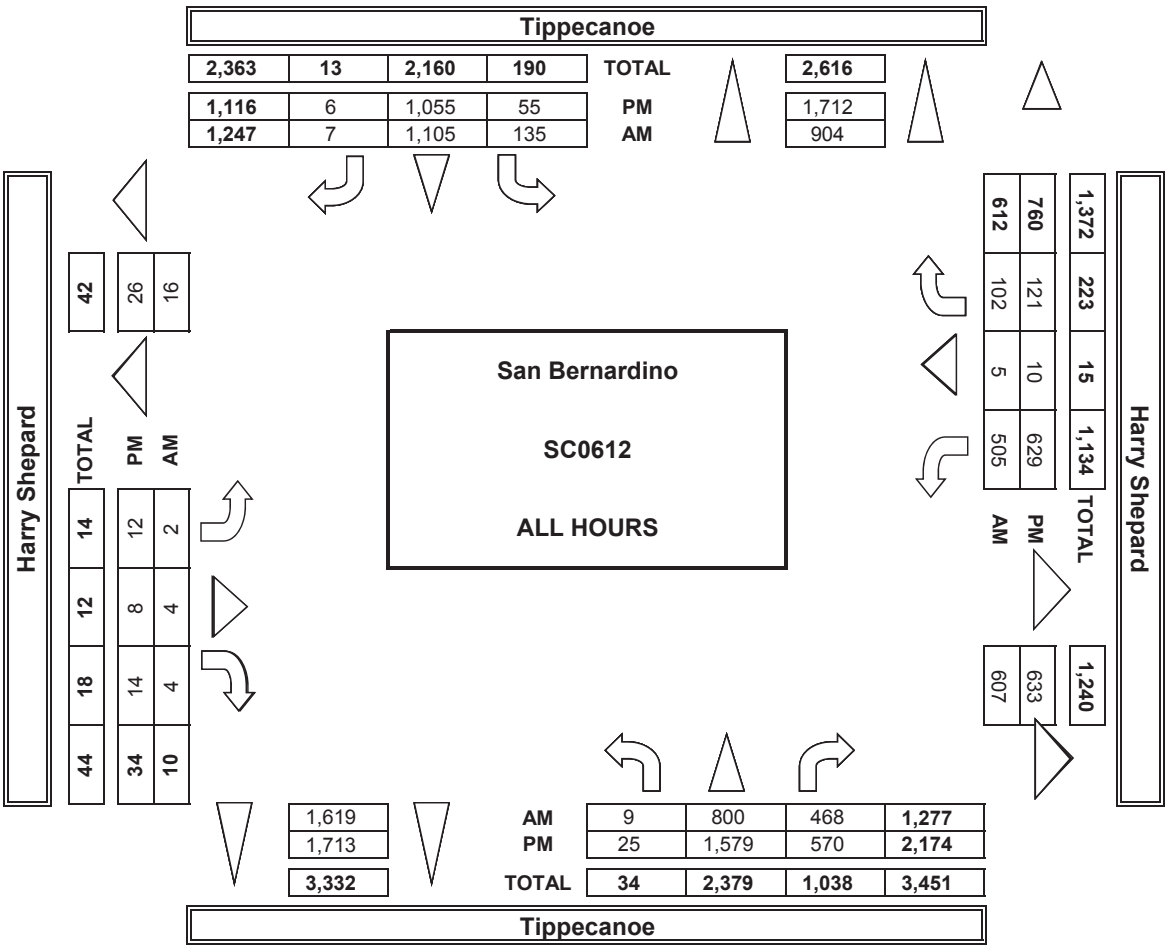
a y S e a d WEST SIDE EAST SIDE a y S e a d

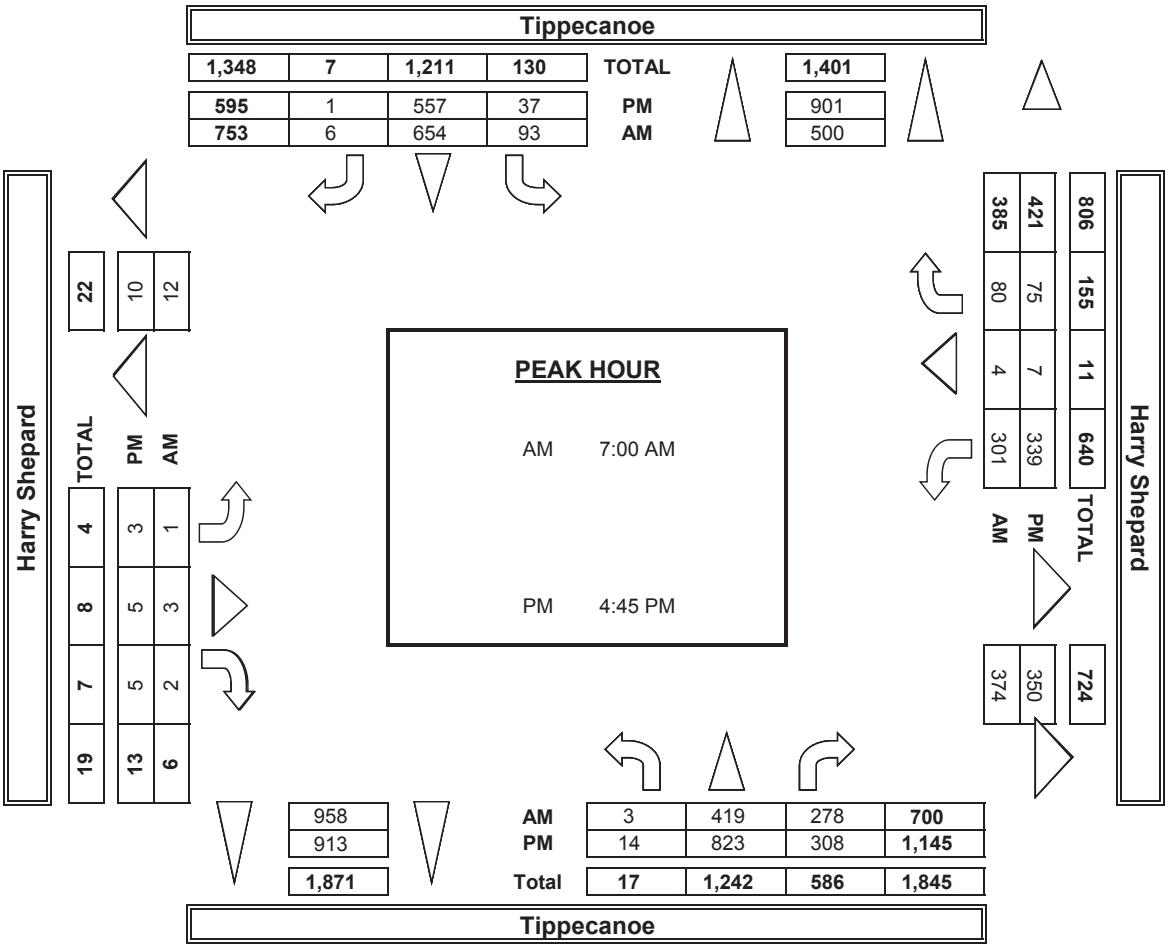
SOUTH SIDE

T e anoe

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	25
TUESDAY	EAST & WEST:	Ha y Shepa d	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Ha y Shepa d			WESTBOUND Ha y Shepa d				U-TURNS				
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0.5	ER 0.5	WL 2	WT 0.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	101	62	39	126	1	1	1	0	49	0	24	404	0	0	0	0	0
7:15 AM	1	102	62	22	163	0	0	0	0	89	0	34	473	1	0	0	0	1
7:30 AM	1	93	64	7	153	1	0	0	0	65	0	12	396	0	0	0	0	0
7:45 AM	0	88	74	15	174	4	0	0	0	71	1	3	430	0	0	0	0	0
8:00 AM	2	94	65	4	116	0	0	1	0	47	1	3	333	2	0	0	0	2
8:15 AM	2	84	50	4	101	1	0	0	1	33	0	2	278	1	0	0	0	1
8:30 AM	1	83	31	3	97	0	0	0	0	43	0	4	262	1	0	0	0	1
8:45 AM	0	82	31	2	93	0	0	0	0	49	0	8	265	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	7	727	439	96	1,023	7	1	2	1	446	2	90	2,841	5	0	0	0	5
APPROACH %	1%	62%	37%	9%	91%	1%	25%	50%	25%	83%	0%	17%						
APP/DEPART	1,173	/	818	1,126	/	1,475	4	/	537	538	/	11	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	1	384	262	83	616	6	1	1	0	274	1	73	1,703					
APPROACH %	0%	59%	40%	12%	87%	1%	50%	50%	0%	79%	0%	21%						
PEAK HR FACTOR		0.982			0.913			0.250			0.707		0.900					
APP/DEPART	648	/	458	705	/	891	2	/	346	348	/	8	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	6	197	62	6	104	0	0	2	4	88	1	25	495	2	0	0	0	2
4:15 PM	1	158	60	0	96	4	2	0	1	51	2	4	379	0	0	0	0	0
4:30 PM	3	196	71	2	131	1	7	1	2	80	0	5	499	1	0	0	0	1
4:45 PM	1	189	62	8	136	0	0	1	0	58	1	12	468	1	0	0	0	1
5:00 PM	11	205	94	3	129	0	1	1	1	123	1	32	601	10	0	0	0	10
5:15 PM	1	177	56	2	131	0	2	2	1	66	2	16	456	0	0	0	0	0
5:30 PM	1	216	72	4	136	0	0	0	1	73	2	13	518	1	0	0	0	1
5:45 PM	0	165	52	0	122	0	0	0	1	47	0	7	394	0	0	0	0	0
VOLUMES	24	1,503	529	25	985	5	12	7	11	586	9	114	3,810	15	0	0	0	15
APPROACH %	1%	73%	26%	2%	97%	0%	40%	23%	37%	83%	1%	16%						
APP/DEPART	2,056	/	1,629	1,015	/	1,597	30	/	561	709	/	23	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	2	787	284	17	532	0	3	4	3	320	6	73	2,043					
APPROACH %	0%	73%	26%	3%	97%	0%	30%	40%	30%	80%	2%	18%						
PEAK HR FACTOR		0.875			0.953			0.500			0.639		0.850					
APP/DEPART	1,085	/	863	549	/	867	10	/	305	399	/	8	0					

T e anoe — NORTH SIDE

a y S e a d — WEST SIDE — EAST SIDE — **a y S e a d**

SOUTH SIDE — **T e anoe**

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	25
TUESDAY	EAST & WEST:	Ha y Shepa d	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Ha y Shepa d			WESTBOUND Ha y Shepa d				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0.5	ER 0.5	WL 2	WT 0.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	5	2	2	9	0	0	0	0	3	0	1	22	0	0	0	0	0
	7:15 AM	0	8	1	0	7	0	0	0	0	1	1	2	20	0	0	0	0	0
	7:30 AM	0	3	1	1	9	0	0	0	0	3	0	0	17	0	0	0	0	0
	7:45 AM	1	6	2	0	3	0	0	1	0	2	1	0	16	0	0	0	0	0
	8:00 AM	0	6	3	0	4	0	0	0	0	4	0	0	17	0	0	0	0	0
	8:15 AM	0	6	0	0	5	0	0	0	0	5	0	1	17	0	0	0	0	0
	8:30 AM	0	5	0	0	7	0	0	0	0	2	0	1	15	0	0	0	0	0
	8:45 AM	0	11	1	0	6	0	1	0	0	4	0	3	26	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	50	10	3	50	0	1	1	0	24	2	8	150	0	0	0	0	0
	APPROACH %	2%	82%	16%	6%	94%	0%	50%	50%	0%	71%	6%	24%						
	APP/DEPART	61	/	59	53	/	74	2	/	14	34	/	3	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	28	4	0	22	0	1	0	0	15	0	5	75					
	APPROACH %	0%	88%	13%	0%	100%	0%	100%	0%	0%	75%	0%	25%						
	PEAK HR FACTOR		0.667			0.500			0.250			0.714		0.721					
	APP/DEPART	32	/	34	22	/	37	1	/	4	20	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	8	3	0	13	0	0	0	0	3	0	0	28	0	0	0	0	0
	4:15 PM	0	9	4	0	3	0	0	0	0	4	0	0	20	0	0	0	0	0
	4:30 PM	0	8	1	0	5	0	0	0	0	4	0	1	19	0	0	0	0	0
	4:45 PM	0	8	1	0	5	0	0	0	0	0	0	0	14	0	0	0	0	0
	5:00 PM	0	4	3	0	4	0	0	0	0	2	0	0	13	0	0	0	0	0
	5:15 PM	0	11	3	0	3	0	0	0	0	2	1	1	21	0	0	0	0	0
	5:30 PM	0	9	4	0	4	0	0	1	1	6	0	0	25	0	0	0	0	0
	5:45 PM	0	6	1	0	8	0	0	0	0	1	0	1	17	0	0	0	0	0
	VOLUMES	1	63	20	0	45	0	0	1	1	22	1	3	157	0	0	0	0	0
	APPROACH %	1%	75%	24%	0%	100%	0%	0%	50%	50%	85%	4%	12%						
	APP/DEPART	84	/	66	45	/	68	2	/	21	26	/	2	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	33	9	0	26	0	0	0	0	11	0	1	81					
	APPROACH %	2%	77%	21%	0%	100%	0%	0%	0%	0%	92%	0%	8%						
	PEAK HR FACTOR		0.827			0.500			0.000			0.600		0.723					
	APP/DEPART	43	/	34	26	/	37	0	/	9	12	/	1	0					

T e anoe

NORTH SIDE

a y S e a d WEST SIDE EAST SIDE **a y S e a d**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	25
TUESDAY	EAST & WEST:	Ha y Shepa d	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Ha y Shepa d			WESTBOUND Ha y Shepa d				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0.5	ER 0.5	WL 2	WT 0.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	8:45 AM	0	1	1	0	2	0	0	0	0	1	0	0	5	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	7	1	0	6	0	0	0	0	4	0	0	18	0	0	0	0	0
	APPROACH %	0%	88%	13%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	8	/	7	6	/	10	0	/	1	4	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	2	1	0	4	0	0	0	0	3	0	0	10					
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.375			0.500			0.000			0.750		0.500					
	APP/DEPART	3	/	2	4	/	7	0	/	1	3	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0
	5:15 PM	0	0	1	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	VOLUMES	0	2	5	1	8	1	0	0	0	2	0	0	19	0	0	0	0	0
	APPROACH %	0%	29%	71%	10%	80%	10%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	7	/	2	10	/	10	0	/	6	2	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	4	1	5	1	0	0	0	1	0	0	13					
	APPROACH %	0%	20%	80%	14%	71%	14%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.417			0.583			0.000			0.250		0.813					
	APP/DEPART	5	/	1	7	/	6	0	/	5	1	/	1	0					

T e anoe

NORTH SIDE

a y S e a d WEST SIDE EAST SIDE **a y S e a d**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	25
TUESDAY	EAST & WEST:	Ha y Shepa d	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Ha y Shepa d			WESTBOUND Ha y Shepa d				U-TURNS				
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0.5	ER 0.5	WL 2	WT 0.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	1	1	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0
7:15 AM	0	2	2	0	1	0	0	0	0	4	0	0	9	0	0	0	0	0
7:30 AM	0	2	3	1	2	0	0	0	0	3	0	0	11	0	0	0	0	0
7:45 AM	0	1	0	0	3	0	0	1	1	1	1	0	8	0	0	0	0	0
8:00 AM	1	0	2	0	1	0	0	0	0	2	0	0	6	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	1	1	0	0	4	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	7	9	1	9	0	0	1	3	14	1	0	46	0	0	0	0	0
APPROACH %	6%	41%	53%	10%	90%	0%	0%	25%	75%	93%	7%	0%						
APP/DEPART	17	/	7	10	/	26	4	/	11	15	/	2	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	1	5	7	1	7	0	0	1	1	10	1	0	34					
APPROACH %	8%	38%	54%	13%	88%	0%	0%	50%	50%	91%	9%	0%						
PEAK HR FACTOR		0.650			0.667			0.250			0.688		0.773					
APP/DEPART	13	/	5	8	/	18	2	/	9	11	/	2	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	3	0	2	0	0	0	0	2	0	0	8	0	0	0	0	0
4:15 PM	0	2	0	0	1	0	0	0	1	2	0	0	6	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
4:45 PM	0	1	2	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
5:00 PM	0	1	1	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	0
5:30 PM	0	0	0	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
VOLUMES	0	6	6	0	8	0	0	0	2	10	0	0	32	0	0	0	0	0
APPROACH %	0%	50%	50%	0%	100%	0%	0%	0%	100%	100%	0%	0%						
APP/DEPART	12	/	6	8	/	20	2	/	6	10	/	0	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	4	5	0	3	0	0	0	1	6	0	0	19					
APPROACH %	0%	44%	56%	0%	100%	0%	0%	0%	100%	100%	0%	0%						
PEAK HR FACTOR		0.563			0.375			0.250			0.750		0.594					
APP/DEPART	9	/	4	3	/	10	1	/	5	6	/	0	0					

T e anoe

NORTH SIDE

a y S e a d WEST SIDE EAST SIDE **a y S e a d**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	25
TUESDAY	EAST & WEST:	Ha y Shepa d	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Ha y Shepa d			WESTBOUND Ha y Shepa d				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 0	EL 1	ET 0.5	ER 0.5	WL 2	WT 0.5	WR 0.5	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					

T e anoe

NORTH SIDE

a y S e a d WEST SIDE EAST SIDE **a y S e a d**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	25
TUESDAY	EAST & WEST:	Ha y Shepa d	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Ha y Shepa d			WESTBOUND Ha y Shepa d				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	3	1	1	3	0	1	0.5	0.5	2	0.5	0.5						
AM																		
7:00 AM	0	1	2	0	0	0	0	0	0	4	0	3	10	0	0	0	0	0
7:15 AM	0	0	0	2	1	0	0	0	0	2	0	1	6	0	0	0	0	0
7:30 AM	0	0	0	4	0	0	0	0	0	2	0	0	6	0	0	0	0	0
7:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:00 AM	0	2	0	0	0	0	0	0	0	5	0	0	7	0	0	0	0	0
8:15 AM	0	3	2	2	0	0	0	0	0	0	0	0	7	0	0	0	0	0
8:30 AM	0	1	1	11	8	0	0	0	0	2	0	0	23	0	0	0	0	0
8:45 AM	0	1	2	16	7	0	0	0	0	2	0	0	28	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	9	9	35	16	0	0	0	0	17	0	4	90	0	0	0	0	0
APPROACH %	0%	50%	50%	69%	31%	0%	0%	0%	0%	81%	0%	19%						
APP/DEPART	18	/	13	51	/	33	0	/	44	21	/	0	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	7	5	29	15	0	0	0	0	9	0	0	65					
APPROACH %	0%	58%	42%	66%	34%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.600			0.478			0.000			0.450		0.580					
APP/DEPART	12	/	7	44	/	24	0	/	34	9	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	3	0	1	2	0	0	0	0	3	0	0	9	0	0	0	0	0
4:15 PM	0	0	2	3	4	0	0	0	0	0	0	0	9	0	0	0	0	0
4:30 PM	0	1	0	6	1	0	0	0	0	2	0	0	10	0	0	0	0	0
4:45 PM	0	0	1	13	0	0	0	0	0	0	0	0	14	0	0	0	0	0
5:00 PM	0	0	1	5	0	0	0	0	0	3	0	1	10	0	0	0	0	0
5:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	0	1	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0
VOLUMES	0	4	10	29	7	0	0	0	0	9	0	4	63	0	0	0	0	0
APPROACH %	0%	29%	71%	81%	19%	0%	0%	0%	0%	69%	0%	31%						
APP/DEPART	14	/	8	36	/	16	0	/	39	13	/	0	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	1	4	27	5	0	0	0	0	5	0	1	43					
APPROACH %	0%	20%	80%	84%	16%	0%	0%	0%	0%	83%	0%	17%						
PEAK HR FACTOR		0.625			0.615			0.000			0.375		0.768					
APP/DEPART	5	/	2	32	/	10	0	/	31	6	/	0	0					

T e anoe

NORTH SIDE

a y S e a d WEST SIDE EAST SIDE **a y S e a d**

SOUTH SIDE

T e anoe

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	26
	EAST & WEST:	Mill	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Mill			WESTBOUND Mill			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	3	0	1	2	1	1.5	0.5	1	1	2	1	
AM	7:00 AM	38	167	0	1	170	31	43	4	29	12	12	2	509
	7:15 AM	41	144	0	8	265	60	40	9	43	3	3	3	619
	7:30 AM	35	159	0	3	168	53	27	6	36	6	6	6	505
	7:45 AM	44	170	0	9	221	58	24	15	45	6	3	3	598
	8:00 AM	37	148	0	1	176	51	45	3	42	8	10	0	521
	8:15 AM	34	133	1	7	119	31	37	16	26	3	0	0	407
	8:30 AM	29	105	0	0	147	31	29	9	42	6	5	3	406
	8:45 AM	31	102	0	1	155	40	34	9	29	12	6	4	423
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	157	621	0	21	830	222	136	33	166	23	22	12	2,243
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	21	228	0	1	189	42	52	3	49	12	6	8	611
	4:15 PM	32	224	0	0	176	38	45	0	46	0	5	3	569
	4:30 PM	25	230	0	1	198	38	49	8	80	6	4	1	640
	4:45 PM	20	252	0	0	171	44	40	3	51	9	16	2	608
	5:00 PM	29	216	0	0	211	67	63	6	72	6	15	3	688
	5:15 PM	24	228	0	2	209	37	58	3	42	3	12	2	620
	5:30 PM	50	264	0	2	190	35	67	3	62	3	15	5	696
	5:45 PM	42	203	0	3	185	30	41	0	49	1	3	3	560
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	123	960	0	4	781	183	228	15	227	21	58	12	2,612

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, May 12, 15

LOCATION: San Be na dino
NORTH & SOUTH: Tippecanoe
EAST & WEST: Mill

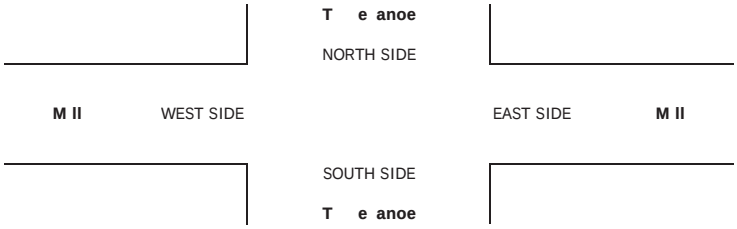
PROJECT #: SC0612
LOCATION #: 26
CONTROL: SIGNAL

NOTES:

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

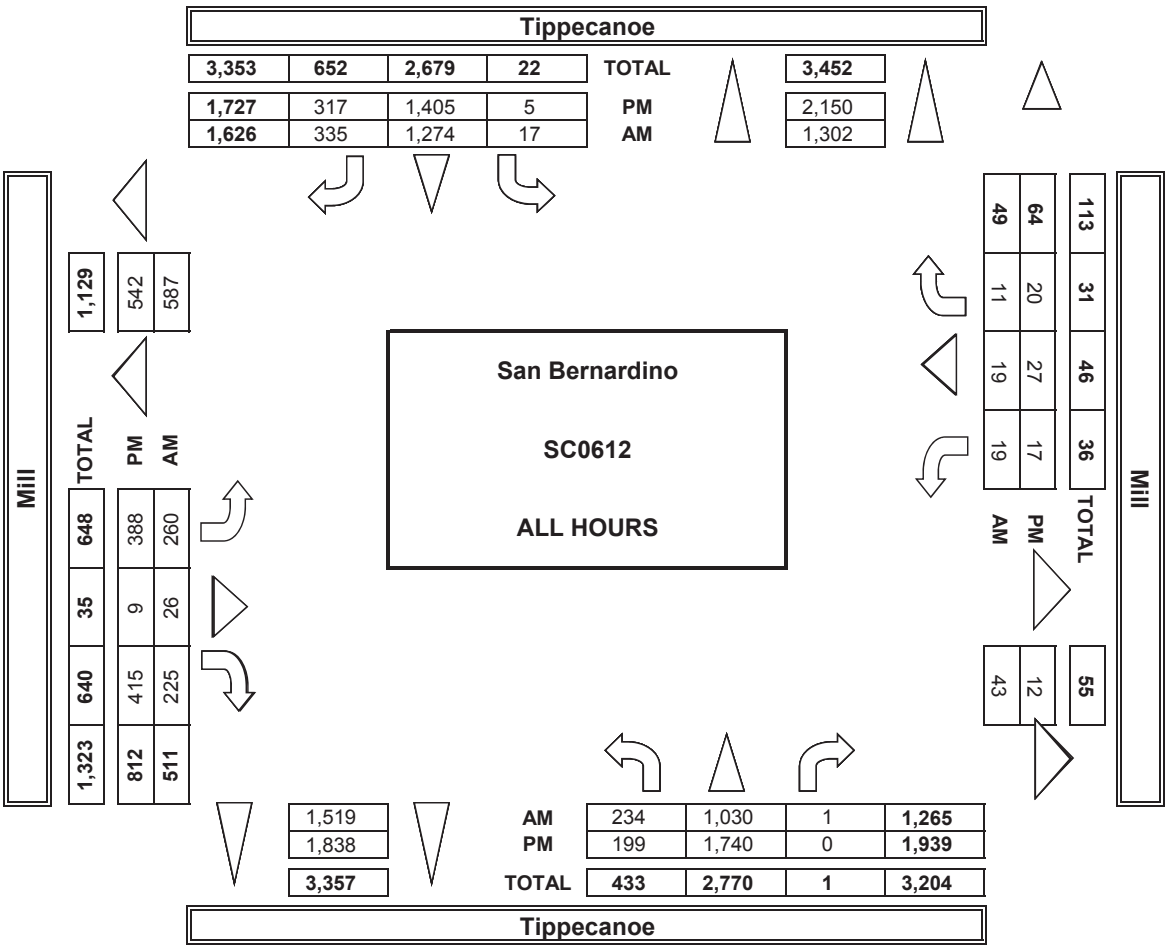
Add U-Turns to Left Turns

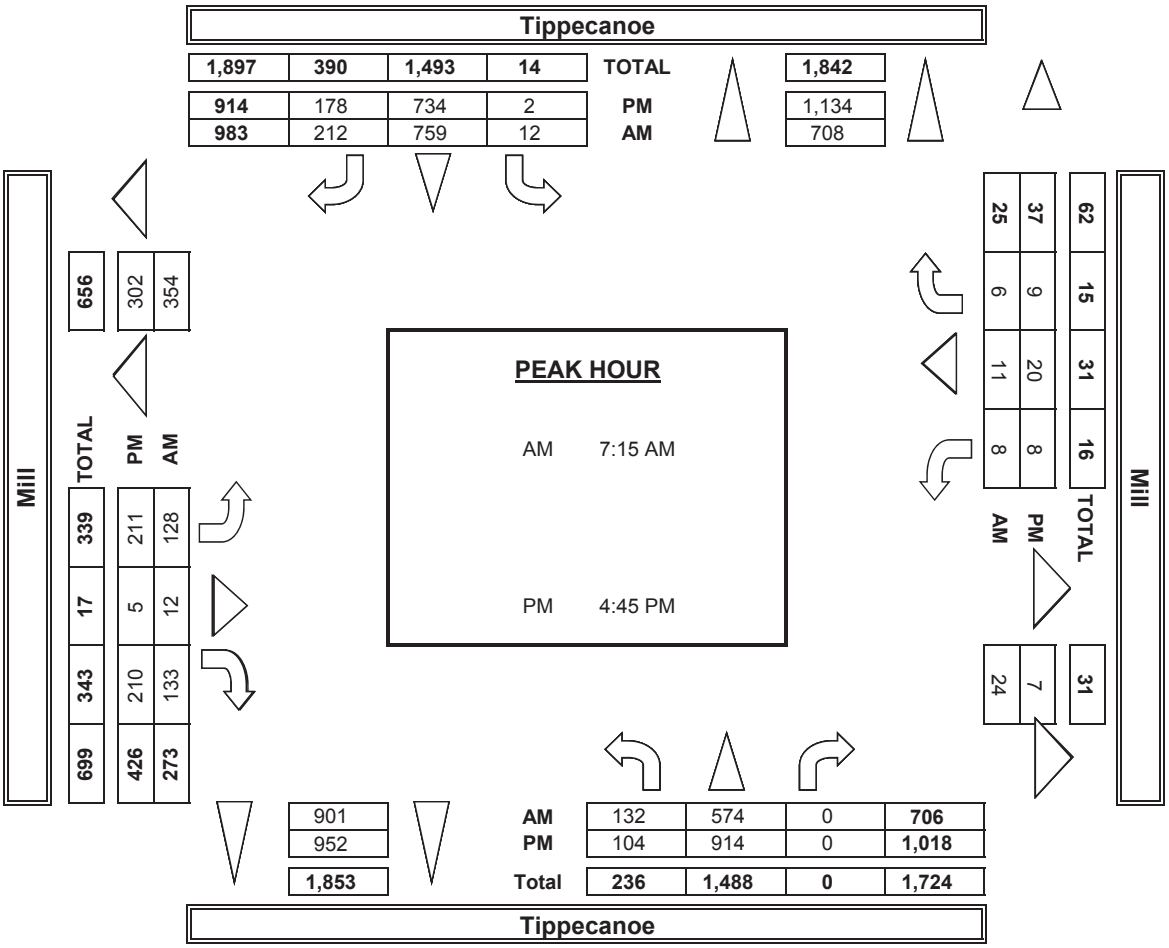
		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Mill			WESTBOUND Mill				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 0.5	ER 1	WL 1	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	32	149	0	1	151	28	41	2	25	4	4	2	439	0	0	0	0	0
	7:15 AM	36	133	0	6	242	57	38	3	35	1	1	2	554	0	0	0	0	0
	7:30 AM	32	146	0	2	153	52	27	2	32	2	2	2	452	0	0	0	0	0
	7:45 AM	36	155	0	3	209	57	23	6	33	2	1	2	527	1	0	0	0	1
	8:00 AM	28	140	0	1	155	46	40	1	33	3	7	0	454	0	0	0	0	0
	8:15 AM	28	121	1	3	109	30	34	6	18	1	0	0	351	0	0	0	0	0
	8:30 AM	22	98	0	0	127	30	27	3	26	2	2	1	338	0	0	0	0	0
	8:45 AM	20	88	0	1	128	35	30	3	23	4	2	2	336	0	1	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	234	1,030	1	17	1,274	335	260	26	225	19	19	11	3,451	1	1	0	0	2
	APPROACH %	18%	81%	0%	1%	78%	21%	51%	5%	44%	39%	39%	22%						
	APP/DEPART	1,265	/	1,302	1,626	/	1,519	511	/	43	49	/	587	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	132	574	0	12	759	212	128	12	133	8	11	6	1,987					
	APPROACH %	19%	81%	0%	1%	77%	22%	47%	4%	49%	32%	44%	24%						
	PEAK HR FACTOR		0.924			0.806			0.898			0.625		0.897					
	APP/DEPART	706	/	708	983	/	901	273	/	24	25	/	354	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	17	212	0	1	166	42	50	1	43	6	2	7	547	1	1	0	0	2
	4:15 PM	22	203	0	0	153	32	44	0	42	0	2	2	500	0	0	0	0	0
	4:30 PM	23	220	0	1	181	36	46	3	75	2	2	1	590	0	1	0	0	1
	4:45 PM	18	238	0	0	162	44	36	1	44	3	6	2	554	0	0	0	0	0
	5:00 PM	22	208	0	0	197	66	59	2	69	3	5	2	633	0	0	0	0	0
	5:15 PM	19	213	0	1	194	34	54	1	40	1	4	1	562	0	0	0	0	0
	5:30 PM	45	255	0	1	181	34	62	1	57	1	5	4	646	0	0	0	0	0
	5:45 PM	33	191	0	1	171	29	37	0	45	1	1	1	510	0	0	0	0	0
	VOLUMES	199	1,740	0	5	1,405	317	388	9	415	17	27	20	4,542	1	2	0	0	3
	APPROACH %	10%	90%	0%	0%	81%	18%	48%	1%	51%	27%	42%	31%						
	APP/DEPART	1,939	/	2,150	1,727	/	1,838	812	/	12	64	/	542	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	104	914	0	2	734	178	211	5	210	8	20	9	2,395					
	APPROACH %	10%	90%	0%	0%	80%	19%	50%	1%	49%	22%	54%	24%						
	PEAK HR FACTOR		0.848			0.869			0.819			0.841		0.927					
	APP/DEPART	1,018	/	1,134	914	/	952	426	/	7	37	/	302	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

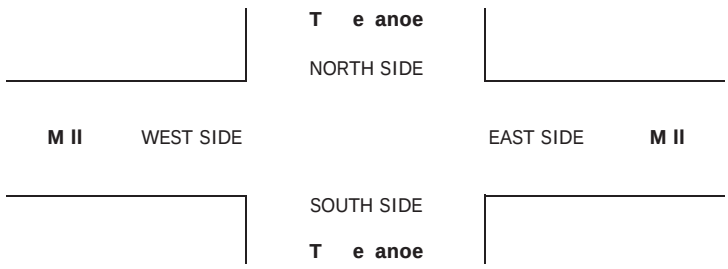
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	26
TUESDAY	EAST & WEST:	Mill	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Mill			WESTBOUND Mill				U-TURNS				
LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 0.5	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	28	134	0	1	134	25	39	1	22	0	0	2	386	0	0	0	0	0
7:15 AM	33	125	0	5	225	54	36	0	30	0	0	1	509	0	0	0	0	0
7:30 AM	30	138	0	1	141	51	27	0	29	0	0	0	417	0	0	0	0	0
7:45 AM	31	142	0	0	200	56	22	1	25	0	0	1	478	1	0	0	0	1
8:00 AM	23	132	0	1	139	42	36	0	27	0	5	0	405	0	0	0	0	0
8:15 AM	24	111	1	1	100	29	31	0	13	0	0	0	310	0	0	0	0	0
8:30 AM	17	93	0	0	109	29	25	0	15	0	0	0	288	0	0	0	0	0
8:45 AM	12	75	0	1	105	31	26	0	19	0	0	1	270	0	1	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	198	950	1	10	1,153	317	242	2	180	0	5	5	3,063	1	1	0	0	2
APPROACH %	17%	83%	0%	1%	78%	21%	57%	0%	42%	0%	50%	50%						
APP/DEPART	1,149	/	1,198	1,480	/	1,334	424	/	12	10	/	519	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	116	537	0	7	705	203	121	1	111	0	5	2	1,809					
APPROACH %	18%	82%	0%	1%	77%	22%	52%	0%	48%	0%	71%	29%						
PEAK HR FACTOR		0.945			0.805			0.883			0.350		0.889					
APP/DEPART	654	/	660	915	/	817	233	/	8	7	/	324	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	14	200	0	1	146	42	48	0	38	3	0	6	498	1	1	0	0	2
4:15 PM	15	184	0	0	136	27	43	0	39	0	0	1	445	0	0	0	0	0
4:30 PM	22	210	0	1	166	34	43	0	71	0	1	1	549	0	1	0	0	1
4:45 PM	16	228	0	0	155	44	32	0	39	0	1	2	517	0	0	0	0	0
5:00 PM	18	203	0	0	185	65	55	0	66	1	0	1	594	0	0	0	0	0
5:15 PM	16	198	0	0	183	32	51	0	38	0	0	0	518	0	0	0	0	0
5:30 PM	42	247	0	0	175	33	58	0	54	0	0	3	612	0	0	0	0	0
5:45 PM	28	180	0	0	159	28	33	0	42	1	0	0	471	0	0	0	0	0
VOLUMES	171	1,650	0	2	1,305	305	363	0	387	5	2	14	4,204	1	2	0	0	3
APPROACH %	9%	91%	0%	0%	81%	19%	48%	0%	52%	24%	10%	67%						
APP/DEPART	1,821	/	2,029	1,612	/	1,698	750	/	0	21	/	477	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	92	876	0	0	698	174	196	0	197	1	1	6	2,241					
APPROACH %	10%	90%	0%	0%	80%	20%	50%	0%	50%	13%	13%	75%						
PEAK HR FACTOR		0.837			0.872			0.812			0.667		0.915					
APP/DEPART	968	/	1,078	872	/	896	393	/	0	8	/	267	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	26
TUESDAY	EAST & WEST:	Mill	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Mill			WESTBOUND Mill				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 0.5	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	9	0	0	10	3	2	0	2	0	0	0	28	0	0	0	0	0
	7:15 AM	1	5	0	0	9	2	1	0	2	0	0	1	21	0	0	0	0	0
	7:30 AM	1	2	0	1	7	0	0	0	2	0	0	0	13	0	0	0	0	0
	7:45 AM	1	8	0	0	6	1	1	1	3	0	0	1	22	0	0	0	0	0
	8:00 AM	1	6	0	0	6	3	3	0	3	1	1	0	24	0	0	0	0	0
	8:15 AM	1	4	0	0	8	1	2	2	2	0	0	0	20	0	0	0	0	0
	8:30 AM	3	2	0	0	9	1	1	0	6	0	1	0	23	0	0	0	0	0
	8:45 AM	4	9	0	0	7	2	4	0	2	0	0	0	28	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	14	45	0	1	62	13	14	3	22	1	2	2	179	0	0	0	0	0
	APPROACH %	24%	76%	0%	1%	82%	17%	36%	8%	56%	20%	40%	40%						
	APP/DEPART	59	/	61	76	/	85	39	/	4	5	/	29	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	9	21	0	0	30	7	10	2	13	1	2	0	95					
	APPROACH %	30%	70%	0%	0%	81%	19%	40%	8%	52%	33%	67%	0%						
	PEAK HR FACTOR		0.577			0.925			0.893			0.375		0.848					
	APP/DEPART	30	/	31	37	/	44	25	/	2	3	/	18	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	6	0	0	10	0	1	0	3	0	0	1	23	0	0	0	0	0
	4:15 PM	4	14	0	0	7	4	1	0	2	0	1	1	34	0	0	0	0	0
	4:30 PM	0	9	0	0	11	0	3	1	3	0	0	0	27	0	0	0	0	0
	4:45 PM	2	5	0	0	4	0	4	0	3	0	0	0	18	0	0	0	0	0
	5:00 PM	1	2	0	0	9	0	3	0	3	1	0	1	20	0	0	0	0	0
	5:15 PM	1	11	0	1	5	1	2	0	2	0	0	1	24	0	0	0	0	0
	5:30 PM	1	6	0	1	2	1	3	0	1	0	0	1	16	0	0	0	0	0
	5:45 PM	1	8	0	0	10	1	4	0	2	0	0	0	26	0	0	0	0	0
	VOLUMES	12	61	0	2	58	7	21	1	19	1	1	5	188	0	0	0	0	0
	APPROACH %	16%	84%	0%	3%	87%	10%	51%	2%	46%	14%	14%	71%						
	APP/DEPART	73	/	87	67	/	78	41	/	3	7	/	20	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	8	34	0	0	32	4	9	1	11	0	1	2	102					
	APPROACH %	19%	81%	0%	0%	89%	11%	43%	5%	52%	0%	33%	67%						
	PEAK HR FACTOR		0.583			0.818			0.750			0.375		0.750					
	APP/DEPART	42	/	45	36	/	43	21	/	1	3	/	13	0					

T e anoe

NORTH SIDE

M ll WEST SIDE EAST SIDE **M ll**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

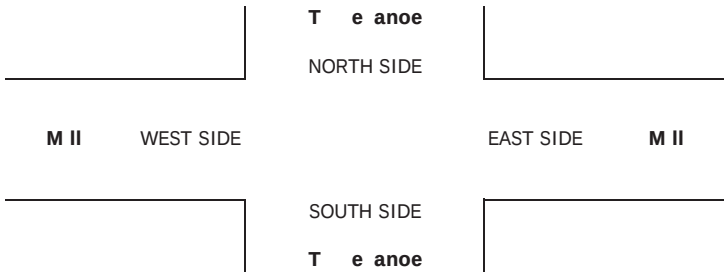
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	26
TUESDAY	EAST & WEST:	Mill	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Mill			WESTBOUND Mill				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 0.5	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0
	7:45 AM	2	1	0	0	1	0	0	0	2	0	0	0	6	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	0
	8:15 AM	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	0	0
	8:45 AM	2	2	0	0	3	1	0	0	0	0	0	0	8	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	6	7	0	0	10	1	0	0	5	1	0	2	32	0	0	0	0	0
	APPROACH %	46%	54%	0%	0%	91%	9%	0%	0%	100%	33%	0%	67%						
	APP/DEPART	13	/	9	11	/	16	5	/	0	3	/	7	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	4	3	0	0	7	1	0	0	1	1	0	1	18					
	APPROACH %	57%	43%	0%	0%	88%	13%	0%	0%	100%	50%	0%	50%						
	PEAK HR FACTOR		0.438			0.500			0.250			0.500		0.563					
	APP/DEPART	7	/	4	8	/	9	1	/	0	2	/	5	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	2	0	0	1	2	0	0	0	5	0	0	0	0	0
	4:15 PM	0	1	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	1	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	2	0	1	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	2	4	0	0	9	1	2	1	2	1	0	0	22	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	90%	10%	40%	20%	40%	100%	0%	0%						
	APP/DEPART	6	/	6	10	/	12	5	/	1	1	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	2	0	0	5	1	0	1	2	1	0	0	13					
	APPROACH %	33%	67%	0%	0%	83%	17%	0%	33%	67%	100%	0%	0%						
	PEAK HR FACTOR		0.750			0.750			0.250			0.250		0.650					
	APP/DEPART	3	/	2	6	/	8	3	/	1	1	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

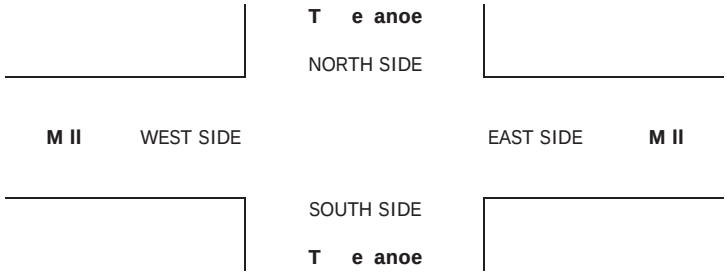
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	26
TUESDAY	EAST & WEST:	Mill	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Mill			WESTBOUND Mill				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 0.5	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	2	0	0	1	0	0	1	0	4	4	0	14	0	0	0	0	0
	7:15 AM	2	3	0	1	6	0	0	3	3	1	1	0	20	0	0	0	0	0
	7:30 AM	1	4	0	0	3	0	0	2	0	2	2	1	15	0	0	0	0	0
	7:45 AM	2	1	0	3	2	0	0	4	3	2	1	0	18	0	0	0	0	0
	8:00 AM	4	0	0	0	4	1	1	1	2	1	1	0	15	0	0	0	0	0
	8:15 AM	1	2	0	2	0	0	0	4	3	1	0	0	13	0	0	0	0	0
	8:30 AM	2	1	0	0	1	0	0	3	5	2	1	0	15	0	0	0	0	0
	8:45 AM	2	0	0	0	2	0	0	3	2	4	2	1	16	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	16	13	0	6	19	1	1	21	18	17	12	2	126	0	0	0	0	0
	APPROACH %	55%	45%	0%	23%	73%	4%	3%	53%	45%	55%	39%	6%						
	APP/DEPART	29	/	16	26	/	54	40	/	27	31	/	29	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	9	8	0	4	15	1	1	10	8	6	5	1	68					
	APPROACH %	53%	47%	0%	20%	75%	5%	5%	53%	42%	50%	42%	8%						
	PEAK HR FACTOR		0.850			0.714			0.679			0.600		0.850					
	APP/DEPART	17	/	10	20	/	29	19	/	14	12	/	15	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	4	0	0	2	0	0	0	0	3	2	0	12	0	0	0	0	0
	4:15 PM	3	1	0	0	5	0	0	0	1	0	1	0	11	0	0	0	0	0
	4:30 PM	0	0	0	0	2	0	0	2	1	2	1	0	8	0	0	0	0	0
	4:45 PM	0	3	0	0	1	0	0	1	2	2	5	0	14	0	0	0	0	0
	5:00 PM	3	2	0	0	2	0	0	2	0	1	5	0	15	0	0	0	0	0
	5:15 PM	2	0	0	0	3	1	0	1	0	1	4	0	12	0	0	0	0	0
	5:30 PM	2	0	0	0	2	0	0	1	2	1	5	0	13	0	0	0	0	0
	5:45 PM	3	1	0	1	1	0	0	0	1	0	1	1	9	0	0	0	0	0
	VOLUMES	14	11	0	1	18	1	0	7	7	10	24	1	94	0	0	0	0	0
	APPROACH %	56%	44%	0%	5%	90%	5%	0%	50%	50%	29%	69%	3%						
	APP/DEPART	25	/	12	20	/	35	14	/	8	35	/	39	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	7	5	0	0	8	1	0	5	4	5	19	0	54					
	APPROACH %	58%	42%	0%	0%	89%	11%	0%	56%	44%	21%	79%	0%						
	PEAK HR FACTOR		0.600			0.563			0.750			0.857		0.900					
	APP/DEPART	12	/	5	9	/	17	9	/	5	24	/	27	0					



INTERSECTION TURNING MOVEMENT COUNTS

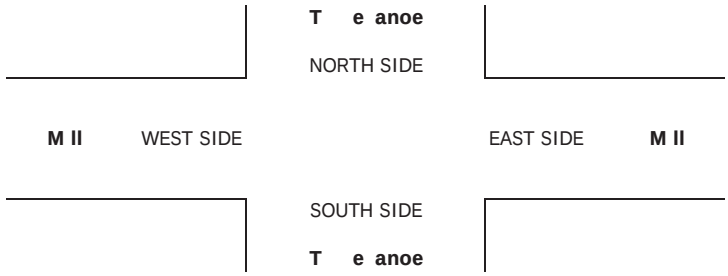
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	26
TUESDAY	EAST & WEST:	Mill	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Mill			WESTBOUND Mill				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 0.5	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	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	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	26
TUESDAY	EAST & WEST:	Mill	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Mill			WESTBOUND Mill				U-TURNS				
	LANES:	NL 1	NT 3	NR 0	SL 1	ST 2	SR 1	EL 1.5	ET 0.5	ER 1	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0	0
	7:15 AM	0	0	0	0	2	1	1	0	0	0	0	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	2	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0
	8:15 AM	0	4	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	1	0	0	6	0	1	0	0	0	0	0	8	0	0	0	0	0
	8:45 AM	0	2	0	0	11	1	0	0	0	0	0	0	14	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	15	0	0	29	3	3	0	0	0	0	0	50	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	91%	9%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	15	/	18	32	/	29	3	/	0	0	/	3	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	9	0	0	22	1	2	0	0	0	0	0	34					
	APPROACH %	0%	100%	0%	0%	96%	4%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.563			0.479			0.500			0.000		0.607					
	APP/DEPART	9	/	11	23	/	22	2	/	0	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	0	6	0	1	0	0	0	0	0	9	0	0	0	0	0
	4:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
	4:30 PM	0	1	0	0	2	2	0	0	0	0	0	0	5	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	1	1	1	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	13	0	0	14	3	2	0	0	0	0	0	32	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	82%	18%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	13	/	15	17	/	14	2	/	0	0	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	7	0	0	11	2	1	0	0	0	0	0	21					
	APPROACH %	0%	100%	0%	0%	85%	15%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.583			0.542			0.250			0.000		0.583					
	APP/DEPART	7	/	8	13	/	11	1	/	0	0	/	2	0					

T e anoe

NORTH SIDE

M ll WEST SIDE EAST SIDE **M ll**

SOUTH SIDE

T e anoe

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	27
	EAST & WEST:	Orange Show	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND O an e Sho			WESTBOUND O an e Sho			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	0	2	2	0	1	2	0	1	2	0	
AM	7:00 AM	7	126	14	20	125	9	31	42	15	15	36	21	461
	7:15 AM	16	150	11	22	137	23	28	47	23	17	51	32	557
	7:30 AM	11	141	8	33	142	12	23	52	21	26	71	42	582
	7:45 AM	15	109	13	31	192	7	20	55	39	17	60	46	604
	8:00 AM	16	107	16	21	139	28	14	27	48	26	52	29	523
	8:15 AM	13	85	18	26	113	7	12	39	54	13	57	38	475
	8:30 AM	21	100	21	34	128	18	24	36	29	28	46	33	518
	8:45 AM	21	104	17	17	116	24	42	41	32	17	37	26	494
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	58	507	48	107	610	70	85	181	131	86	234	149	2,266
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	18	166	12	41	155	27	19	61	31	21	37	40	628
	4:15 PM	12	156	13	51	160	22	20	61	31	27	57	37	647
	4:30 PM	23	150	20	66	152	16	30	60	27	15	70	40	669
	4:45 PM	12	151	25	45	160	8	16	59	22	12	28	34	572
	5:00 PM	29	181	34	74	194	22	29	101	23	10	47	46	790
	5:15 PM	19	148	19	45	158	15	36	82	22	10	53	40	647
	5:30 PM	34	179	25	43	183	23	36	78	28	15	67	35	746
	5:45 PM	20	161	19	37	135	6	36	68	35	13	50	25	605
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	102	669	97	199	670	66	137	329	108	48	217	146	2,788

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	27
	EAST & WEST:	Orange Show	CONTROL:	SIGNAL

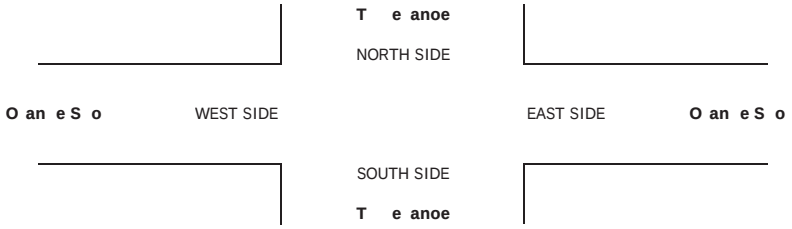
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

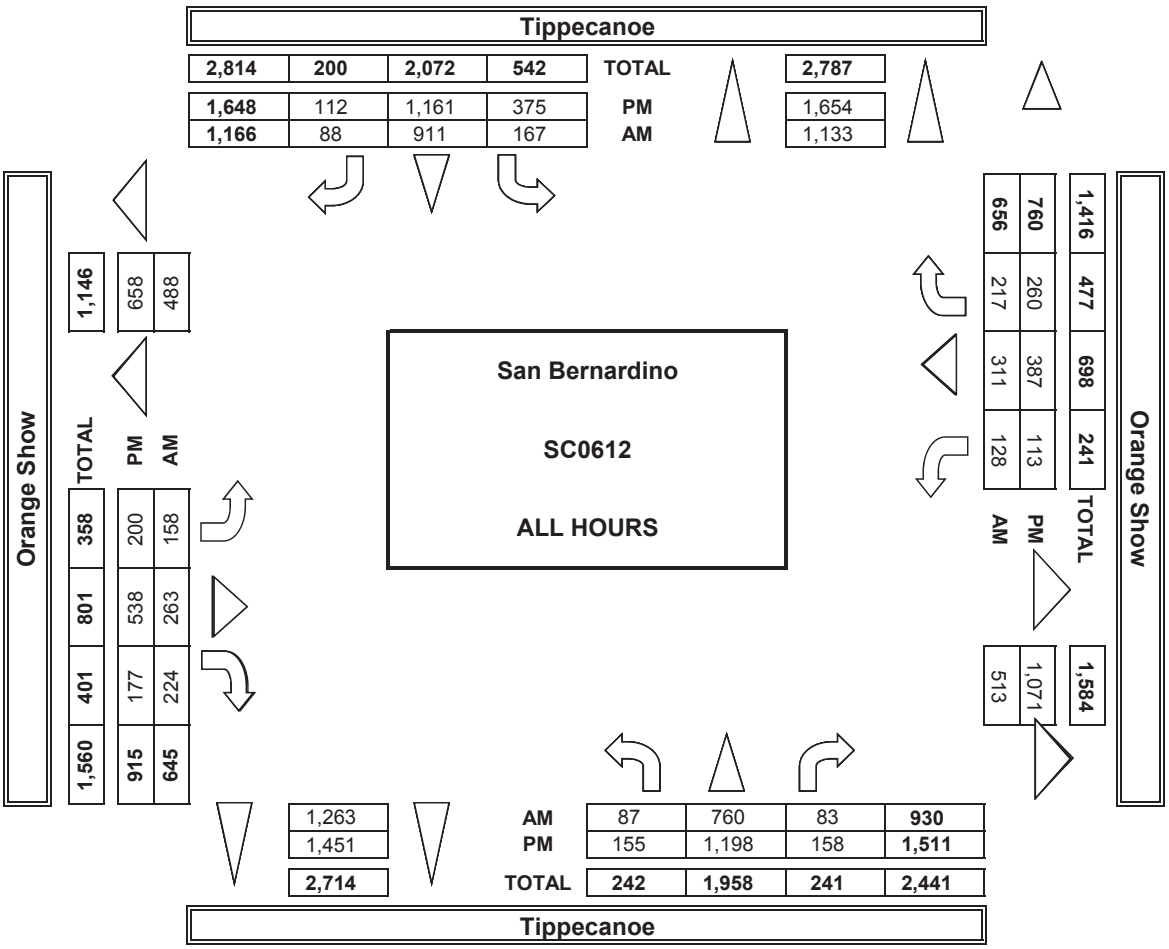
Add U-Turns to Left Turns

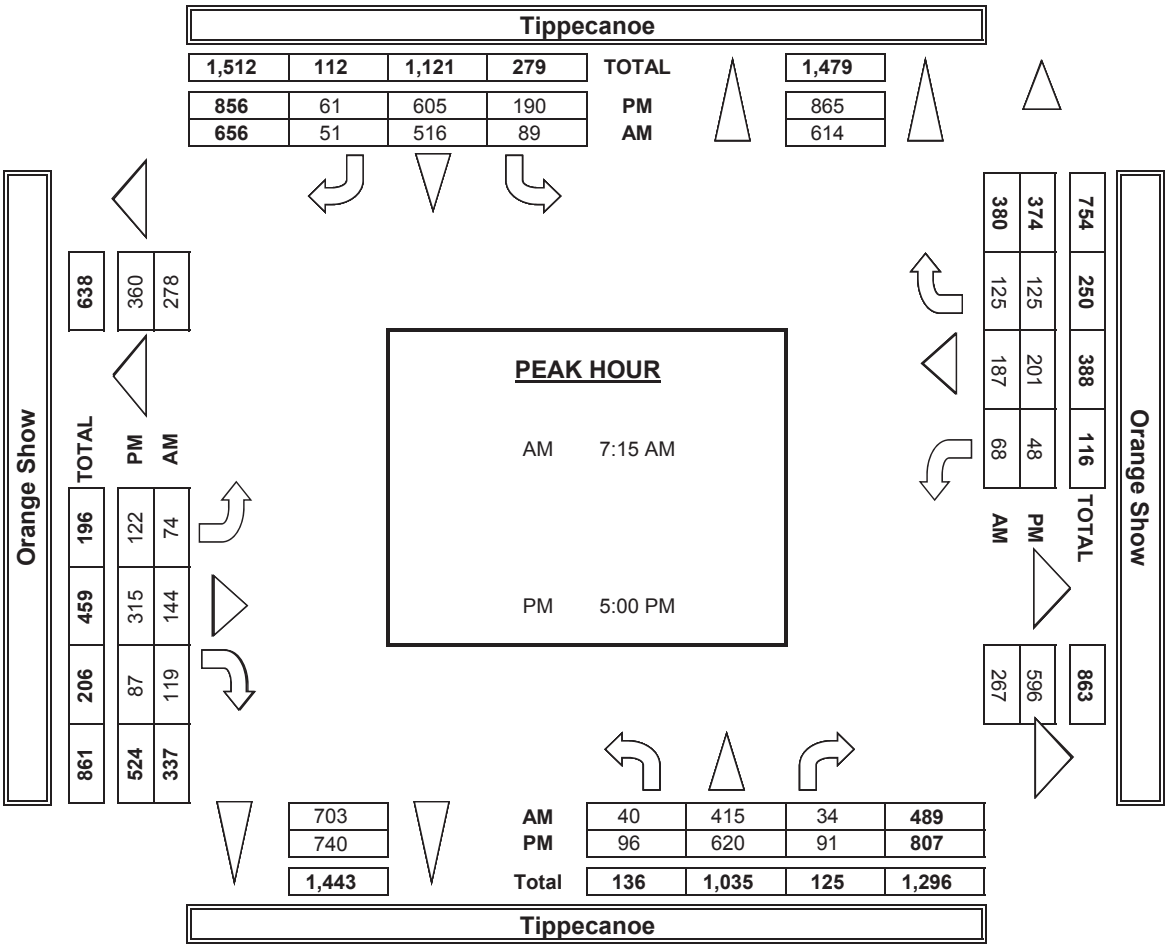
		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND O an e Sho			WESTBOUND O an e Sho				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	7	106	14	18	102	5	26	34	12	11	23	17	375	0	0	0	0	0
	7:15 AM	11	118	8	19	121	14	26	30	20	15	36	26	444	0	0	0	0	0
	7:30 AM	8	116	7	29	122	12	20	46	19	19	57	37	492	0	0	0	0	0
	7:45 AM	9	90	9	24	157	7	16	45	33	17	51	39	497	0	0	0	0	0
	8:00 AM	12	91	10	17	116	18	12	23	47	17	43	23	429	0	0	0	0	0
	8:15 AM	11	74	11	21	96	6	12	29	44	12	41	28	385	0	0	0	0	0
	8:30 AM	13	80	11	26	104	12	18	29	25	21	39	25	403	0	0	1	0	1
	8:45 AM	16	85	13	13	93	14	28	27	24	16	21	22	372	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	87	760	83	167	911	88	158	263	224	128	311	217	3,397	0	0	2	0	2
	APPROACH %	9%	82%	9%	14%	78%	8%	24%	41%	35%	20%	47%	33%						
	APP/DEPART	930	/	1,133	1,166	/	1,263	645	/	513	656	/	488	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	40	415	34	89	516	51	74	144	119	68	187	125	1,862					
	APPROACH %	8%	85%	7%	14%	79%	8%	22%	43%	35%	18%	49%	33%						
	PEAK HR FACTOR		0.892			0.872			0.896			0.841		0.937					
	APP/DEPART	489	/	614	656	/	703	337	/	267	380	/	278	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	14	150	11	37	134	18	19	53	24	15	36	31	542	0	0	0	0	0
	4:15 PM	11	147	11	44	140	15	17	56	25	23	56	36	581	0	0	1	0	1
	4:30 PM	22	140	20	60	140	12	26	55	23	15	66	37	616	0	0	1	0	1
	4:45 PM	12	141	25	44	142	6	16	59	18	12	28	31	534	0	0	0	0	0
	5:00 PM	27	165	31	69	172	20	29	100	19	10	42	38	722	0	0	2	0	2
	5:15 PM	18	137	17	44	142	12	30	77	19	10	49	34	589	0	0	0	0	0
	5:30 PM	33	169	25	41	166	23	31	76	21	15	64	34	698	0	0	0	0	0
	5:45 PM	18	149	18	36	125	6	32	62	28	13	46	19	552	0	0	0	0	0
	VOLUMES	155	1,198	158	375	1,161	112	200	538	177	113	387	260	4,834	0	0	4	0	4
	APPROACH %	10%	79%	10%	23%	70%	7%	22%	59%	19%	15%	51%	34%						
	APP/DEPART	1,511	/	1,654	1,648	/	1,451	915	/	1,071	760	/	658	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	96	620	91	190	605	61	122	315	87	48	201	125	2,561					
	APPROACH %	12%	77%	11%	22%	71%	7%	23%	60%	17%	13%	54%	33%						
	PEAK HR FACTOR		0.889			0.820			0.885			0.827		0.887					
	APP/DEPART	807	/	865	856	/	740	524	/	596	374	/	360	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	27
TUESDAY	EAST & WEST:	O an e Sho	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND O an e Sho			WESTBOUND O an e Sho				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	7	92	14	16	87	2	23	28	10	9	16	14	318	0	0	0	0	0
7:15 AM	8	99	6	17	110	8	25	20	18	14	28	22	375	0	0	0	0	0
7:30 AM	6	101	6	25	108	12	17	41	17	14	49	34	430	0	0	0	0	0
7:45 AM	5	77	7	19	135	7	13	39	29	17	46	34	428	0	0	0	0	0
8:00 AM	10	79	7	14	101	10	11	20	46	11	38	19	366	0	0	0	0	0
8:15 AM	9	64	7	18	84	5	12	22	35	11	31	21	319	0	0	0	0	0
8:30 AM	8	65	4	20	86	6	14	24	22	16	35	20	320	0	0	1	0	1
8:45 AM	12	70	9	10	78	5	18	18	18	15	10	18	281	0	0	1	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	65	647	60	139	789	55	133	212	195	107	253	182	2,837	0	0	2	0	2
APPROACH %	8%	84%	8%	14%	80%	6%	25%	39%	36%	20%	47%	34%						
APP/DEPART	772	/	960	983	/	1,091	540	/	411	542	/	375	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	29	356	26	75	454	37	66	120	110	56	161	109	1,599					
APPROACH %	7%	87%	6%	13%	80%	7%	22%	41%	37%	17%	49%	33%						
PEAK HR FACTOR		0.909			0.879			0.914			0.840		0.930					
APP/DEPART	411	/	531	566	/	620	296	/	221	326	/	227	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	11	138	10	34	118	10	19	46	20	11	35	24	476	0	0	0	0	0
4:15 PM	10	138	10	38	127	10	15	51	20	19	55	35	528	0	0	1	0	1
4:30 PM	21	131	20	55	130	9	24	51	20	15	63	35	574	0	0	1	0	1
4:45 PM	12	133	25	43	130	5	16	59	16	12	28	29	508	0	0	0	0	0
5:00 PM	26	153	28	65	157	19	29	99	16	10	38	32	672	0	0	2	0	2
5:15 PM	17	129	15	43	130	10	26	74	16	10	47	29	546	0	0	0	0	0
5:30 PM	32	161	25	40	155	23	28	75	16	15	61	33	664	0	0	0	0	0
5:45 PM	17	142	17	35	118	6	29	58	22	13	43	16	516	0	0	0	0	0
VOLUMES	146	1,125	150	353	1,065	92	186	513	146	105	370	233	4,484	0	0	4	0	4
APPROACH %	10%	79%	11%	23%	71%	6%	22%	61%	17%	15%	52%	33%						
APP/DEPART	1,421	/	1,540	1,510	/	1,316	845	/	1,016	708	/	612	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	92	585	85	183	560	58	110	306	70	48	189	110	2,398					
APPROACH %	12%	77%	11%	23%	70%	7%	23%	63%	14%	14%	54%	32%						
PEAK HR FACTOR		0.874			0.831			0.847			0.796		0.892					
APP/DEPART	762	/	805	801	/	678	488	/	574	347	/	341	0					

T e anoe

NORTH SIDE

O an e S o WEST SIDE EAST SIDE **O an e S o**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	27
TUESDAY	EAST & WEST:	O an e Sho	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND O an e Sho			WESTBOUND O an e Sho				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	7	0	2	5	0	1	2	0	0	1	2	20	0	0	0	0	0
	7:15 AM	1	5	1	1	6	1	0	1	1	0	1	2	20	0	0	0	0	0
	7:30 AM	0	3	1	4	6	0	2	3	2	3	2	1	27	0	0	0	0	0
	7:45 AM	2	7	0	3	8	0	1	2	2	0	1	2	28	0	0	0	0	0
	8:00 AM	0	7	0	2	6	2	0	1	1	2	1	2	24	0	0	0	0	0
	8:15 AM	2	7	1	0	5	1	0	1	8	1	3	4	33	0	0	0	0	0
	8:30 AM	2	9	4	3	12	2	1	1	2	2	1	2	41	0	0	0	0	0
	8:45 AM	3	11	3	2	5	1	5	1	3	1	4	3	42	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	10	56	10	17	53	7	10	12	19	9	14	18	235	0	0	0	0	0
	APPROACH %	13%	74%	13%	22%	69%	9%	24%	29%	46%	22%	34%	44%						
	APP/DEPART	76	/	84	77	/	81	41	/	39	41	/	31	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	7	34	8	7	28	6	6	4	14	6	9	11	140					
	APPROACH %	14%	69%	16%	17%	68%	15%	25%	17%	58%	23%	35%	42%						
	PEAK HR FACTOR		0.721			0.603			0.667			0.813		0.833					
	APP/DEPART	49	/	51	41	/	48	24	/	19	26	/	22	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	6	1	2	10	1	0	6	0	1	1	3	33	0	0	0	0	0
	4:15 PM	1	8	0	5	4	0	1	4	3	4	1	1	32	0	0	0	0	0
	4:30 PM	1	7	0	4	7	0	0	3	2	0	2	1	27	0	0	0	0	0
	4:45 PM	0	5	0	1	6	0	0	0	0	0	0	1	13	0	0	0	0	0
	5:00 PM	0	7	3	3	7	0	0	1	1	0	2	3	27	0	0	0	0	0
	5:15 PM	1	4	2	1	8	0	1	1	3	0	0	4	25	0	0	0	0	0
	5:30 PM	1	5	0	0	4	0	0	0	2	0	3	1	16	0	0	0	0	0
	5:45 PM	0	2	1	1	4	0	1	2	5	0	1	0	17	0	0	0	0	0
	VOLUMES	6	44	7	17	50	1	3	17	16	5	10	14	190	0	0	0	0	0
	APPROACH %	11%	77%	12%	25%	74%	1%	8%	47%	44%	17%	34%	48%						
	APP/DEPART	57	/	61	68	/	71	36	/	41	29	/	17	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	26	1	12	27	1	1	13	5	5	4	6	105					
	APPROACH %	13%	84%	3%	30%	68%	3%	5%	68%	26%	33%	27%	40%						
	PEAK HR FACTOR		0.861			0.769			0.594			0.625		0.795					
	APP/DEPART	31	/	33	40	/	37	19	/	26	15	/	9	0					

T e anoe

NORTH SIDE

O an e S o WEST SIDE EAST SIDE **O an e S o**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

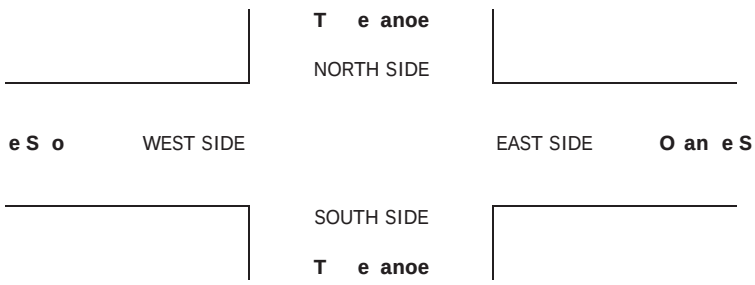
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	27
TUESDAY	EAST & WEST:	O an e Sho	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND O an e Sho			WESTBOUND O an e Sho				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	1	4	2	1	0	0	10	0	0	0	0	0
	7:15 AM	1	1	0	0	0	0	0	5	1	0	1	0	9	0	0	0	0	0
	7:30 AM	2	3	0	0	0	0	0	2	0	1	0	0	8	0	0	0	0	0
	7:45 AM	1	1	1	1	3	0	0	1	1	0	1	2	12	0	0	0	0	0
	8:00 AM	1	1	1	0	1	2	1	2	0	2	0	0	11	0	0	0	0	0
	8:15 AM	0	2	1	2	2	0	0	3	0	0	0	1	11	0	0	0	0	0
	8:30 AM	1	1	0	1	1	0	1	4	1	1	1	0	12	0	0	0	0	0
	8:45 AM	1	0	0	0	3	0	2	7	3	0	2	0	18	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	10	3	4	11	2	5	28	8	5	5	3	91	0	0	0	0	0
	APPROACH %	35%	50%	15%	24%	65%	12%	12%	68%	20%	38%	38%	23%						
	APP/DEPART	20	/	18	17	/	24	41	/	35	13	/	14	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	3	4	2	3	7	2	4	16	4	3	3	1	52					
	APPROACH %	33%	44%	22%	25%	58%	17%	17%	67%	17%	43%	43%	14%						
	PEAK HR FACTOR		0.750			0.750			0.500			0.875		0.722					
	APP/DEPART	9	/	9	12	/	14	24	/	21	7	/	8	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	0	3	0	0	1	5	0	0	0	0	0
	4:15 PM	0	0	0	1	2	3	1	0	2	0	0	0	9	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0
	4:45 PM	0	2	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0
	5:00 PM	1	0	0	0	1	1	0	0	2	0	2	2	9	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	3	0	0	0	0	0
	5:45 PM	1	0	0	0	1	0	0	0	1	0	2	1	6	0	0	0	0	0
	VOLUMES	2	2	0	2	5	4	3	0	11	0	4	5	38	0	0	0	0	0
	APPROACH %	50%	50%	0%	18%	45%	36%	21%	0%	79%	0%	44%	56%						
	APP/DEPART	4	/	10	11	/	16	14	/	2	9	/	10	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	1	2	0	1	4	4	2	0	5	0	2	3	24					
	APPROACH %	33%	67%	0%	11%	44%	44%	29%	0%	71%	0%	40%	60%						
	PEAK HR FACTOR		0.375			0.375			0.583			0.313		0.667					
	APP/DEPART	3	/	7	9	/	9	7	/	1	5	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

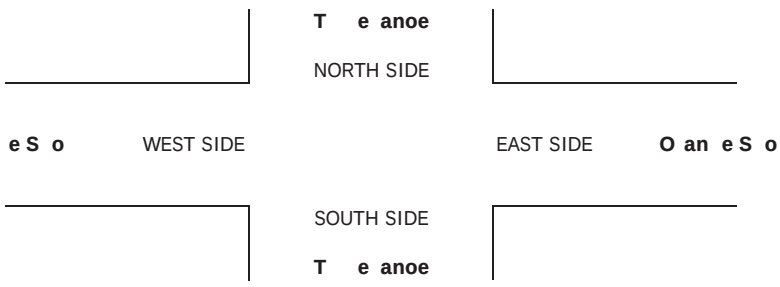
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	27
TUESDAY	EAST & WEST:	O an e Sho	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND O an e Sho			WESTBOUND O an e Sho				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	5	0	0	7	1	1	0	0	1	6	1	22	0	0	0	0	0
	7:15 AM	1	12	1	1	5	3	1	4	0	1	6	2	37	0	0	0	0	0
	7:30 AM	0	8	0	0	6	0	0	0	0	1	6	2	23	0	0	0	0	0
	7:45 AM	1	5	1	1	11	0	1	3	1	0	3	1	28	0	0	0	0	0
	8:00 AM	1	3	2	1	7	1	0	0	0	2	4	2	23	0	0	0	0	0
	8:15 AM	0	0	2	1	4	0	0	1	1	0	6	2	17	0	0	0	0	0
	8:30 AM	2	4	3	1	5	0	1	0	0	1	2	3	22	0	0	0	0	0
	8:45 AM	0	4	0	1	6	1	3	1	0	0	4	0	20	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	5	41	9	6	51	6	7	9	2	6	37	13	192	0	0	0	0	0
	APPROACH %	9%	75%	16%	10%	81%	10%	39%	50%	11%	11%	66%	23%						
	APP/DEPART	55	/	61	63	/	59	18	/	24	56	/	48	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	28	4	3	29	4	2	7	1	4	19	7	111					
	APPROACH %	9%	80%	11%	8%	81%	11%	20%	70%	10%	13%	63%	23%						
	PEAK HR FACTOR		0.625			0.750			0.500			0.833		0.750					
	APP/DEPART	35	/	37	36	/	34	10	/	14	30	/	26	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	4	0	0	5	1	0	1	1	2	0	1	16	0	0	0	0	0
	4:15 PM	0	0	1	0	6	0	0	0	0	0	0	0	7	0	0	0	0	0
	4:30 PM	0	1	0	1	2	1	1	1	1	0	1	0	9	0	0	0	0	0
	4:45 PM	0	1	0	0	5	1	0	0	1	0	0	1	9	0	0	0	0	0
	5:00 PM	0	4	0	1	6	0	0	0	0	0	0	1	12	0	0	0	0	0
	5:15 PM	0	3	0	0	4	1	2	2	0	0	2	1	15	0	0	0	0	0
	5:30 PM	0	2	0	1	6	0	1	1	1	0	0	0	12	0	0	0	0	0
	5:45 PM	0	5	0	0	2	0	1	2	0	0	0	2	12	0	0	0	0	0
	VOLUMES	1	20	1	3	36	4	5	7	4	2	3	6	92	0	0	0	0	0
	APPROACH %	5%	91%	5%	7%	84%	9%	31%	44%	25%	18%	27%	55%						
	APP/DEPART	22	/	31	43	/	42	16	/	11	11	/	8	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	14	0	2	18	1	4	5	1	0	2	4	51					
	APPROACH %	0%	100%	0%	10%	86%	5%	40%	50%	10%	0%	33%	67%						
	PEAK HR FACTOR		0.700			0.750			0.625			0.500		0.850					
	APP/DEPART	14	/	22	21	/	19	10	/	7	6	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	27
TUESDAY	EAST & WEST:	O an e Sho	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND O an e Sho			WESTBOUND O an e Sho				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	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	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	1	0	1	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	2	/	1	1	/	1	0	/	1	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	1	1	0	1	0	0	0	0	3					
	APPROACH %	0%	0%	0%	0%	50%	50%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.500			0.250			0.000		0.375					
	APP/DEPART	0	/	0	2	/	1	1	/	1	0	/	1	0					

T e anoe

NORTH SIDE

O an e S o WEST SIDE EAST SIDE **O an e S o**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

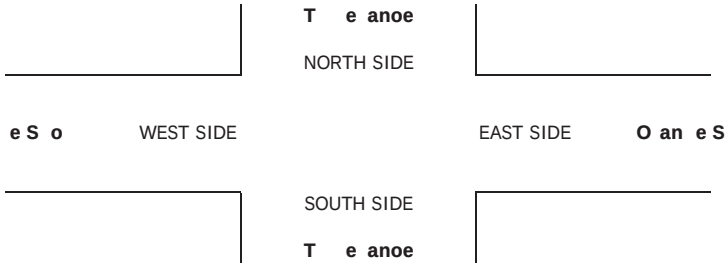
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	27
TUESDAY	EAST & WEST:	O an e Sho	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND O an e Sho			WESTBOUND O an e Sho				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	0	0	2	2	0	0	0	0	0	0	5	0	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	1	0	0	1	3	0	0	0	0	0	0	5	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	2	0	0	1	0	5	0	0	0	0	0
8:30 AM	0	1	0	1	0	4	1	0	0	1	0	0	8	0	0	0	0	0
8:45 AM	0	0	1	0	1	7	0	0	0	0	1	1	11	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	5	1	1	6	18	3	2	0	1	2	1	40	0	0	0	0	0
APPROACH %	0%	83%	17%	4%	24%	72%	60%	40%	0%	25%	50%	25%						
APP/DEPART	6	/	9	25	/	7	5	/	4	4	/	20	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	3	1	1	3	14	1	2	0	1	2	1	29					
APPROACH %	0%	75%	25%	6%	17%	78%	33%	67%	0%	25%	50%	25%						
PEAK HR FACTOR		1.000			0.563			0.375			0.500		0.659					
APP/DEPART	4	/	5	18	/	4	3	/	4	4	/	16	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	2	0	0	1	6	0	0	0	1	0	2	12	0	0	0	0	0
4:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0
4:30 PM	0	1	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
VOLUMES	0	6	0	0	4	10	3	0	0	1	0	2	26	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	29%	71%	100%	0%	0%	33%	0%	67%						
APP/DEPART	6	/	11	14	/	5	3	/	0	3	/	10	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	4	0	0	2	9	0	0	0	1	0	2	18					
APPROACH %	0%	100%	0%	0%	18%	82%	0%	0%	0%	33%	0%	67%						
PEAK HR FACTOR		0.500			0.393			0.000			0.250		0.375					
APP/DEPART	4	/	6	11	/	3	0	/	0	3	/	9	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	28
	EAST & WEST:	Hospitality	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Hospitality			WESTBOUND Hospitality			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	2	3	0	1	3	0	1.5	0.5	1	1	1	0	
AM	7:00 AM	66	181	7	14	127	3	4	3	10	24	11	12	462
	7:15 AM	66	162	19	11	149	5	10	6	10	25	19	11	493
	7:30 AM	83	183	13	7	117	15	13	7	20	17	14	14	503
	7:45 AM	97	208	15	5	146	15	17	4	10	26	23	12	578
	8:00 AM	99	178	15	5	144	12	16	5	25	29	22	11	561
	8:15 AM	57	177	14	5	140	19	19	1	13	21	17	9	492
	8:30 AM	80	128	12	9	108	7	15	7	24	21	13	12	436
	8:45 AM	82	139	9	11	176	17	10	5	24	24	10	13	520
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	345	731	62	28	556	47	56	22	65	97	78	48	2,135
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	119	130	21	12	206	23	55	27	85	30	12	5	725
	4:15 PM	143	165	23	13	194	21	43	16	74	28	17	7	744
	4:30 PM	120	120	20	14	193	24	46	19	85	28	18	8	695
	4:45 PM	115	119	23	17	185	20	62	25	94	22	12	8	702
	5:00 PM	112	120	22	16	226	19	46	38	110	21	16	0	746
	5:15 PM	115	107	30	18	197	38	54	26	96	29	16	5	731
	5:30 PM	109	114	18	20	211	24	41	16	83	29	27	12	704
	5:45 PM	150	123	20	11	190	22	27	29	93	20	20	8	713
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	486	464	90	65	824	103	168	109	382	99	79	25	2,894

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Thu, May 7, 15	LOCATION:	San Be na dino	PROJECT #:	SC0612	
	NORTH & SOUTH:	Tippecanoe	LOCATION #:	28	
	EAST & WEST:	Hospitality	CONTROL:	SIGNAL	

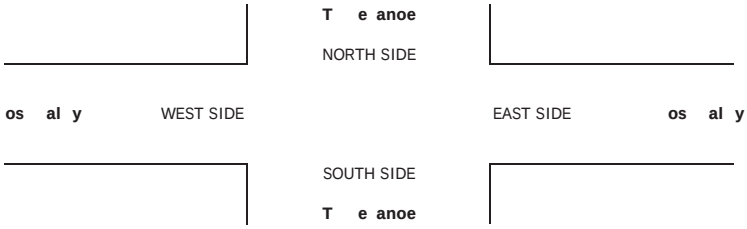
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

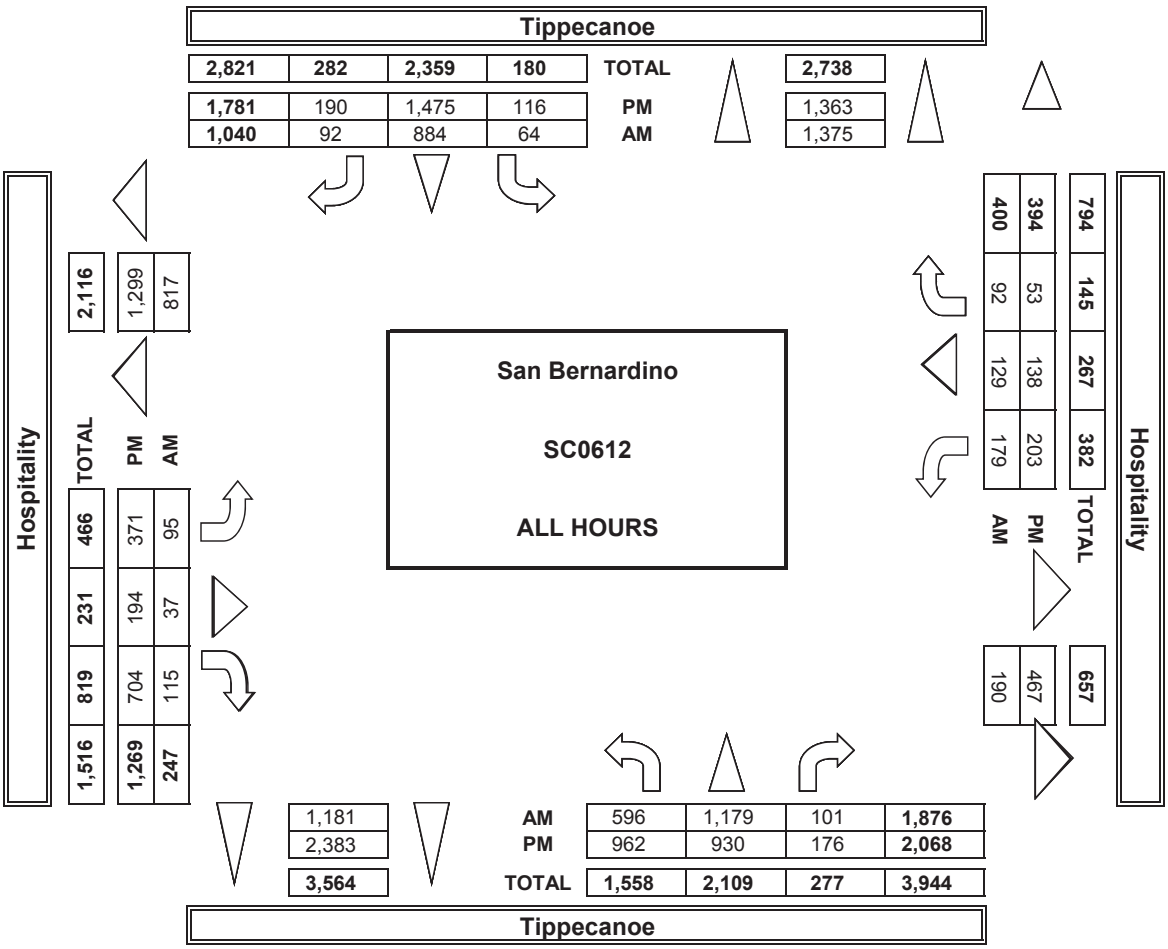
Add U-Turns to Left Turns

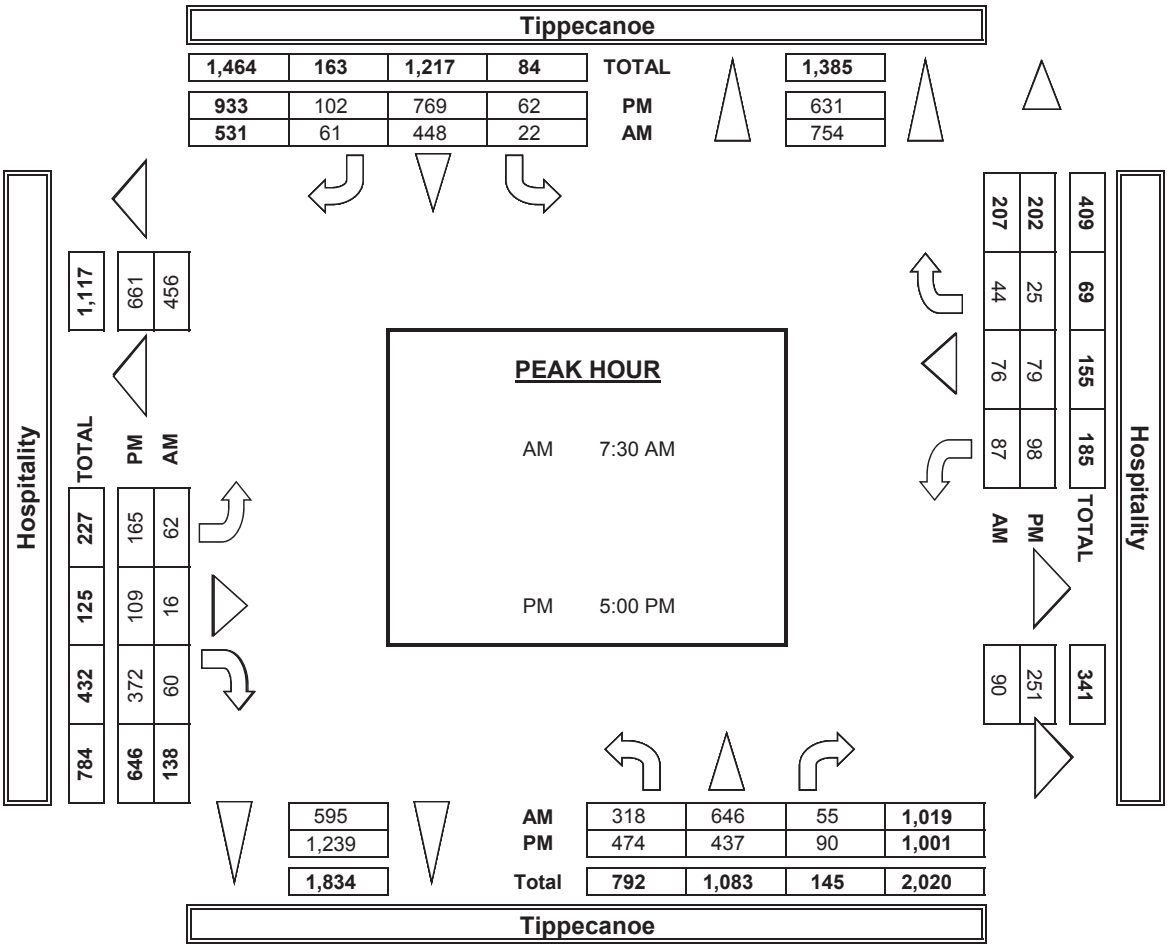
		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Hospitality			WESTBOUND Hospitality				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	61	155	7	13	101	3	4	3	7	24	11	12	401	1	4	0	0	5
	7:15 AM	61	141	19	11	113	4	9	6	9	24	19	11	427	1	3	0	0	4
	7:30 AM	75	153	13	7	97	15	13	7	17	17	14	14	442	0	0	0	0	0
	7:45 AM	94	192	15	5	118	15	17	4	10	23	23	12	528	0	1	0	0	1
	8:00 AM	95	152	14	5	119	12	15	4	21	27	22	11	497	0	2	0	0	2
	8:15 AM	54	149	13	5	114	19	17	1	12	20	17	7	428	0	0	1	0	1
	8:30 AM	76	116	12	9	88	7	11	7	19	21	13	12	391	1	1	0	0	2
	8:45 AM	80	121	8	9	134	17	9	5	20	23	10	13	449	0	1	2	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	596	1,179	101	64	884	92	95	37	115	179	129	92	3,563	3	12	3	0	18
	APPROACH %	32%	63%	5%	6%	85%	9%	38%	15%	47%	45%	32%	23%						
	APP/DEPART	1,876	/	1,375	1,040	/	1,181	247	/	190	400	/	817	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	318	646	55	22	448	61	62	16	60	87	76	44	1,895					
	APPROACH %	31%	63%	5%	4%	84%	11%	45%	12%	43%	42%	37%	21%						
	PEAK HR FACTOR		0.846			0.962			0.863			0.863		0.897					
	APP/DEPART	1,019	/	754	531	/	595	138	/	90	207	/	456	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	118	118	21	11	182	23	55	25	84	30	12	5	684	0	2	2	0	4
	4:15 PM	139	150	23	13	174	21	43	16	72	28	17	7	703	0	3	2	0	5
	4:30 PM	118	110	19	13	180	24	46	19	82	27	18	8	664	1	3	0	0	4
	4:45 PM	113	115	23	17	170	20	62	25	94	20	12	8	679	0	1	0	0	1
	5:00 PM	109	113	22	16	205	19	46	38	105	20	16	0	709	0	2	0	0	2
	5:15 PM	111	102	30	18	184	37	54	26	95	29	16	5	707	0	3	1	0	4
	5:30 PM	107	110	18	18	193	24	38	16	80	29	27	12	672	0	2	2	0	4
	5:45 PM	147	112	20	10	187	22	27	29	92	20	20	8	694	0	3	3	0	6
	VOLUMES	962	930	176	116	1,475	190	371	194	704	203	138	53	5,512	1	19	10	0	30
	APPROACH %	47%	45%	9%	7%	83%	11%	29%	15%	55%	52%	35%	13%						
	APP/DEPART	2,068	/	1,363	1,781	/	2,383	1,269	/	467	394	/	1,299	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	474	437	90	62	769	102	165	109	372	98	79	25	2,782					
	APPROACH %	47%	44%	9%	7%	82%	11%	26%	17%	58%	49%	39%	12%						
	PEAK HR FACTOR		0.897			0.972			0.854			0.743		0.981					
	APP/DEPART	1,001	/	631	933	/	1,239	646	/	251	202	/	661	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

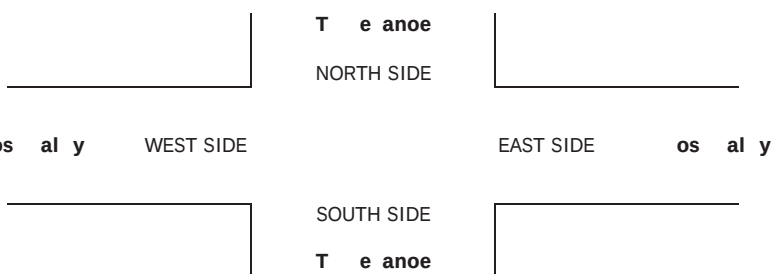
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	28
THURSDAY	EAST & WEST:	Hospitality	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Hospitality			WESTBOUND Hospitality				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	2	3	0	1	3	0	1.5	0.5	1	1	1	0						
AM 7:00 AM	56	139	7	12	85	3	4	3	4	24	11	12	360	1	3	0	0	4
7:15 AM	57	129	19	11	92	3	8	6	8	23	19	11	386	1	3	0	0	4
7:30 AM	70	134	13	7	84	15	13	7	14	17	14	14	402	0	0	0	0	0
7:45 AM	92	181	15	5	101	15	17	4	10	21	23	12	496	0	1	0	0	1
8:00 AM	92	136	13	5	101	12	14	3	17	25	22	11	451	0	2	0	0	2
8:15 AM	51	130	12	5	96	19	16	1	11	19	17	5	382	0	0	1	0	1
8:30 AM	72	107	12	9	76	7	7	7	15	21	13	12	358	1	1	0	0	2
8:45 AM	78	110	7	8	102	17	8	5	17	22	10	13	397	0	1	2	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	568	1,066	98	62	737	91	87	36	96	172	129	90	3,232	3	11	3	0	17
APPROACH %	33%	62%	6%	7%	83%	10%	40%	16%	44%	44%	33%	23%						
APP/DEPART	1,732	/	1,251	890	/	1,008	219	/	185	391	/	788	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	310	580	60	22	378	45	52	20	49	86	78	48	1,735					
APPROACH %	33%	61%	6%	5%	84%	10%	43%	17%	40%	41%	37%	23%						
PEAK HR FACTOR		0.826			0.932			0.890			0.914		0.874					
APP/DEPART	951	/	686	451	/	514	121	/	102	212	/	433	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	117	109	21	10	164	23	55	23	83	30	12	5	652	0	2	2	0	4
4:15 PM	135	141	23	13	161	21	43	16	70	28	17	7	675	0	3	2	0	5
4:30 PM	116	104	18	12	172	24	46	19	79	26	18	8	642	1	3	0	0	4
4:45 PM	111	113	23	17	160	20	62	25	94	18	12	8	663	0	1	0	0	1
5:00 PM	106	108	22	16	192	19	46	38	100	19	16	0	682	0	2	0	0	2
5:15 PM	107	98	30	18	176	36	54	26	94	29	16	5	689	0	3	1	0	4
5:30 PM	105	107	18	17	183	24	35	16	77	29	27	12	650	0	2	2	0	4
5:45 PM	144	103	20	9	184	22	27	29	91	20	20	8	677	0	3	3	0	6
VOLUMES	941	883	175	112	1,392	189	368	192	688	199	138	53	5,330	1	19	10	0	30
APPROACH %	47%	44%	9%	7%	82%	11%	29%	15%	55%	51%	35%	14%						
APP/DEPART	1,999	/	1,313	1,693	/	2,280	1,248	/	460	390	/	1,277	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	462	416	90	50	735	101	156	109	362	97	79	25	2,698					
APPROACH %	48%	43%	9%	6%	82%	11%	25%	17%	57%	48%	39%	12%						
PEAK HR FACTOR		0.906			0.974			0.860			0.739		0.979					
APP/DEPART	968	/	607	896	/	1,194	633	/	249	201	/	648	0					



INTERSECTION TURNING MOVEMENT COUNTS

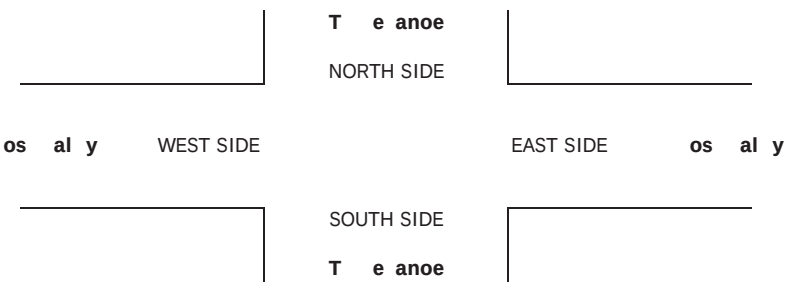
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	28
THURSDAY	EAST & WEST:	Hospitality	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE	
WORK	
VEHICLES/	
TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Hospitality			WESTBOUND Hospitality				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	4	0	1	5	0	0	0	0	0	0	0	13	0	1	0	0	1
	7:15 AM	0	2	0	0	5	0	1	0	0	0	0	0	8	0	0	0	0	0
	7:30 AM	0	7	0	0	5	0	0	0	0	0	0	0	12	0	0	0	0	0
	7:45 AM	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:00 AM	0	5	1	0	11	0	1	0	1	2	0	0	21	0	0	0	0	0
	8:15 AM	1	9	0	0	6	0	0	0	1	0	0	2	19	0	0	0	0	0
	8:30 AM	2	5	0	0	3	0	2	0	0	0	0	0	12	0	0	0	0	0
	8:45 AM	1	4	0	0	21	0	0	0	1	1	0	0	28	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	38	1	1	60	0	4	0	3	3	0	2	119	0	1	0	0	1
	APPROACH %	15%	83%	2%	2%	98%	0%	57%	0%	43%	60%	0%	40%						
	APP/DEPART	46	/	45	61	/	66	7	/	1	5	/	7	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	4	23	1	0	41	0	3	0	3	3	0	2	80					
	APPROACH %	14%	82%	4%	0%	100%	0%	50%	0%	50%	60%	0%	40%						
	PEAK HR FACTOR		0.700			0.488			0.750			0.625		0.714					
	APP/DEPART	28	/	28	41	/	47	6	/	1	5	/	4	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	6	0	0	9	0	0	2	1	0	0	0	18	0	0	0	0	0
	4:15 PM	1	3	0	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0
	4:30 PM	1	1	1	1	3	0	0	0	0	1	0	0	8	0	0	0	0	0
	4:45 PM	1	0	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0
	5:00 PM	1	3	0	0	3	0	0	0	1	1	0	0	9	0	0	0	0	0
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	1	0	0	2	0	3	0	1	0	0	0	7	0	0	0	0	0
	5:45 PM	1	6	0	1	1	0	0	0	0	0	0	0	9	0	0	0	0	0
	VOLUMES	5	22	1	2	28	0	3	2	3	3	0	0	69	0	0	0	0	0
	APPROACH %	18%	79%	4%	7%	93%	0%	38%	25%	38%	100%	0%	0%						
	APP/DEPART	28	/	25	30	/	34	8	/	5	3	/	5	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	3	10	1	1	20	0	0	2	1	2	0	0	40					
	APPROACH %	21%	71%	7%	5%	95%	0%	0%	67%	33%	100%	0%	0%						
	PEAK HR FACTOR		0.583			0.583			0.250			0.500		0.556					
	APP/DEPART	14	/	10	21	/	23	3	/	4	2	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

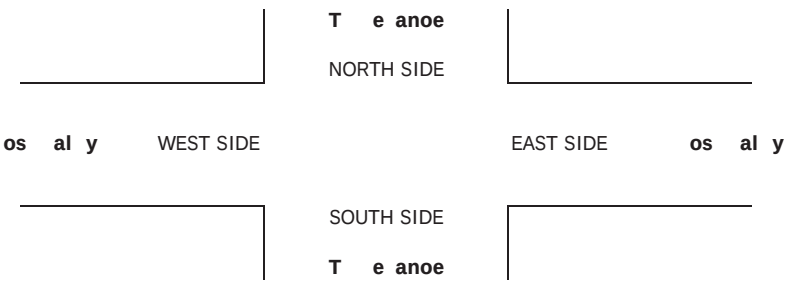
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	28
THURSDAY	EAST & WEST:	Hospitality	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Hospitality			WESTBOUND Hospitality				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	4	/	4	4	/	4	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	4	0	0	3	0	0	0	0	0	0	0	7					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.375			0.000			0.000		0.583					
	APP/DEPART	4	/	4	3	/	3	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500					
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

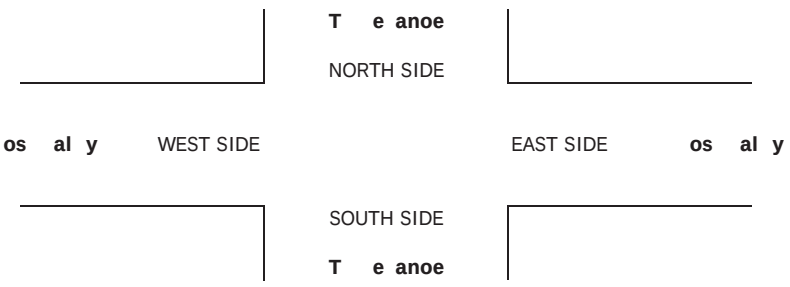
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	28
THURSDAY	EAST & WEST:	Hospitality	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Hospitality			WESTBOUND Hospitality				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	10	0	0	10	0	0	0	0	0	0	0	20	0	0	0	0	0
	7:15 AM	1	9	0	0	15	0	0	0	0	0	0	0	25	0	0	0	0	0
	7:30 AM	3	10	0	0	6	0	0	0	0	0	0	0	19	0	0	0	0	0
	7:45 AM	1	5	0	0	10	0	0	0	0	1	0	0	17	0	0	0	0	0
	8:00 AM	1	9	0	0	7	0	0	0	0	0	0	0	17	0	0	0	0	0
	8:15 AM	0	8	0	0	8	0	1	0	0	0	0	0	17	0	0	0	0	0
	8:30 AM	0	3	0	0	7	0	0	0	1	0	0	0	11	0	0	0	0	0
	8:45 AM	0	7	0	1	10	0	0	0	1	0	0	0	19	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	6	61	0	1	73	0	1	0	2	1	0	0	145	0	0	0	0	0
	APPROACH %	9%	91%	0%	1%	99%	0%	33%	0%	67%	100%	0%	0%						
	APP/DEPART	67	/	62	74	/	76	3	/	1	1	/	6	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	5	34	0	0	41	0	0	0	0	1	0	0	81					
	APPROACH %	13%	87%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.750			0.683			0.000			0.250		0.810					
	APP/DEPART	39	/	34	41	/	42	0	/	0	1	/	5	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0
	4:15 PM	0	6	0	0	7	0	0	0	0	0	0	0	13	0	0	0	0	0
	4:30 PM	0	3	0	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
	4:45 PM	0	2	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0
	5:00 PM	0	1	0	0	8	0	0	0	0	0	0	0	9	0	0	0	0	0
	5:15 PM	0	1	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0
	5:30 PM	0	1	0	1	8	0	0	0	0	0	0	0	10	0	0	0	0	0
	5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	19	0	1	44	0	0	0	0	0	0	0	64	0	0	0	0	0
	APPROACH %	0%	100%	0%	2%	98%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	19	/	19	45	/	44	0	/	1	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	12	0	0	25	0	0	0	0	0	0	0	37					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.781			0.000			0.000		0.712					
	APP/DEPART	12	/	12	25	/	25	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

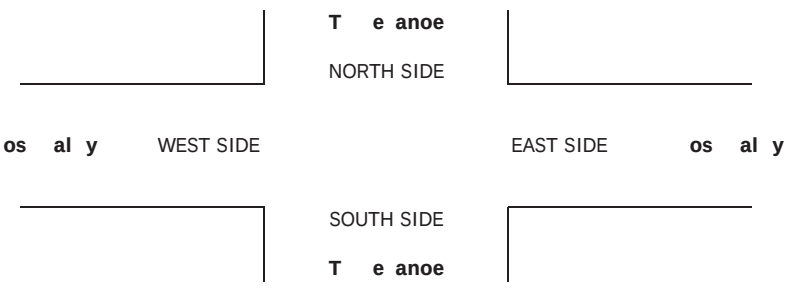
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	28
THURSDAY	EAST & WEST:	Hospitality	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Hospitality			WESTBOUND Hospitality				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	3	0	/	0	1	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	2	0	0	0	0	1	0	0	0	0	0	3					
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.375					
	APP/DEPART	2	/	3	0	/	0	1	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	3	/	2	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	2	1	0	0	0	0	0	0	3					
	APPROACH %	0%	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.375			0.000			0.000		0.375					
	APP/DEPART	0	/	0	3	/	2	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	28
THURSDAY	EAST & WEST:	Hospitality	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND Hospitality			WESTBOUND Hospitality				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1.5	ET 0.5	ER 1	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	2	0	0	1	0	0	0	3	0	0	0	8	0	0	0	0	0
	7:15 AM	3	1	0	0	1	1	0	0	1	1	0	0	8	0	0	0	0	0
	7:30 AM	2	0	0	0	1	0	0	0	3	0	0	0	6	0	0	0	0	0
	7:45 AM	1	2	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	0
	8:00 AM	2	1	0	0	0	0	0	1	3	0	0	0	7	0	0	0	0	0
	8:15 AM	2	1	1	0	4	0	0	0	0	1	0	0	9	0	0	0	0	0
	8:30 AM	2	1	0	0	1	0	1	0	3	0	0	0	8	0	0	0	0	0
	8:45 AM	1	0	1	0	1	0	1	0	1	0	0	0	5	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	15	8	2	0	10	1	2	1	14	3	0	0	56	0	0	0	0	0
	APPROACH %	60%	32%	8%	0%	91%	9%	12%	6%	82%	100%	0%	0%						
	APP/DEPART	25	/	10	11	/	27	17	/	3	3	/	16	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	7	3	2	0	6	0	2	1	7	1	0	0	29					
	APPROACH %	58%	25%	17%	0%	100%	0%	20%	10%	70%	100%	0%	0%						
	PEAK HR FACTOR		0.750			0.375			0.625			0.250		0.806					
	APP/DEPART	12	/	5	6	/	14	10	/	3	1	/	7	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	1	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	3	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0
	4:30 PM	1	1	0	0	0	0	0	0	3	0	0	0	5	0	0	0	0	0
	4:45 PM	1	0	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0
	5:00 PM	2	0	0	0	2	0	0	0	4	0	0	0	8	0	0	0	0	0
	5:15 PM	4	1	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0
	5:30 PM	2	1	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0
	5:45 PM	2	1	0	0	2	0	0	0	1	0	0	0	6	0	0	0	0	0
	VOLUMES	16	4	0	1	9	0	0	0	13	1	0	0	44	0	0	0	0	0
	APPROACH %	80%	20%	0%	10%	90%	0%	0%	0%	100%	100%	0%	0%						
	APP/DEPART	20	/	4	10	/	23	13	/	1	1	/	16	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	10	3	0	0	4	0	0	0	8	0	0	0	25					
	APPROACH %	77%	23%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.650			0.500			0.500			0.000		0.781					
	APP/DEPART	13	/	3	4	/	12	8	/	0	0	/	10	0					

T e anoe

NORTH SIDE

os al y WEST SIDE EAST SIDE **os al y**

SOUTH SIDE

T e anoe

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	29
	EAST & WEST:	I-10 WB Ramps	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND I 10 WB Ramps			WESTBOUND I 10 WB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	X	X	2.5	1.5	X	X	X	1.3	0.3	1.3	
AM	7:00 AM	91	180	0	0	102	89	0	0	0	97	1	111	671
	7:15 AM	121	233	0	1	114	121	0	0	0	155	0	89	834
	7:30 AM	115	206	0	0	126	86	0	0	0	164	0	101	798
	7:45 AM	103	241	0	0	123	111	0	0	0	178	0	77	833
	8:00 AM	120	202	0	0	129	123	0	0	0	164	0	120	858
	8:15 AM	93	181	0	0	116	90	0	0	0	118	0	83	681
	8:30 AM	86	167	0	0	118	101	0	0	0	104	0	67	643
	8:45 AM	63	186	0	0	100	143	0	0	0	128	2	74	696
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	459	882	0	1	492	441	0	0	0	661	0	387	3,323
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	129	244	0	0	256	204	0	0	0	50	2	105	990
	4:15 PM	126	236	0	0	259	148	0	0	0	65	1	109	944
	4:30 PM	123	198	0	0	290	162	0	0	0	54	2	114	943
	4:45 PM	116	232	0	0	255	166	0	0	0	53	1	104	927
	5:00 PM	120	216	0	0	293	177	0	0	0	46	2	103	957
	5:15 PM	121	202	0	0	318	175	0	0	0	66	0	98	980
	5:30 PM	113	242	0	0	295	170	0	0	0	67	0	103	990
	5:45 PM	101	255	0	0	265	165	0	0	0	88	1	107	982
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	455	915	0	0	1,171	687	0	0	0	267	3	411	3,909

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Thu, May 7, 15	LOCATION:	San Be na dino	PROJECT #:	SC0612
	NORTH & SOUTH:	Tippecanoe	LOCATION #:	29
	EAST & WEST:	I-10 WB Ramps	CONTROL:	SIGNAL

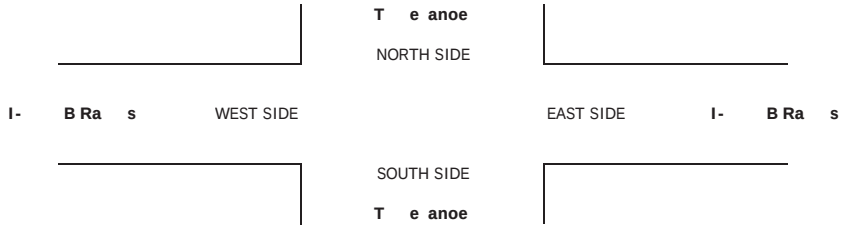
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

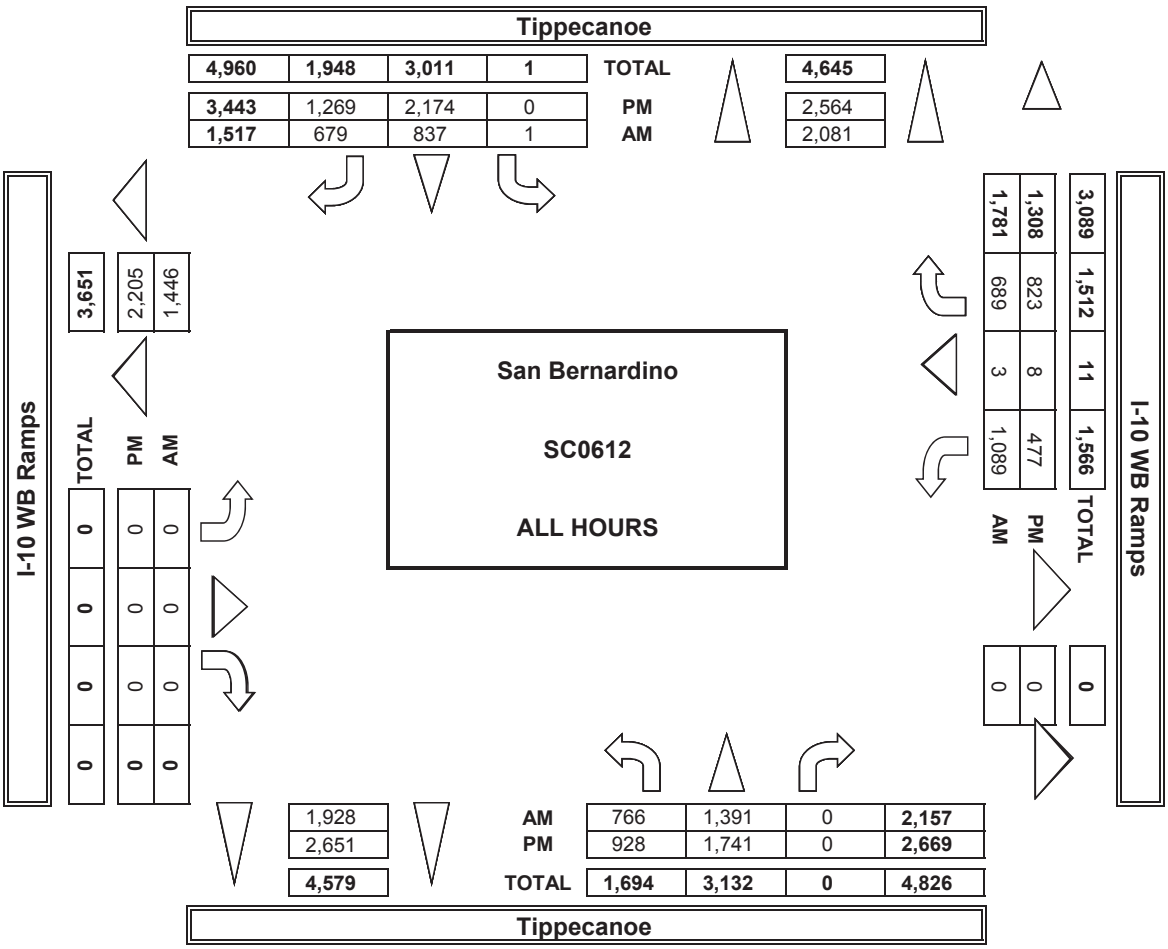
Add U-Turns to Left Turns

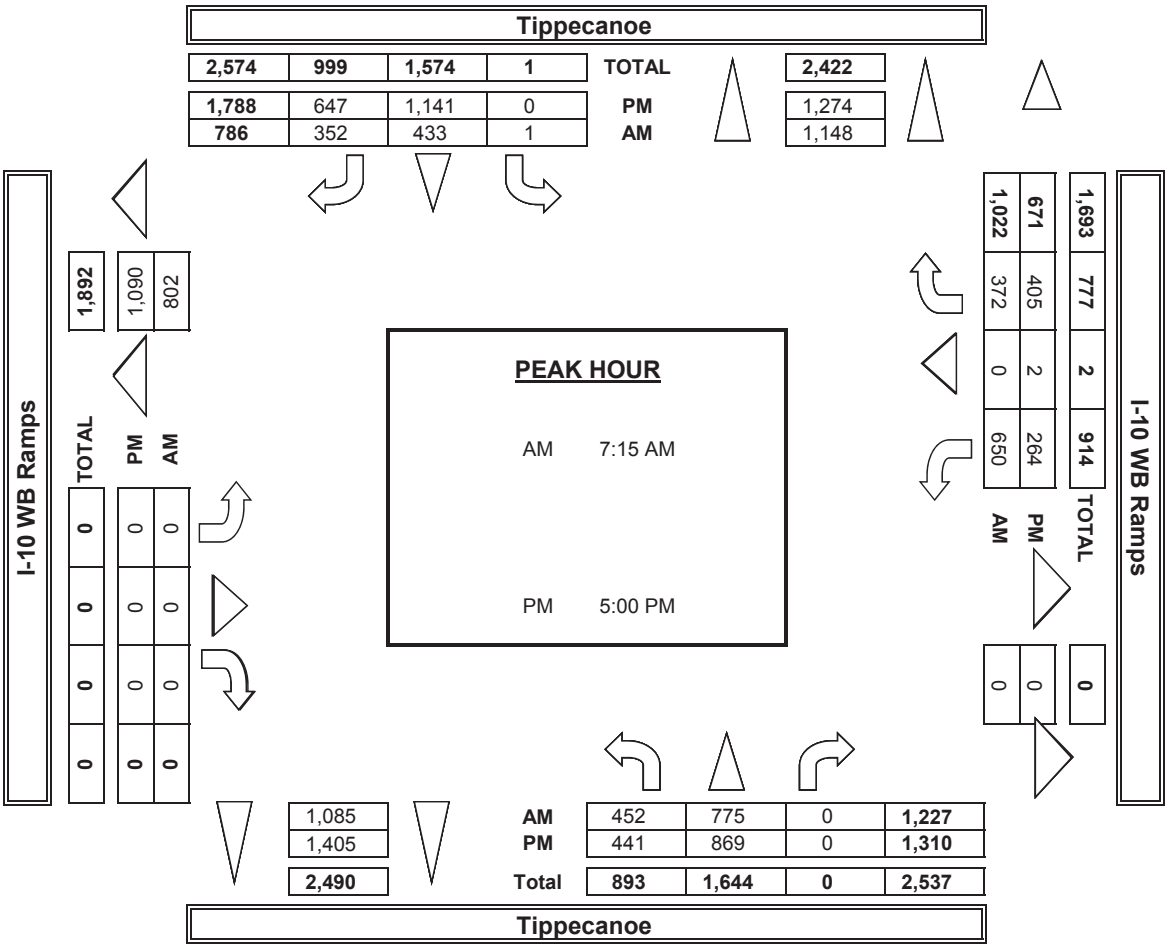
		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND I 10 WB Ramps			WESTBOUND I 10 WB Ramps				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2.5	SR 1.5	EL X	ET X	ER X	WL 1.3	WT 0.3	WR 1.3	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	86	155	0	0	93	70	0	0	0	96	1	101	602	0	0	0	0	0
	7:15 AM	118	202	0	1	104	91	0	0	0	154	0	83	753	0	1	0	0	1
	7:30 AM	114	173	0	0	105	74	0	0	0	162	0	96	724	1	0	0	0	1
	7:45 AM	101	224	0	0	113	84	0	0	0	175	0	76	773	0	0	0	0	0
	8:00 AM	119	176	0	0	111	103	0	0	0	159	0	117	785	1	0	0	0	1
	8:15 AM	87	153	0	0	106	73	0	0	0	118	0	79	616	0	0	0	0	0
	8:30 AM	82	151	0	0	109	78	0	0	0	101	0	64	585	0	0	0	0	0
	8:45 AM	59	157	0	0	96	106	0	0	0	124	2	73	617	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	766	1,391	0	1	837	679	0	0	0	1,089	3	689	5,455	2	1	0	0	3
	APPROACH %	36%	64%	0%	0%	55%	45%	0%	0%	0%	61%	0%	39%						
	APP/DEPART	2,157	/	2,081	1,517	/	1,928	0	/	0	1,781	/	1,446	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	452	775	0	1	433	352	0	0	0	650	0	372	3,035					
	APPROACH %	37%	63%	0%	0%	55%	45%	0%	0%	0%	64%	0%	36%						
	PEAK HR FACTOR		0.944			0.918			0.000			0.926		0.967					
	APP/DEPART	1,227	/	1,148	786	/	1,085	0	/	0	1,022	/	802	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	126	233	0	0	251	181	0	0	0	47	2	101	941	0	0	0	0	0
	4:15 PM	124	225	0	0	249	136	0	0	0	61	1	108	904	0	0	0	0	0
	4:30 PM	122	188	0	0	281	149	0	0	0	52	2	106	900	0	0	0	0	0
	4:45 PM	115	226	0	0	252	156	0	0	0	53	1	103	906	0	0	0	0	0
	5:00 PM	118	205	0	0	279	162	0	0	0	46	1	98	909	0	0	0	0	0
	5:15 PM	117	194	0	0	307	165	0	0	0	66	0	98	947	0	0	0	0	0
	5:30 PM	110	234	0	0	292	157	0	0	0	66	0	102	961	0	0	0	0	0
	5:45 PM	96	236	0	0	263	163	0	0	0	86	1	107	952	0	0	0	0	0
	VOLUMES	928	1,741	0	0	2,174	1,269	0	0	0	477	8	823	7,420	0	0	0	0	0
	APPROACH %	35%	65%	0%	0%	63%	37%	0%	0%	0%	36%	1%	63%						
	APP/DEPART	2,669	/	2,564	3,443	/	2,651	0	/	0	1,308	/	2,205	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	441	869	0	0	1,141	647	0	0	0	264	2	405	3,769					
	APPROACH %	34%	66%	0%	0%	64%	36%	0%	0%	0%	39%	0%	60%						
	PEAK HR FACTOR		0.952			0.947			0.000			0.865		0.980					
	APP/DEPART	1,310	/	1,274	1,788	/	1,405	0	/	0	671	/	1,090	0					



AimTD LLC

TURNING MOVEMENT COUNTS





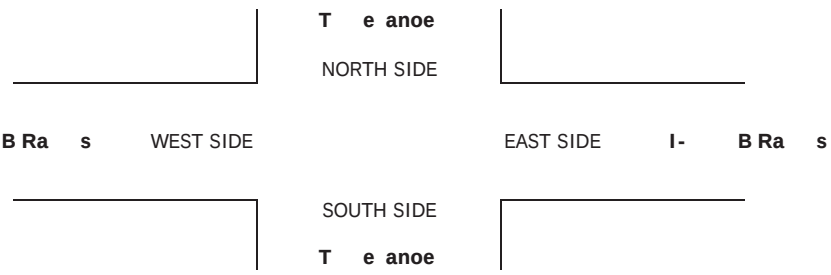
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	29
THURSDAY	EAST & WEST:	I 10 WB Ramps	CONTROL:	SIGNAL

C ASS	NOTES	AM	▲ N	
PASSENGER VEHICLES		PM		
		MD	◄ W	E ►
		OTHER	S ▼	
		OTHER		

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND I 10 WB Ramps			WESTBOUND I 10 WB Ramps				U-TURNS				
LANES:	NL 1	NT 2	NR X	SL X	ST 2.5	SR 1.5	EL X	ET X	ER X	WL 1.3	WT 0.3	WR 1.3	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	82	139	0	0	85	59	0	0	0	95	1	94	555	0	0	0	0	0
7:15 AM	116	182	0	1	97	74	0	0	0	153	0	80	703	0	1	0	0	1
7:30 AM	113	151	0	0	90	67	0	0	0	161	0	91	673	1	0	0	0	1
7:45 AM	99	214	0	0	105	67	0	0	0	172	0	75	732	0	0	0	0	0
8:00 AM	118	158	0	0	96	91	0	0	0	154	0	114	731	1	0	0	0	1
8:15 AM	82	134	0	0	99	63	0	0	0	118	0	75	571	0	0	0	0	0
8:30 AM	79	139	0	0	102	64	0	0	0	98	0	61	543	0	0	0	0	0
8:45 AM	55	138	0	0	92	79	0	0	0	121	2	72	559	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	744	1,255	0	1	766	564	0	0	0	1,072	3	662	5,067	2	1	0	0	3
APPROACH %	37%	63%	0%	0%	58%	42%	0%	0%	0%	62%	0%	38%						
APP/DEPART	1,999	/	1,918	1,331	/	1,840	0	/	0	1,737	/	1,309	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	444	705	0	0	388	299	0	0	0	640	0	360	2,839					
APPROACH %	39%	61%	0%	0%	56%	43%	0%	0%	0%	64%	0%	36%						
PEAK HR FACTOR		0.919			0.920			0.000			0.933		0.970					
APP/DEPART	1,151	/	1,066	688	/	1,030	0	/	0	1,000	/	743	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	123	224	0	0	246	166	0	0	0	45	2	98	904	0	0	0	0	0
4:15 PM	123	216	0	0	241	129	0	0	0	58	1	107	875	0	0	0	0	0
4:30 PM	121	180	0	0	273	140	0	0	0	51	2	100	867	0	0	0	0	0
4:45 PM	114	220	0	0	249	150	0	0	0	53	1	102	889	0	0	0	0	0
5:00 PM	116	197	0	0	268	153	0	0	0	46	0	94	874	0	0	0	0	0
5:15 PM	113	188	0	0	298	159	0	0	0	66	0	98	922	0	0	0	0	0
5:30 PM	107	228	0	0	289	149	0	0	0	65	0	101	939	0	0	0	0	0
5:45 PM	92	218	0	0	261	161	0	0	0	85	1	107	925	0	0	0	0	0
VOLUMES	909	1,671	0	0	2,125	1,207	0	0	0	469	7	807	7,195	0	0	0	0	0
APPROACH %	35%	65%	0%	0%	64%	36%	0%	0%	0%	37%	1%	63%						
APP/DEPART	2,580	/	2,478	3,332	/	2,594	0	/	0	1,283	/	2,123	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	428	831	0	0	1,116	622	0	0	0	262	1	400	3,660					
APPROACH %	34%	66%	0%	0%	64%	36%	0%	0%	0%	40%	0%	60%						
PEAK HR FACTOR		0.940			0.951			0.000			0.859		0.974					
APP/DEPART	1,259	/	1,231	1,738	/	1,378	0	/	0	663	/	1,051	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

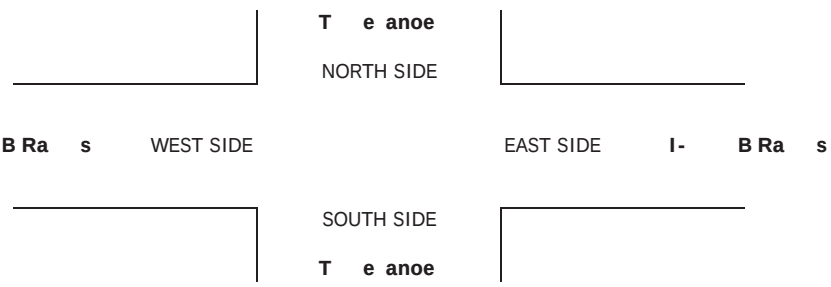
DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	29
THURSDAY	EAST & WEST:	I 10 WB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND I 10 WB Ramps			WESTBOUND I 10 WB Ramps				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2.5	SR 1.5	EL X	ET X	ER X	WL 1.3	WT 0.3	WR 1.3	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	3	0	0	2	3	0	0	0	1	0	4	16	0	0	0	0	0
	7:15 AM	1	6	0	0	2	4	0	0	0	1	0	0	14	0	0	0	0	0
	7:30 AM	1	5	0	0	6	2	0	0	0	0	0	4	18	0	0	0	0	0
	7:45 AM	1	3	0	0	4	5	0	0	0	3	0	1	17	0	0	0	0	0
	8:00 AM	1	6	0	0	7	4	0	0	0	3	0	2	23	0	0	0	0	0
	8:15 AM	4	7	0	0	1	2	0	0	0	0	0	4	18	0	0	0	0	0
	8:30 AM	2	6	0	0	2	5	0	0	0	3	0	3	21	0	0	0	0	0
	8:45 AM	3	8	0	0	0	17	0	0	0	1	0	1	30	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	16	44	0	0	24	42	0	0	0	12	0	19	157	0	0	0	0	0
	APPROACH %	27%	73%	0%	0%	36%	64%	0%	0%	0%	39%	0%	61%						
	APP/DEPART	60	/	63	66	/	36	0	/	0	31	/	58	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	10	27	0	0	10	28	0	0	0	7	0	10	92					
	APPROACH %	27%	73%	0%	0%	26%	74%	0%	0%	0%	41%	0%	59%						
	PEAK HR FACTOR		0.841			0.559			0.000			0.708		0.767					
	APP/DEPART	37	/	37	38	/	17	0	/	0	17	/	38	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	4	0	0	0	7	0	0	0	1	0	2	16	0	0	0	0	0
	4:15 PM	0	6	0	0	4	2	0	0	0	2	0	1	15	0	0	0	0	0
	4:30 PM	1	3	0	0	4	5	0	0	0	0	0	4	17	0	0	0	0	0
	4:45 PM	1	1	0	0	0	2	0	0	0	0	0	1	5	0	0	0	0	0
	5:00 PM	1	3	0	0	3	2	0	0	0	0	1	3	13	0	0	0	0	0
	5:15 PM	4	1	0	0	4	2	0	0	0	0	0	0	11	0	0	0	0	0
	5:30 PM	2	2	0	0	0	3	0	0	0	1	0	1	9	0	0	0	0	0
	5:45 PM	1	12	0	0	0	2	0	0	0	0	0	0	15	0	0	0	0	0
	VOLUMES	12	32	0	0	15	25	0	0	0	4	1	12	101	0	0	0	0	0
	APPROACH %	27%	73%	0%	0%	38%	63%	0%	0%	0%	24%	6%	71%						
	APP/DEPART	44	/	44	40	/	19	0	/	0	17	/	38	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	14	0	0	8	16	0	0	0	3	0	8	53					
	APPROACH %	22%	78%	0%	0%	33%	67%	0%	0%	0%	27%	0%	73%						
	PEAK HR FACTOR		0.750			0.667			0.000			0.688		0.779					
	APP/DEPART	18	/	22	24	/	11	0	/	0	11	/	20	0					



INTERSECTION TURNING MOVEMENT COUNTS

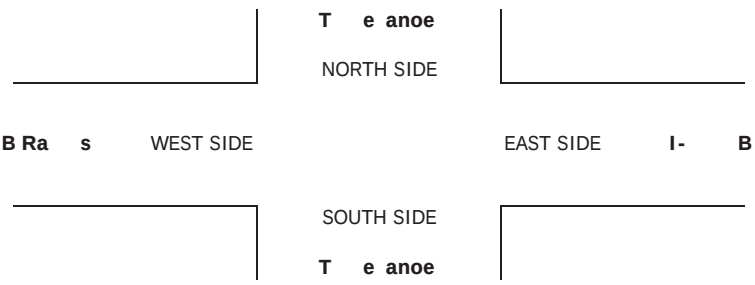
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	29
THURSDAY	EAST & WEST:	I 10 WB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND I 10 WB Ramps			WESTBOUND I 10 WB Ramps				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2.5	SR 1.5	EL X	ET X	ER X	WL 1.3	WT 0.3	WR 1.3	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	0	0	3	3	0	0	0	1	0	0	12	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	5	/	5	6	/	4	0	/	0	1	/	3	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	4	0	0	2	2	0	0	0	1	0	0	9					
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.500			0.500			0.000			0.250		0.750					
	APP/DEPART	4	/	4	4	/	3	0	/	0	1	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	2	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	2	/	1	1	/	0	0	/	0	1	/	3	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	2	0	0	0	0	0	0	0	0	0	0	0	2					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	2	/	0	0	/	0	0	/	0	0	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	29
THURSDAY	EAST & WEST:	I 10 WB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND I 10 WB Ramps			WESTBOUND I 10 WB Ramps				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2.5	SR 1.5	EL X	ET X	ER X	WL 1.3	WT 0.3	WR 1.3	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	9	0	0	1	8	0	0	0	0	0	3	22	0	0	0	0	0
	7:15 AM	1	11	0	0	2	13	0	0	0	0	0	3	30	0	0	0	0	0
	7:30 AM	0	10	0	0	6	5	0	0	0	0	0	0	21	0	0	0	0	0
	7:45 AM	0	7	0	0	2	9	0	0	0	0	0	0	18	0	0	0	0	0
	8:00 AM	0	7	0	0	3	8	0	0	0	0	0	0	18	0	0	0	0	0
	8:15 AM	1	8	0	0	3	7	0	0	0	0	0	0	19	0	0	0	0	0
	8:30 AM	1	4	0	0	1	9	0	0	0	0	0	0	15	0	0	0	0	0
	8:45 AM	0	10	0	0	0	9	0	0	0	1	0	0	20	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	66	0	0	18	68	0	0	0	1	0	6	163	0	0	0	0	0
	APPROACH %	6%	94%	0%	0%	21%	79%	0%	0%	0%	14%	0%	86%						
	APP/DEPART	70	/	72	86	/	19	0	/	0	7	/	72	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	2	37	0	0	11	35	0	0	0	0	0	6	91					
	APPROACH %	5%	95%	0%	0%	24%	76%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.813			0.767			0.000			0.500		0.758					
	APP/DEPART	39	/	43	46	/	11	0	/	0	6	/	37	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	0	0	7	0	0	0	1	0	1	11	0	0	0	0	0
	4:15 PM	1	2	0	0	2	5	0	0	0	1	0	0	11	0	0	0	0	0
	4:30 PM	0	2	0	0	1	4	0	0	0	1	0	1	9	0	0	0	0	0
	4:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0
	5:00 PM	0	3	0	0	3	6	0	0	0	0	0	1	13	0	0	0	0	0
	5:15 PM	0	2	0	0	2	4	0	0	0	0	0	0	8	0	0	0	0	0
	5:30 PM	0	2	0	0	0	5	0	0	0	0	0	0	7	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	VOLUMES	1	14	0	0	8	35	0	0	0	4	0	3	65	0	0	0	0	0
	APPROACH %	7%	93%	0%	0%	19%	81%	0%	0%	0%	57%	0%	43%						
	APP/DEPART	15	/	17	43	/	12	0	/	0	7	/	36	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	1	7	0	0	6	19	0	0	0	2	0	2	37					
	APPROACH %	13%	88%	0%	0%	24%	76%	0%	0%	0%	50%	0%	50%						
	PEAK HR FACTOR		0.667			0.694			0.000			0.500		0.712					
	APP/DEPART	8	/	9	25	/	8	0	/	0	4	/	20	0					

T e anoe

NORTH SIDE

I- B Ra s WEST SIDE EAST SIDE **I- B Ra s**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	29
THURSDAY	EAST & WEST:	I 10 WB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND I 10 WB Ramps			WESTBOUND I 10 WB Ramps				U-TURNS				
	LANES:	NL 1	NT 2	NR X	SL X	ST 2.5	SR 1.5	EL X	ET X	ER X	WL 1.3	WT 0.3	WR 1.3	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	1	/	2	0	/	0	1	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	1	0	0	0	0	1	0	0	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.500					
	APP/DEPART	0	/	0	1	/	2	0	/	0	1	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	2	/	2	0	/	0	0	/	0	0					

T e anoe

NORTH SIDE

I- B Ra s WEST SIDE EAST SIDE **I- B Ra s**

SOUTH SIDE

T e anoe

INTERSECTION TURNING MOVEMENT COUNTS

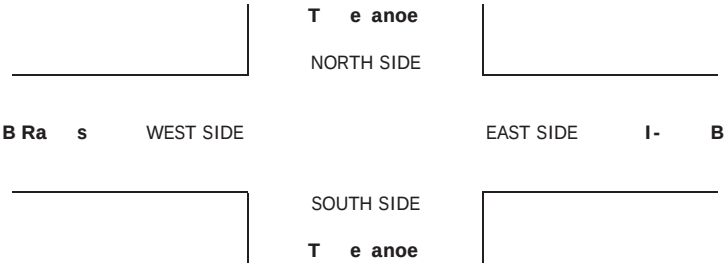
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Tippecanoe	LOCATION #:	29
THURSDAY	EAST & WEST:	I 10 WB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Tippecanoe			SOUTHBOUND Tippecanoe			EASTBOUND I 10 WB Ramps			WESTBOUND I 10 WB Ramps				U-TURNS				
LANES:	NL 1	NT 2	NR X	SL X	ST 2.5	SR 1.5	EL X	ET X	ER X	WL 1.3	WT 0.3	WR 1.3	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	4	0	0	5	0	0	0	0	0	0	0	9	0	0	0	0	0
7:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
7:30 AM	0	5	0	0	3	0	0	0	0	0	0	1	9	0	0	0	0	0
7:45 AM	1	0	0	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0
8:00 AM	0	3	0	0	5	0	0	0	0	1	0	1	10	0	0	0	0	0
8:15 AM	0	3	0	0	3	1	0	0	0	0	0	0	7	0	0	0	0	0
8:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
8:45 AM	1	1	0	0	3	0	0	0	0	1	0	0	6	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	2	21	0	0	25	2	0	0	0	2	0	2	54	0	0	0	0	0
APPROACH %	9%	91%	0%	0%	93%	7%	0%	0%	0%	50%	0%	50%						
APP/DEPART	23	/	23	27	/	27	0	/	0	4	/	4	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	1	11	0	0	13	2	0	0	0	1	0	2	30					
APPROACH %	8%	92%	0%	0%	87%	13%	0%	0%	0%	33%	0%	67%						
PEAK HR FACTOR		0.600			0.750			0.000			0.375		0.750					
APP/DEPART	12	/	13	15	/	14	0	/	0	3	/	3	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	3	0	0	5	0	0	0	0	0	0	0	9	0	0	0	0	0
4:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
4:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0
5:00 PM	1	2	0	0	5	1	0	0	0	0	0	0	9	0	0	0	0	0
5:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
5:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0
5:45 PM	1	5	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	0
VOLUMES	4	24	0	0	24	1	0	0	0	0	0	0	53	0	0	0	0	0
APPROACH %	14%	86%	0%	0%	96%	4%	0%	0%	0%	0%	0%	0%						
APP/DEPART	28	/	24	25	/	24	0	/	0	0	/	5	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	3	12	0	0	13	1	0	0	0	0	0	0	29					
APPROACH %	20%	80%	0%	0%	93%	7%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.625			0.583			0.000			0.000		0.806					
APP/DEPART	15	/	12	14	/	13	0	/	0	0	/	4	0					



DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Anderson	LOCATION #:	30
	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ▼ S ◄ W E ►

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND I 10 EB Ramps			WESTBOUND I 10 EB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	2.5	0.5	1	2	0	1.5	0.5	2	X	X	X	
AM	7:00 AM	0	137	51	47	165	0	141	0	123	0	0	0	664
	7:15 AM	0	173	48	44	227	0	178	0	142	0	0	0	812
	7:30 AM	0	167	55	51	229	0	152	0	168	0	0	0	822
	7:45 AM	0	170	60	53	253	0	181	0	133	0	0	0	850
	8:00 AM	0	194	51	51	234	0	134	0	135	0	0	0	799
	8:15 AM	0	133	46	65	173	0	141	0	124	0	0	0	682
	8:30 AM	0	142	45	53	162	0	122	2	133	0	0	0	659
	8:45 AM	0	104	31	47	183	0	144	0	154	0	0	0	663
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	704	214	199	943	0	645	0	578	0	0	0	3,283
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	213	72	139	172	0	162	1	93	0	0	0	852
	4:15 PM	0	219	79	146	187	0	145	0	75	0	0	0	851
	4:30 PM	0	205	93	163	179	0	111	0	76	0	5	7	839
	4:45 PM	0	219	92	154	161	0	134	2	84	0	0	0	846
	5:00 PM	0	200	70	166	172	0	134	1	76	0	0	0	819
	5:15 PM	0	201	86	160	219	0	120	1	76	0	0	0	863
	5:30 PM	0	221	70	161	208	0	140	1	89	0	0	0	890
	5:45 PM	0	186	94	148	205	0	170	0	91	0	0	0	894
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	808	320	635	804	0	564	3	332	0	0	0	3,466

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Thu, May 7, 15	LOCATION:	Loma Linda	PROJECT #:	SC0612
	NORTH & SOUTH:	Anderson	LOCATION #:	30
	EAST & WEST:	I-10 EB Ramps	CONTROL:	SIGNAL

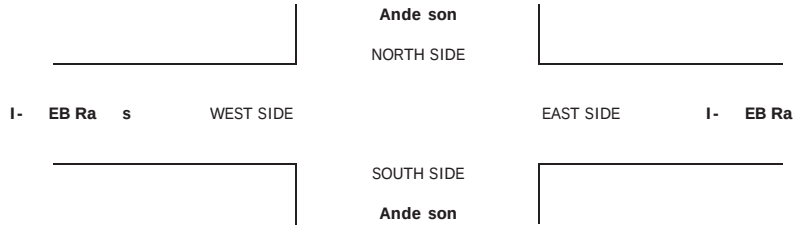
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

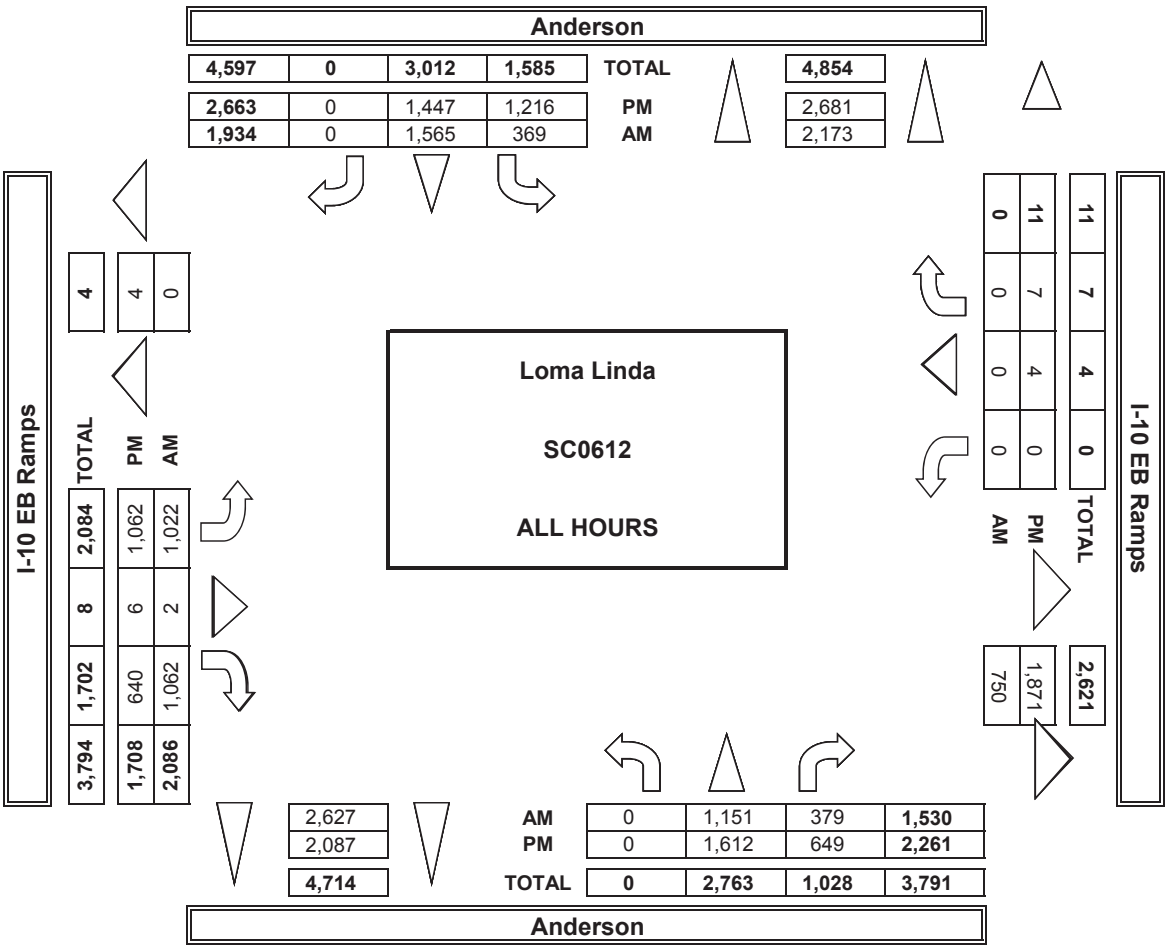
Add U-Turns to Left Turns

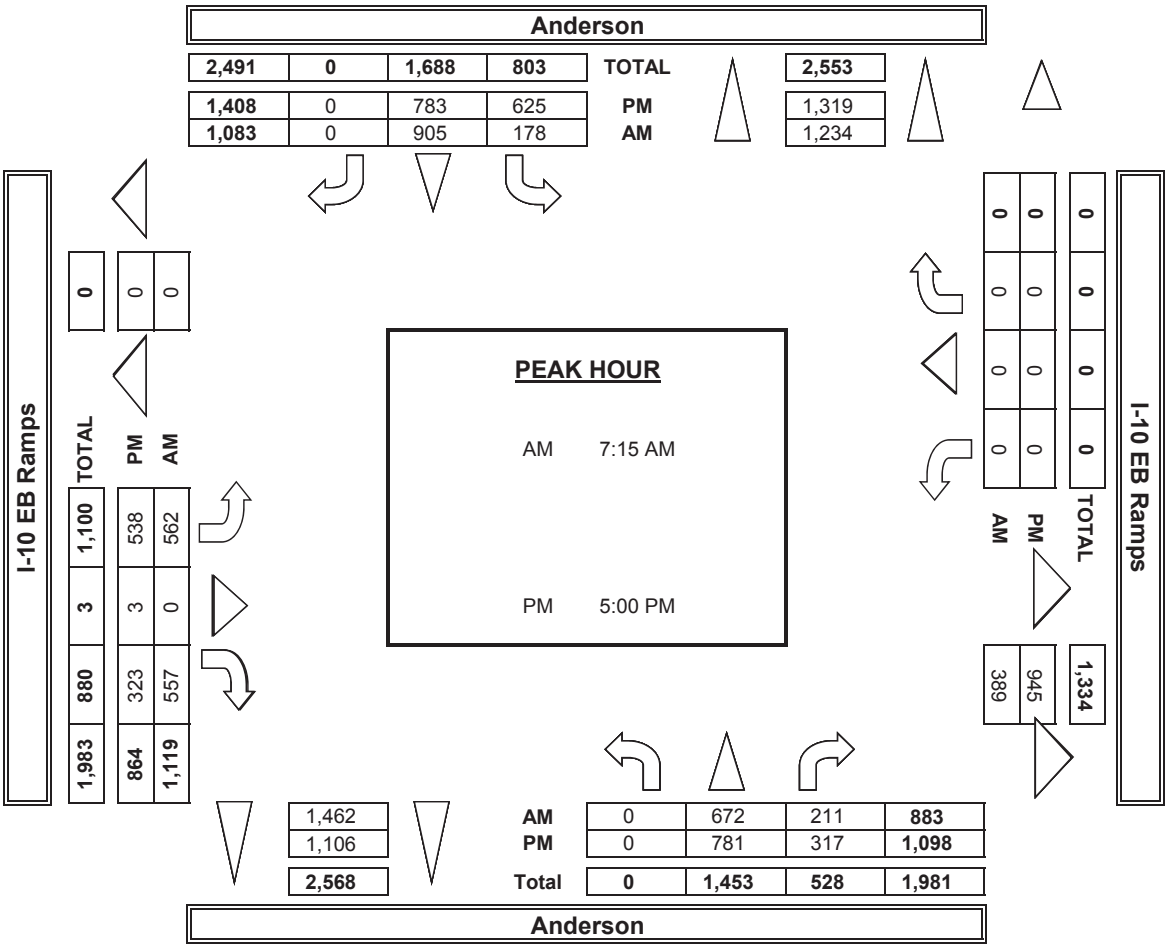
		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND I 10 EB Ramps			WESTBOUND I 10 EB Ramps				U-TURNS				
	LANES:	NL 0	NT 2.5	NR 0.5	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 2	WL X	WT X	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	125	50	40	157	0	121	0	121	0	0	0	614	0	0	0	0	0
	7:15 AM	0	164	46	39	221	0	157	0	137	0	0	0	764	0	0	0	0	0
	7:30 AM	0	155	55	42	220	0	129	0	160	0	0	0	761	0	0	0	0	0
	7:45 AM	0	167	60	49	242	0	163	0	129	0	0	0	810	0	0	0	0	0
	8:00 AM	0	186	50	48	222	0	113	0	131	0	0	0	750	0	0	0	0	0
	8:15 AM	0	122	44	55	171	0	116	0	119	0	0	0	627	0	0	0	0	0
	8:30 AM	0	133	44	51	157	0	105	2	128	0	0	0	620	0	0	0	0	0
	8:45 AM	0	99	30	45	175	0	118	0	137	0	0	0	604	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1,151	379	369	1,565	0	1,022	2	1,062	0	0	0	5,550	0	0	0	0	0
	APPROACH %	0%	75%	25%	19%	81%	0%	49%	0%	51%	0%	0%	0%						
	APP/DEPART	1,530	/	2,173	1,934	/	2,627	2,086	/	750	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	672	211	178	905	0	562	0	557	0	0	0	3,085					
	APPROACH %	0%	76%	24%	16%	84%	0%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.935			0.930			0.952			0.000		0.952					
	APP/DEPART	883	/	1,234	1,083	/	1,462	1,119	/	389	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	206	72	137	162	0	153	1	91	0	0	0	822	0	0	0	0	0
	4:15 PM	0	214	77	142	175	0	137	0	72	0	0	0	817	0	0	0	0	0
	4:30 PM	0	199	93	160	171	0	104	0	74	0	4	7	812	0	0	0	0	0
	4:45 PM	0	212	90	152	156	0	130	2	80	0	0	0	822	0	0	0	0	0
	5:00 PM	0	196	69	163	165	0	129	1	75	0	0	0	798	0	0	0	0	0
	5:15 PM	0	195	85	155	216	0	118	1	73	0	0	0	843	0	0	0	0	0
	5:30 PM	0	215	69	159	202	0	133	1	86	0	0	0	865	0	0	0	0	0
	5:45 PM	0	175	94	148	200	0	158	0	89	0	0	0	864	0	0	0	0	0
	VOLUMES	0	1,612	649	1,216	1,447	0	1,062	6	640	0	4	7	6,643	0	0	0	0	0
	APPROACH %	0%	71%	29%	46%	54%	0%	62%	0%	37%	0%	36%	64%						
	APP/DEPART	2,261	/	2,681	2,663	/	2,087	1,708	/	1,871	11	/	4	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	781	317	625	783	0	538	3	323	0	0	0	3,370					
	APPROACH %	0%	71%	29%	44%	56%	0%	62%	0%	37%	0%	0%	0%						
	PEAK HR FACTOR		0.967			0.949			0.874			0.000		0.974					
	APP/DEPART	1,098	/	1,319	1,408	/	1,106	864	/	945	0	/	0	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

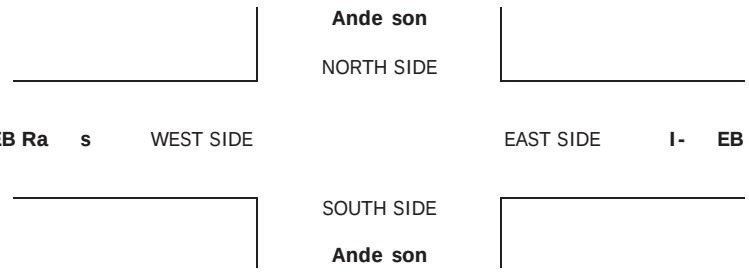
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	30
THURSDAY	EAST & WEST:	I 10 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND I 10 EB Ramps			WESTBOUND I 10 EB Ramps				U-TURNS				
	LANES:	NL 0	NT 2.5	NR 0.5	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	116	49	35	149	0	109	0	119	0	0	0	577	0	0	0	0	0
	7:15 AM	0	156	44	36	216	0	145	0	132	0	0	0	729	0	0	0	0	0
	7:30 AM	0	145	55	37	211	0	116	0	154	0	0	0	718	0	0	0	0	0
	7:45 AM	0	164	60	47	233	0	153	0	126	0	0	0	783	0	0	0	0	0
	8:00 AM	0	179	49	45	210	0	100	0	128	0	0	0	711	0	0	0	0	0
	8:15 AM	0	112	43	48	169	0	101	0	115	0	0	0	588	0	0	0	0	0
	8:30 AM	0	125	43	49	152	0	95	2	124	0	0	0	590	0	0	0	0	0
	8:45 AM	0	94	29	43	168	0	101	0	123	0	0	0	558	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1,091	372	340	1,508	0	920	2	1,021	0	0	0	5,254	0	0	0	0	0
	APPROACH %	0%	75%	25%	18%	82%	0%	47%	0%	53%	0%	0%	0%						
	APP/DEPART	1,463	/	2,011	1,848	/	2,529	1,943	/	714	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	644	208	165	870	0	514	0	540	0	0	0	2,941					
	APPROACH %	0%	76%	24%	16%	84%	0%	49%	0%	51%	0%	0%	0%						
	PEAK HR FACTOR		0.934			0.924			0.944			0.000		0.939					
	APP/DEPART	852	/	1,158	1,035	/	1,410	1,054	/	373	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	199	72	136	153	0	147	1	89	0	0	0	797	0	0	0	0	0
	4:15 PM	0	210	75	140	164	0	131	0	70	0	0	0	790	0	0	0	0	0
	4:30 PM	0	194	93	158	164	0	99	0	72	0	3	7	790	0	0	0	0	0
	4:45 PM	0	205	88	150	151	0	128	2	77	0	0	0	801	0	0	0	0	0
	5:00 PM	0	192	68	160	159	0	125	1	74	0	0	0	779	0	0	0	0	0
	5:15 PM	0	189	84	152	213	0	116	1	70	0	0	0	825	0	0	0	0	0
	5:30 PM	0	209	68	158	197	0	129	1	83	0	0	0	845	0	0	0	0	0
	5:45 PM	0	165	94	148	196	0	147	0	87	0	0	0	837	0	0	0	0	0
	VOLUMES	0	1,563	642	1,202	1,397	0	1,022	6	622	0	3	7	6,464	0	0	0	0	0
	APPROACH %	0%	71%	29%	46%	54%	0%	62%	0%	38%	0%	30%	70%						
	APP/DEPART	2,205	/	2,592	2,599	/	2,019	1,650	/	1,850	10	/	3	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	755	314	618	765	0	517	3	314	0	0	0	3,286					
	APPROACH %	0%	71%	29%	45%	55%	0%	62%	0%	38%	0%	0%	0%						
	PEAK HR FACTOR		0.965			0.947			0.891			0.000		0.972					
	APP/DEPART	1,069	/	1,272	1,383	/	1,079	834	/	935	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

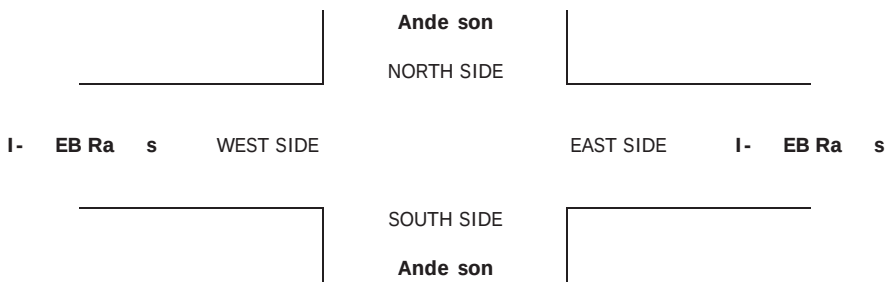
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	30
THURSDAY	EAST & WEST:	I 10 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE	
WORK	
VEHICLES/	
TRUCKS	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND I 10 EB Ramps			WESTBOUND I 10 EB Ramps				U-TURNS				
	LANES:	NL 0	NT 2.5	NR 0.5	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	1	2	3	0	4	0	1	0	0	0	13	0	0	0	0	0
	7:15 AM	0	4	1	1	2	0	3	0	5	0	0	0	16	0	0	0	0	0
	7:30 AM	0	4	0	1	6	0	2	0	4	0	0	0	17	0	0	0	0	0
	7:45 AM	0	2	0	0	5	0	2	0	2	0	0	0	11	0	0	0	0	0
	8:00 AM	0	3	1	3	5	0	4	0	1	0	0	0	17	0	0	0	0	0
	8:15 AM	0	6	0	2	1	0	5	0	2	0	0	0	16	0	0	0	0	0
	8:30 AM	0	5	1	2	2	0	3	0	3	0	0	0	16	0	0	0	0	0
	8:45 AM	0	3	1	1	2	0	8	0	9	0	0	0	24	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	29	5	12	26	0	31	0	27	0	0	0	130	0	0	0	0	0
	APPROACH %	0%	85%	15%	32%	68%	0%	53%	0%	47%	0%	0%	0%						
	APP/DEPART	34	/	60	38	/	53	58	/	17	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	17	3	8	10	0	20	0	15	0	0	0	73					
	APPROACH %	0%	85%	15%	44%	56%	0%	57%	0%	43%	0%	0%	0%						
	PEAK HR FACTOR		0.833			0.563			0.515			0.000		0.760					
	APP/DEPART	20	/	37	18	/	25	35	/	11	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	3	0	3	0	2	0	0	0	11	0	0	0	0	0
	4:15 PM	0	2	0	0	8	0	4	0	1	0	0	0	15	0	0	0	0	0
	4:30 PM	0	1	0	1	3	0	3	0	1	0	1	0	10	0	0	0	0	0
	4:45 PM	0	2	2	1	3	0	0	0	2	0	0	0	10	0	0	0	0	0
	5:00 PM	0	1	1	2	1	0	3	0	0	0	0	0	8	0	0	0	0	0
	5:15 PM	0	3	1	0	1	0	2	0	1	0	0	0	8	0	0	0	0	0
	5:30 PM	0	3	1	0	1	0	1	0	2	0	0	0	8	0	0	0	0	0
	5:45 PM	0	3	0	0	1	0	10	0	2	0	0	0	16	0	0	0	0	0
	VOLUMES	0	18	5	4	21	0	26	0	11	0	1	0	86	0	0	0	0	0
	APPROACH %	0%	78%	22%	16%	84%	0%	70%	0%	30%	0%	100%	0%						
	APP/DEPART	23	/	44	25	/	32	37	/	9	1	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	8	2	2	17	0	10	0	6	0	1	0	46					
	APPROACH %	0%	80%	20%	11%	89%	0%	63%	0%	38%	0%	100%	0%						
	PEAK HR FACTOR		0.625			0.594			0.800			0.250		0.767					
	APP/DEPART	10	/	18	19	/	23	16	/	4	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

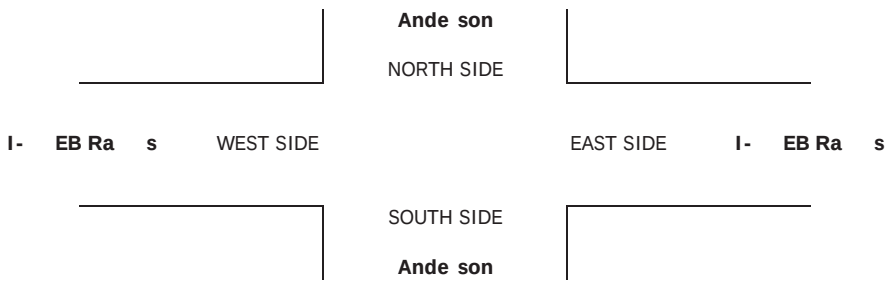
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	30
THURSDAY	EAST & WEST:	I 10 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND I 10 EB Ramps			WESTBOUND I 10 EB Ramps				U-TURNS				
	LANES:	NL 0	NT 2.5	NR 0.5	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	2	0	4	0	0	0	0	0	8	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	50%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	4	4	/	2	4	/	2	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	2	0	3	0	0	0	0	0	5					
	APPROACH %	0%	0%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.375			0.000		0.625					
	APP/DEPART	0	/	3	2	/	2	3	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

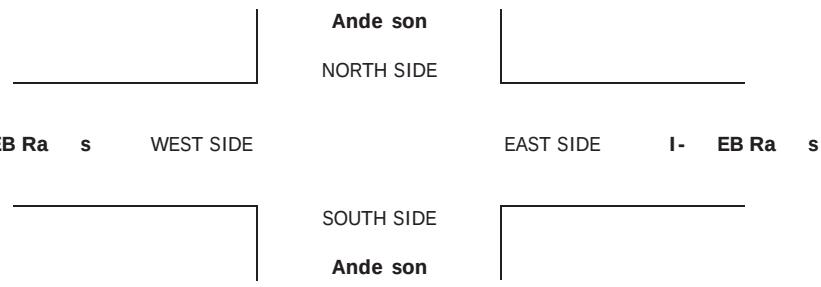
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	30
THURSDAY	EAST & WEST:	I 10 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND I 10 EB Ramps			WESTBOUND I 10 EB Ramps				U-TURNS				
	LANES:	NL 0	NT 2.5	NR 0.5	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	1	0	0	8	0	0	0	0	0	12	0	0	0	0	0
	7:15 AM	0	1	0	2	0	0	9	0	0	0	0	0	12	0	0	0	0	0
	7:30 AM	0	2	0	4	0	0	9	0	2	0	0	0	17	0	0	0	0	0
	7:45 AM	0	0	0	2	2	0	8	0	1	0	0	0	13	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	7	0	1	0	0	0	9	0	0	0	0	0
	8:15 AM	0	1	1	3	0	0	9	0	1	0	0	0	15	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	7	0	1	0	0	0	9	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	9	0	3	0	0	0	13	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	9	1	12	3	0	66	0	9	0	0	0	100	0	0	0	0	0
	APPROACH %	0%	90%	10%	80%	20%	0%	88%	0%	12%	0%	0%	0%						
	APP/DEPART	10	/	75	15	/	12	75	/	13	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	4	1	9	2	0	33	0	5	0	0	0	54					
	APPROACH %	0%	80%	20%	82%	18%	0%	87%	0%	13%	0%	0%	0%						
	PEAK HR FACTOR		0.417			0.688			0.864			0.000		0.794					
	APP/DEPART	5	/	37	11	/	7	38	/	10	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	1	0	3	0	0	0	0	0	5	0	0	0	0	0
	4:15 PM	0	1	0	2	1	0	2	0	1	0	0	0	7	0	0	0	0	0
	4:30 PM	0	1	0	1	1	0	2	0	0	0	0	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	2	0	1	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	1	1	0	3	0	0	0	0	0	5	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	2	0	7	6	0	14	0	2	0	0	0	31	0	0	0	0	0
	APPROACH %	0%	100%	0%	54%	46%	0%	88%	0%	13%	0%	0%	0%						
	APP/DEPART	2	/	16	13	/	8	16	/	7	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	2	0	4	3	0	9	0	2	0	0	0	20					
	APPROACH %	0%	100%	0%	57%	43%	0%	82%	0%	18%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.583			0.917			0.000		0.714					
	APP/DEPART	2	/	11	7	/	5	11	/	4	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	30
THURSDAY	EAST & WEST:	I 10 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND I 10 EB Ramps			WESTBOUND I 10 EB Ramps				U-TURNS				
	LANES:	NL 0	NT 2.5	NR 0.5	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	1	0	/	1	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	1	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.500			0.000			0.000		0.500					
	APP/DEPART	0	/	0	2	/	1	0	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	2	/	1	0	/	1	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	1	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	2	/	1	0	/	1	0	/	0	0					

Ande son

NORTH SIDE

I- EB Ra s WEST SIDE EAST SIDE **I- EB Ra s**

SOUTH SIDE

Ande son

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	30
THURSDAY	EAST & WEST:	I 10 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND I 10 EB Ramps			WESTBOUND I 10 EB Ramps				U-TURNS				
	LANES:	NL 0	NT 2.5	NR 0.5	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 2	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	0	0	5	0	0	0	1	0	0	0	10	0	0	0	0	0
	7:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	7:30 AM	0	4	0	0	3	0	1	0	0	0	0	0	8	0	0	0	0	0
	7:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	3	0	0	6	0	0	0	1	0	0	0	10	0	0	0	0	0
	8:15 AM	0	3	0	2	1	0	0	0	1	0	0	0	7	0	0	0	0	0
	8:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:45 AM	0	2	0	0	4	0	0	0	2	0	0	0	8	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	22	1	2	25	0	1	0	5	0	0	0	56	0	0	0	0	0
	APPROACH %	0%	96%	4%	7%	93%	0%	17%	0%	83%	0%	0%	0%						
	APP/DEPART	23	/	23	27	/	30	6	/	3	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	10	0	2	14	0	0	0	4	0	0	0	30					
	APPROACH %	0%	100%	0%	13%	88%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.833			0.667			0.500			0.000		0.750					
	APP/DEPART	10	/	10	16	/	18	4	/	2	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	4	0	0	5	0	0	0	0	0	0	0	9	0	0	0	0	0
	4:15 PM	0	1	2	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	4:30 PM	0	3	0	0	3	0	0	0	1	0	0	0	7	0	0	0	0	0
	4:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0
	5:00 PM	0	3	0	1	4	0	0	0	1	0	0	0	9	0	0	0	0	0
	5:15 PM	0	3	0	1	2	0	0	0	2	0	0	0	8	0	0	0	0	0
	5:30 PM	0	3	0	0	3	0	0	0	1	0	0	0	7	0	0	0	0	0
	5:45 PM	0	6	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	0
	VOLUMES	0	28	2	2	22	0	0	0	5	0	0	0	59	0	0	0	0	0
	APPROACH %	0%	93%	7%	8%	92%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	30	/	28	24	/	27	5	/	4	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	15	0	2	11	0	0	0	4	0	0	0	32					
	APPROACH %	0%	100%	0%	15%	85%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.650			0.500			0.000		0.889					
	APP/DEPART	15	/	15	13	/	15	4	/	2	0	/	0	0					

Ande son

NORTH SIDE

I- EB Ra s WEST SIDE EAST SIDE **I- EB Ra s**

SOUTH SIDE

Ande son

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Anderson	LOCATION #:	31
	EAST & WEST:	Redlands	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND Redlands			WESTBOUND Redlands			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	13	130	4	28	249	17	12	29	22	21	26	48	599
	7:15 AM	9	145	7	39	301	25	15	55	38	28	40	56	758
	7:30 AM	18	165	10	39	321	28	9	48	65	22	61	50	836
	7:45 AM	17	190	14	34	305	27	24	46	84	40	71	32	884
	8:00 AM	32	171	14	38	298	42	19	54	54	28	70	42	862
	8:15 AM	23	153	12	37	211	46	18	31	13	27	54	39	664
	8:30 AM	13	119	20	36	206	38	27	41	18	25	46	40	629
	8:45 AM	7	92	2	45	239	51	25	36	25	28	74	32	656
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	76	671	45	150	1,225	122	67	203	241	118	242	180	3,340
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	112	4	52	88	25	19	50	15	16	42	42	472
	4:15 PM	22	211	4	79	164	43	32	88	22	19	85	58	827
	4:30 PM	24	228	11	69	144	50	40	133	30	27	67	37	860
	4:45 PM	19	194	14	84	153	30	39	125	22	21	91	63	855
	5:00 PM	17	150	13	76	143	44	46	124	29	28	105	71	846
	5:15 PM	10	186	6	94	158	46	38	140	23	23	78	55	857
	5:30 PM	16	199	19	79	188	33	31	117	34	26	96	65	903
	5:45 PM	24	194	20	82	176	57	32	87	17	19	80	61	849
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	62	729	52	333	642	153	154	506	108	98	370	254	3,461

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Thu, May 7, 15	LOCATION:	Loma Linda	PROJECT #:	SC0612
	NORTH & SOUTH:	Anderson	LOCATION #:	31
	EAST & WEST:	Redlands	CONTROL:	SIGNAL

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	13	125	4	28	240	17	9	26	21	20	25	42	570	0	0	0	2	2
	7:15 AM	9	140	7	37	294	24	13	52	38	25	40	54	733	0	0	0	3	3
	7:30 AM	18	160	10	34	309	23	9	45	65	22	59	45	799	0	0	0	1	1
	7:45 AM	17	187	13	31	297	25	21	43	83	40	68	31	856	0	0	0	2	2
	8:00 AM	29	167	13	37	288	41	16	51	51	27	67	41	828	0	0	0	1	1
	8:15 AM	22	142	12	36	206	43	17	30	12	25	54	38	637	0	0	0	3	3
	8:30 AM	12	111	16	34	201	38	25	37	16	24	45	39	598	0	0	0	0	0
	8:45 AM	7	87	2	40	227	45	23	35	20	25	69	31	611	0	0	0	2	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	127	1,119	77	277	2,062	256	133	319	306	208	427	321	5,632	0	0	0	14	14
	APPROACH %	10%	85%	6%	11%	79%	10%	18%	42%	40%	22%	45%	34%						
	APP/DEPART	1,323	/	1,573	2,595	/	2,562	758	/	687	956	/	810	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	73	654	43	139	1,188	113	59	191	237	114	234	171	3,216					
	APPROACH %	9%	85%	6%	10%	83%	8%	12%	39%	49%	22%	45%	33%						
	PEAK HR FACTOR		0.887			0.984			0.828			0.933		0.939					
	APP/DEPART	770	/	884	1,440	/	1,532	487	/	380	519	/	420	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	6	109	4	50	85	23	18	47	14	16	42	40	454	0	0	0	3	3
	4:15 PM	19	205	4	76	159	42	31	84	21	19	84	56	800	0	0	0	1	1
	4:30 PM	24	226	11	66	136	44	38	128	30	26	67	35	831	0	0	0	1	1
	4:45 PM	19	192	14	79	150	29	39	120	22	21	88	61	834	0	1	0	3	4
	5:00 PM	16	146	11	73	138	41	45	121	29	28	102	69	819	0	1	0	3	4
	5:15 PM	10	180	6	91	155	44	38	138	23	23	75	55	838	0	0	0	5	5
	5:30 PM	16	192	18	79	183	32	31	116	34	26	91	64	882	0	0	0	1	1
	5:45 PM	23	188	20	79	172	55	31	87	17	19	75	58	824	0	0	0	2	2
	VOLUMES	133	1,438	88	593	1,178	310	271	841	190	178	624	438	6,282	0	2	0	19	21
	APPROACH %	8%	87%	5%	28%	57%	15%	21%	65%	15%	14%	50%	35%						
	APP/DEPART	1,659	/	2,149	2,081	/	1,527	1,302	/	1,539	1,240	/	1,067	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	61	710	49	322	626	146	153	495	108	98	356	249	3,373					
	APPROACH %	7%	87%	6%	29%	57%	13%	20%	65%	14%	14%	51%	35%						
	PEAK HR FACTOR		0.907			0.930			0.950			0.883		0.956					
	APP/DEPART	820	/	1,114	1,094	/	820	756	/	876	703	/	563	0					

Ande son — NORTH SIDE

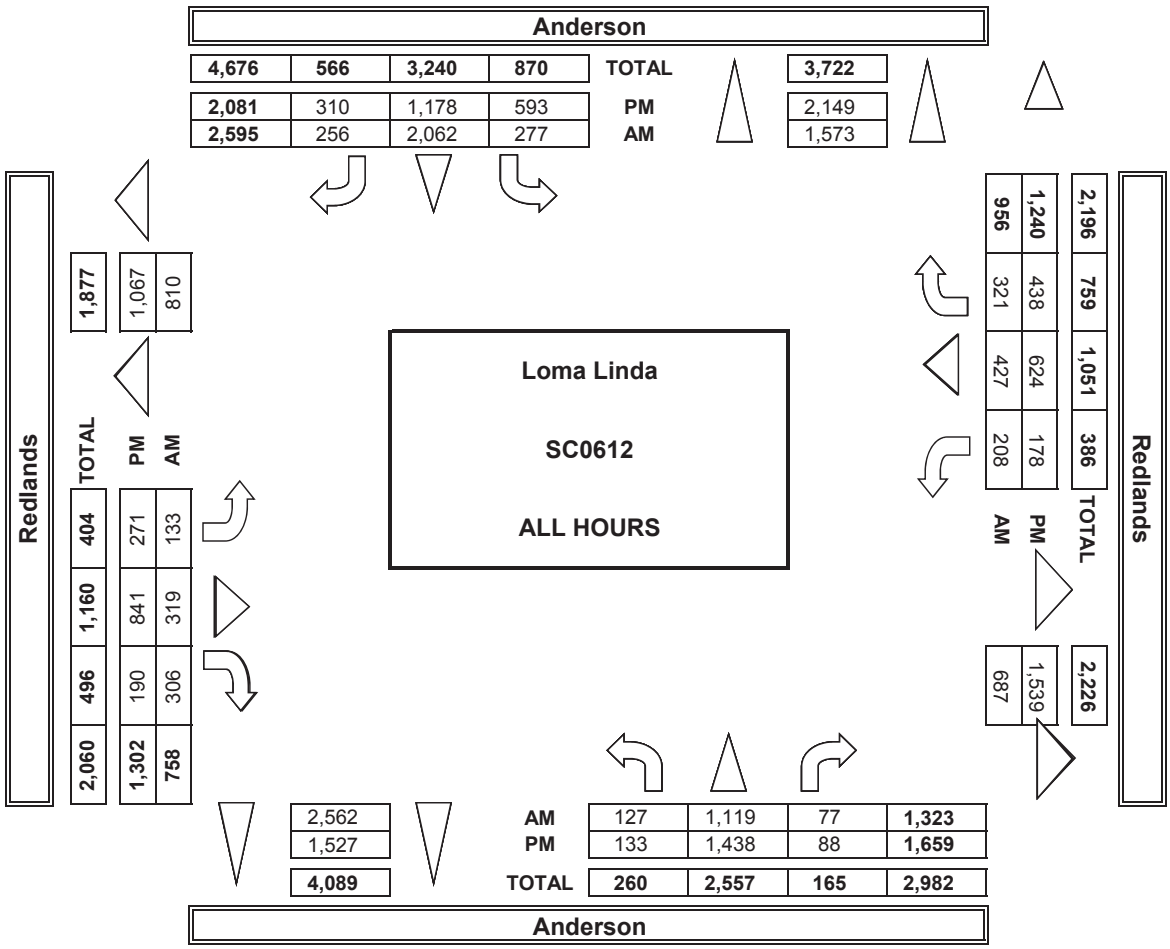
Redlands — WEST SIDE — EAST SIDE — **Redlands**

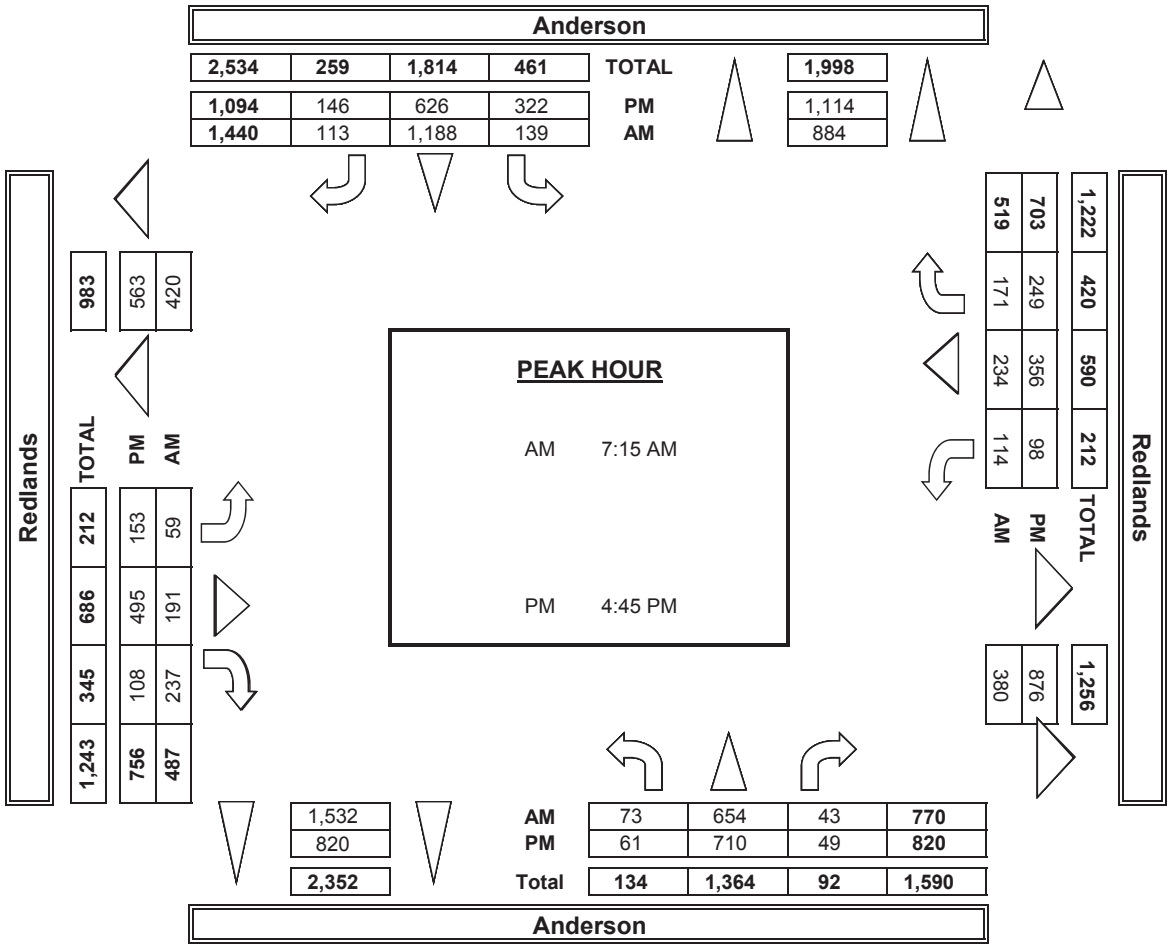
SOUTH SIDE

Ande son

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	31
THURSDAY	EAST & WEST:	Redlands	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	13	120	4	28	232	17	7	23	20	19	24	38	545	0	0	0	2	2
7:15 AM	9	136	7	35	289	23	11	49	38	23	40	52	712	0	0	0	3	3
7:30 AM	18	155	10	29	299	19	9	42	65	22	57	41	766	0	0	0	1	1
7:45 AM	17	184	12	28	290	24	18	40	82	40	66	30	831	0	0	0	2	2
8:00 AM	27	164	12	36	278	40	14	49	48	26	65	40	799	0	0	0	1	1
8:15 AM	21	133	12	35	202	40	16	29	11	23	54	37	613	0	0	0	3	3
8:30 AM	11	104	12	33	196	38	23	34	14	23	44	38	570	0	0	0	0	0
8:45 AM	7	82	2	36	216	40	21	34	16	22	65	30	571	0	0	0	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	123	1,078	71	260	2,002	241	119	300	294	198	415	306	5,407	0	0	0	14	14
APPROACH %	10%	85%	6%	10%	80%	10%	17%	42%	41%	22%	45%	33%						
APP/DEPART	1,272	/	1,503	2,503	/	2,480	713	/	645	919	/	779	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	71	639	41	128	1,156	106	52	180	233	104	228	163	3,108					
APPROACH %	9%	85%	5%	9%	83%	8%	11%	39%	50%	21%	45%	32%						
PEAK HR FACTOR		0.881			0.982			0.830			0.923		0.935					
APP/DEPART	751	/	854	1,390	/	1,493	465	/	356	502	/	405	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	5	106	4	48	82	21	17	44	13	16	42	38	436	0	0	0	3	3
4:15 PM	16	200	4	73	154	41	30	80	20	19	83	54	774	0	0	0	1	1
4:30 PM	24	224	11	63	129	40	37	123	30	25	67	33	806	0	0	0	1	1
4:45 PM	19	190	14	74	147	28	39	116	22	21	86	59	815	0	1	0	3	4
5:00 PM	15	142	10	70	133	39	44	119	29	28	100	67	796	0	1	0	3	4
5:15 PM	10	174	6	88	152	43	38	136	23	23	72	55	820	0	0	0	5	5
5:30 PM	16	185	17	79	178	31	31	115	34	26	87	63	862	0	0	0	1	1
5:45 PM	22	182	20	77	168	54	30	87	17	19	71	56	803	0	0	0	2	2
VOLUMES	127	1,403	86	572	1,143	297	266	820	188	177	608	425	6,112	0	2	0	19	21
APPROACH %	8%	87%	5%	28%	57%	15%	21%	64%	15%	15%	50%	35%						
APP/DEPART	1,616	/	2,096	2,012	/	1,489	1,274	/	1,495	1,210	/	1,032	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	60	691	47	309	610	141	152	486	108	86	345	244	3,293					
APPROACH %	8%	87%	6%	29%	57%	13%	20%	65%	14%	13%	50%	36%						
PEAK HR FACTOR		0.895			0.922			0.947			0.881		0.955					
APP/DEPART	798	/	1,089	1,062	/	804	746	/	854	687	/	546	0					

Ande son

NORTH SIDE

Redlands WEST SIDE EAST SIDE **Redlands**

SOUTH SIDE

Ande son

INTERSECTION TURNING MOVEMENT COUNTS

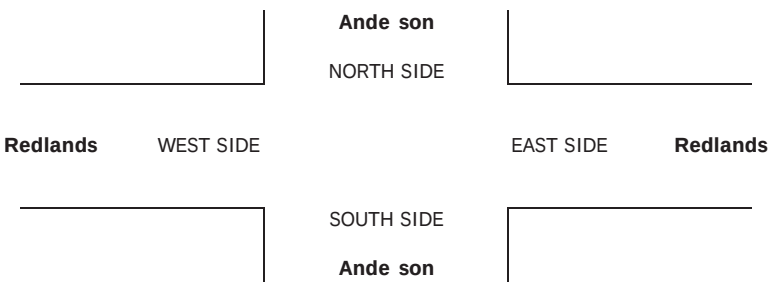
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	31
THURSDAY	EAST & WEST:	Redlands	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

	NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	3	0	0	3	0	1	3	1	1	1	1	14	0	0	0	0	0
7:15 AM	0	1	0	0	2	1	1	2	0	0	0	1	8	0	0	0	0	0
7:30 AM	0	2	0	5	5	3	0	1	0	0	2	2	20	0	0	0	0	0
7:45 AM	0	0	1	2	4	0	3	3	1	0	1	0	15	0	0	0	0	0
8:00 AM	1	0	0	1	5	1	1	1	3	0	0	0	13	0	0	0	0	0
8:15 AM	1	5	0	0	2	2	1	1	1	1	0	1	15	0	0	0	0	0
8:30 AM	1	5	3	0	3	0	2	2	2	1	1	0	20	0	0	0	0	0
8:45 AM	0	3	0	2	5	3	2	0	3	3	2	1	24	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	3	19	4	10	29	10	11	13	11	6	7	6	129	0	0	0	0	0
APPROACH %	12%	73%	15%	20%	59%	20%	31%	37%	31%	32%	37%	32%						
APP/DEPART	26	/	36	49	/	46	35	/	27	19	/	20	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	3	13	3	3	15	6	6	4	9	5	3	2	72					
APPROACH %	16%	68%	16%	13%	63%	25%	32%	21%	47%	50%	30%	20%						
PEAK HR FACTOR		0.528			0.600			0.792			0.417		0.750					
APP/DEPART	19	/	21	24	/	29	19	/	10	10	/	12	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	2	2	0	1	3	1	0	0	1	11	0	0	0	0	0
4:15 PM	3	0	0	2	3	1	1	3	0	0	1	1	15	0	0	0	0	0
4:30 PM	0	1	0	3	3	2	0	5	0	1	0	1	16	0	0	0	0	0
4:45 PM	0	1	0	3	2	1	0	3	0	0	1	2	13	0	0	0	0	0
5:00 PM	1	0	0	3	1	0	1	1	0	0	1	1	9	0	0	0	0	0
5:15 PM	0	3	0	2	1	0	0	1	0	0	3	0	10	0	0	0	0	0
5:30 PM	0	4	1	0	2	1	0	1	0	0	3	0	12	0	0	0	0	0
5:45 PM	1	1	0	0	1	0	1	0	0	0	3	1	8	0	0	0	0	0
VOLUMES	6	10	1	15	15	5	4	17	1	1	12	7	94	0	0	0	0	0
APPROACH %	35%	59%	6%	43%	43%	14%	18%	77%	5%	5%	60%	35%						
APP/DEPART	17	/	21	35	/	17	22	/	33	20	/	23	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	4	2	0	10	10	4	2	14	1	1	2	5	55					
APPROACH %	67%	33%	0%	42%	42%	17%	12%	82%	6%	13%	25%	63%						
PEAK HR FACTOR		0.500			0.750			0.850			0.667		0.859					
APP/DEPART	6	/	9	24	/	12	17	/	24	8	/	10	0					



INTERSECTION TURNING MOVEMENT COUNTS

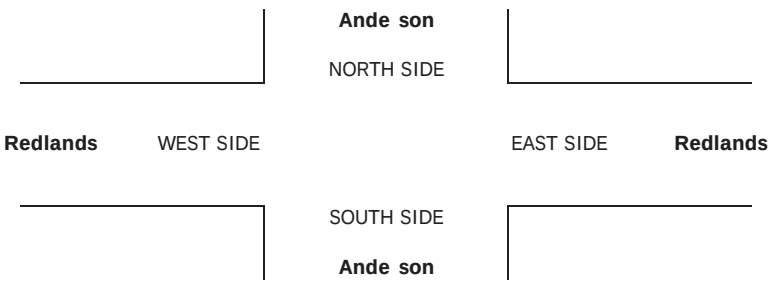
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	31
THURSDAY	EAST & WEST:	Redlands	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	1	0	0	1	1	0	0	1	5	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	50%	50%	0%	0%	100%						
	APP/DEPART	1	/	1	1	/	2	2	/	1	1	/	1	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	1	0	0	0	1	0	0	1	1	0	0	0	4					
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	50%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.500			0.000		1.000					
	APP/DEPART	1	/	0	1	/	2	2	/	1	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	67%	33%						
	APP/DEPART	0	/	1	0	/	0	1	/	1	3	/	2	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	0	2	0	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.375					
	APP/DEPART	0	/	0	0	/	0	1	/	1	2	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

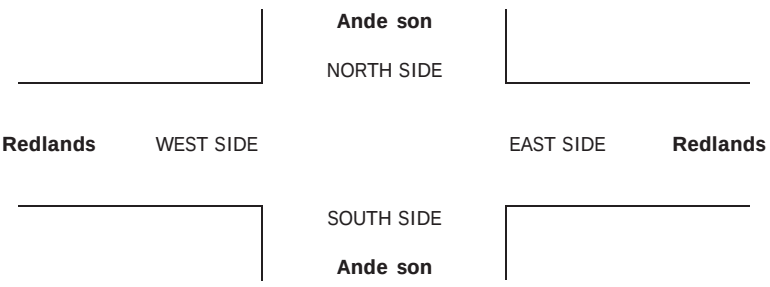
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	31
THURSDAY	EAST & WEST:	Redlands	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

	NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	1	0	1	0	0	0	0	2	4	0	0	0	0	0
7:15 AM	0	1	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0
7:30 AM	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	0	0	0	0	1	0	3	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	1	1	0	0	1	0	4	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:45 AM	0	0	0	1	1	1	0	0	0	0	1	0	4	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	5	0	2	7	3	2	1	0	1	3	2	26	0	0	0	0	0
APPROACH %	0%	100%	0%	17%	58%	25%	67%	33%	0%	17%	50%	33%						
APP/DEPART	5	/	9	12	/	8	3	/	3	6	/	6	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	2	0	0	5	2	1	1	0	1	2	0	14					
APPROACH %	0%	100%	0%	0%	71%	29%	50%	50%	0%	33%	67%	0%						
PEAK HR FACTOR		0.500			0.583			0.250			0.375		0.875					
APP/DEPART	2	/	3	7	/	6	2	/	1	3	/	4	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	1	2	1	0	0	0	0	0	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	1	0	1	0	0	1	0	4	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	1	0	0	0	0	1	0	3	0	0	0	0	0
VOLUMES	0	1	1	1	1	5	1	1	0	0	2	0	13	0	0	0	0	0
APPROACH %	0%	50%	50%	14%	14%	71%	50%	50%	0%	0%	100%	0%						
APP/DEPART	2	/	2	7	/	1	2	/	3	2	/	7	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	1	0	1	4	1	1	0	0	1	0	9					
APPROACH %	0%	0%	100%	0%	20%	80%	50%	50%	0%	0%	100%	0%						
PEAK HR FACTOR		0.250			0.417			0.500			0.250		0.563					
APP/DEPART	1	/	1	5	/	1	2	/	2	1	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

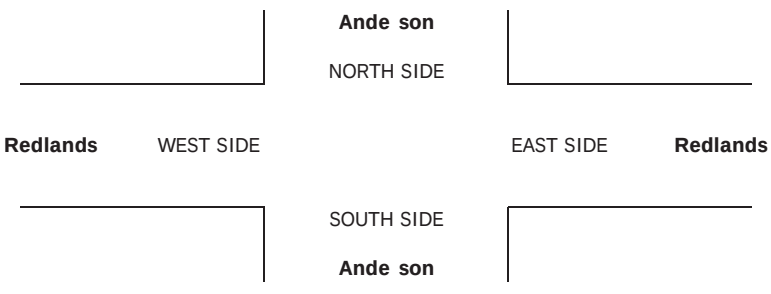
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	31
THURSDAY	EAST & WEST:	Redlands	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	1	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	0	0	/	0	0	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	0	1	/	2	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	1	0	0	0	1	0	0	0	0	2					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.500					
	APP/DEPART	0	/	0	1	/	0	1	/	2	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Loma Linda	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Ande son	LOCATION #:	31
THURSDAY	EAST & WEST:	Redlands	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Ande son			SOUTHBOUND Ande son			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	4	0	0	0	0	0	0	1	7	0	0	0	0	0
	7:15 AM	0	2	0	2	1	0	1	1	0	1	0	1	9	0	0	0	0	0
	7:30 AM	0	3	0	0	3	0	0	2	0	0	0	1	9	0	0	0	0	0
	7:45 AM	0	3	0	1	2	0	0	0	0	0	0	1	7	0	0	0	0	0
	8:00 AM	0	2	1	0	5	0	0	0	0	1	1	1	11	0	0	0	0	0
	8:15 AM	0	2	0	1	1	1	0	0	0	1	0	0	6	0	0	0	0	0
	8:30 AM	0	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	0	0
	8:45 AM	0	2	0	1	5	1	0	1	0	0	1	0	11	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	17	1	5	23	2	1	4	0	3	2	6	64	0	0	0	0	0
	APPROACH %	0%	94%	6%	17%	77%	7%	20%	80%	0%	27%	18%	55%						
	APP/DEPART	18	/	24	30	/	26	5	/	10	11	/	4	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	10	1	3	11	0	1	3	0	2	1	4	36					
	APPROACH %	0%	91%	9%	21%	79%	0%	25%	75%	0%	29%	14%	57%						
	PEAK HR FACTOR		0.917			0.700			0.500			0.583		0.818					
	APP/DEPART	11	/	15	14	/	13	4	/	7	7	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	1	2	0	0	0	0	0	1	7	0	0	0	0	0
	4:15 PM	0	4	0	1	2	0	0	1	1	0	0	1	10	0	0	0	0	0
	4:30 PM	0	1	0	0	3	0	0	0	0	0	0	1	5	0	0	0	0	0
	4:45 PM	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	4	0	0	4	1	0	0	0	0	0	1	10	0	0	0	0	0
	5:15 PM	0	3	0	1	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	5:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	7	0	0	0	0	0
	5:45 PM	0	5	0	1	3	0	0	0	0	0	0	0	9	0	0	0	0	0
	VOLUMES	0	24	0	4	19	3	0	1	1	0	0	5	57	0	0	0	0	0
	APPROACH %	0%	100%	0%	15%	73%	12%	0%	50%	50%	0%	0%	100%						
	APP/DEPART	24	/	29	26	/	20	2	/	5	5	/	3	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	15	0	2	12	1	0	0	0	0	0	2	32					
	APPROACH %	0%	100%	0%	13%	80%	7%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.750			0.750			0.000			0.500		0.800					
	APP/DEPART	15	/	17	15	/	12	0	/	2	2	/	1	0					

Ande son — NORTH SIDE

Redlands — WEST SIDE — EAST SIDE — **Redlands**

SOUTH SIDE — **Ande son**

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Gardena	LOCATION #:	32
	EAST & WEST:	Redlands	CONTROL:	STOP N

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Ga dena			SOUTHBOUND Ga dena			EASTBOUND Redlands			WESTBOUND Redlands			
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL
AM	7:00 AM	2	0	7	0	0	0	2	54	5	11	37	0	118
	7:15 AM	0	0	9	0	0	0	1	87	1	10	60	0	168
	7:30 AM	3	0	13	1	0	0	4	122	4	16	84	0	247
	7:45 AM	5	0	17	0	0	0	1	145	4	12	96	0	280
	8:00 AM	0	0	10	0	0	0	1	101	7	21	96	0	236
	8:15 AM	7	0	10	0	0	0	0	82	15	33	94	0	241
	8:30 AM	13	0	34	0	0	0	4	69	6	39	64	0	229
	8:45 AM	7	3	35	0	0	0	3	68	12	25	68	1	222
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	15	0	50	1	0	0	6	450	30	82	370	0	1,004
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	0	21	0	0	0	6	83	5	22	101	0	243
	4:15 PM	10	0	23	0	0	0	10	112	8	15	110	0	288
	4:30 PM	2	0	14	0	0	1	6	104	12	15	112	0	266
	4:45 PM	3	0	29	0	0	0	9	126	3	16	130	0	316
	5:00 PM	3	0	21	0	0	0	4	152	7	25	104	0	316
	5:15 PM	5	0	30	0	0	1	4	174	5	22	110	1	352
	5:30 PM	1	0	22	0	0	0	3	186	5	21	162	0	400
	5:45 PM	2	0	11	0	0	0	3	130	3	17	175	0	341
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	11	0	84	0	0	1	14	642	20	85	551	1	1,409

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, May 12, 15

LOCATION: San Be na dino
NORTH & SOUTH: Gardena
EAST & WEST: Redlands

PROJECT #: SC0612
LOCATION #: 32
CONTROL: STOP N

NOTES:

AM / PM / MD / OTHER / OTHER

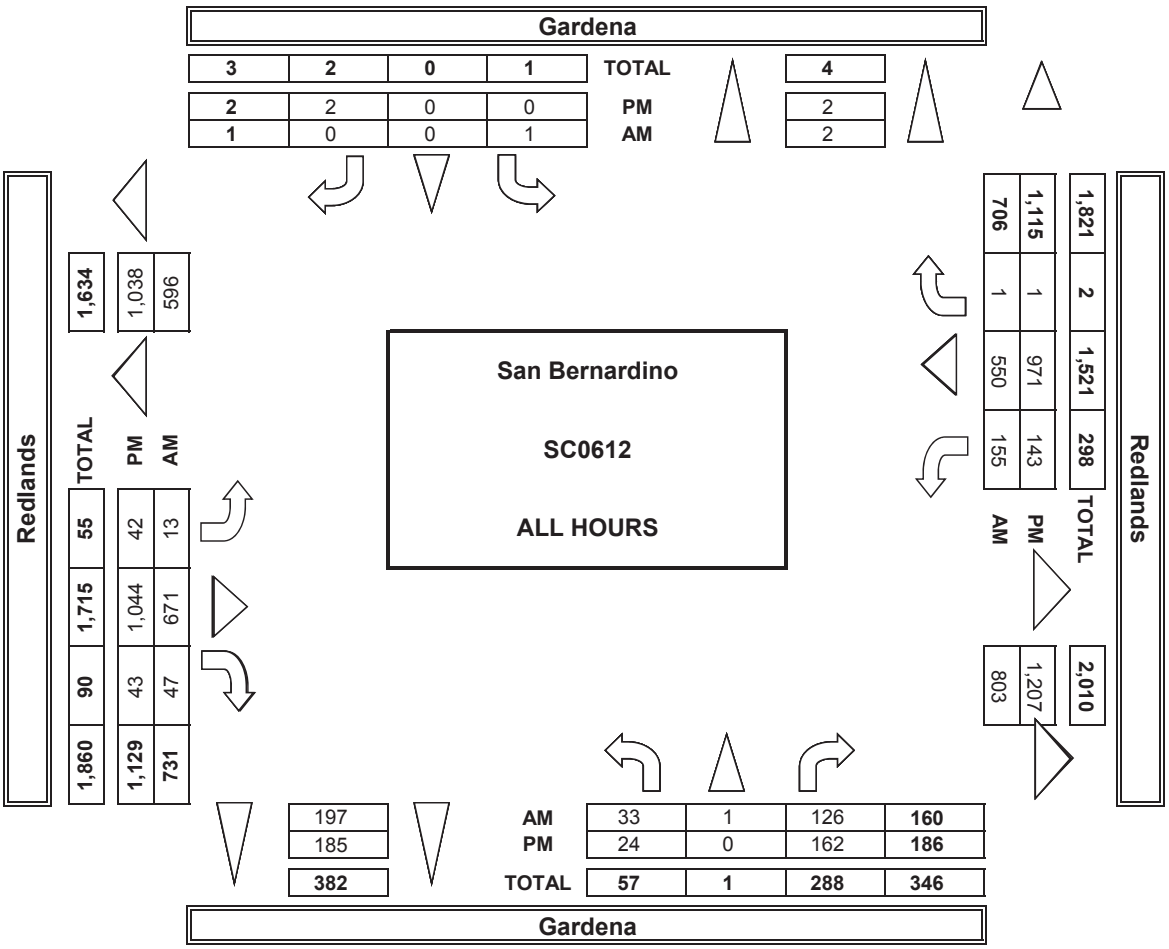
▲ N ◄ W E ► S ▼

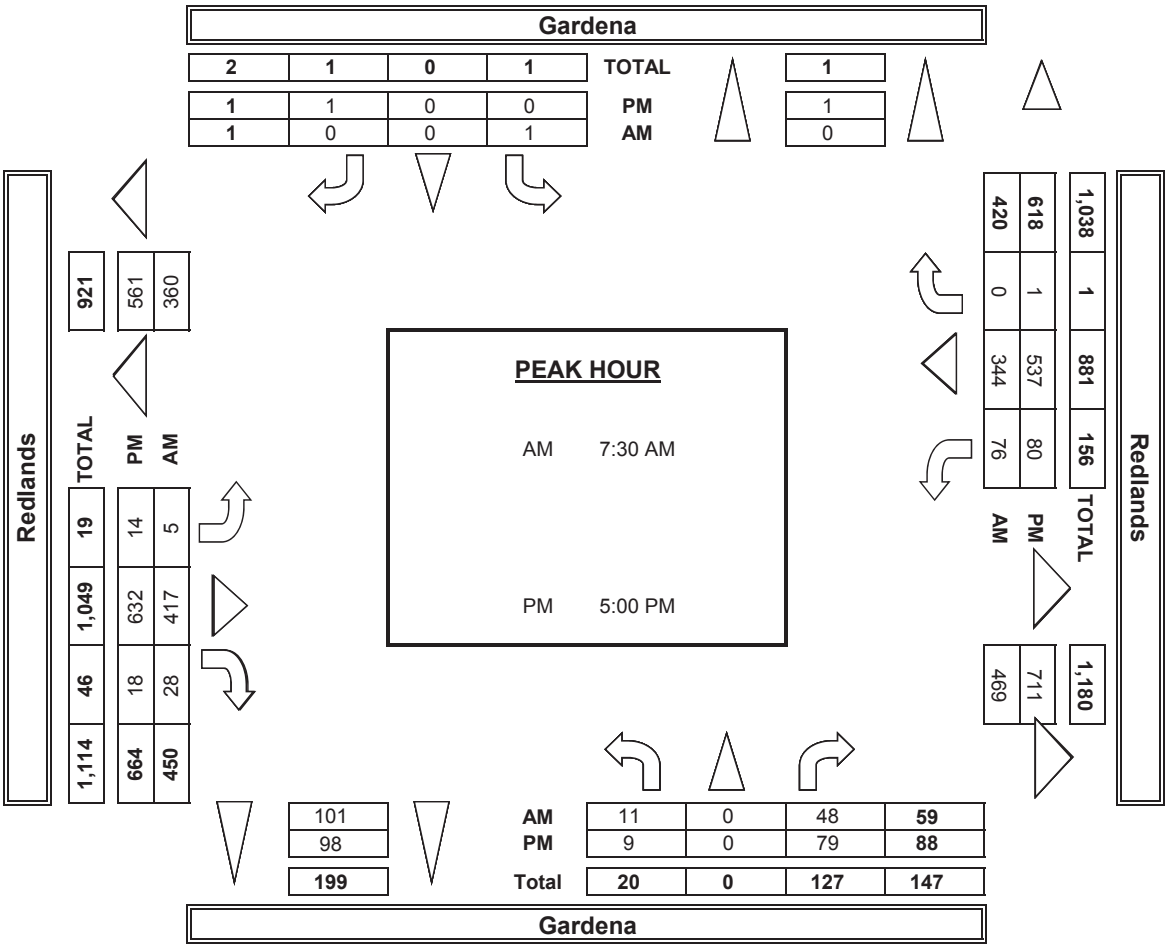
Add U-Turns to Left Turns

		NORTHBOUND (Ga dena)			SOUTHBOUND (Ga dena)			EASTBOUND (Redlands)			WESTBOUND (Redlands)				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	2	0	6	0	0	0	1	52	4	11	31	0	107	0	0	1	2	3
	7:15 AM	0	0	9	0	0	0	1	78	1	9	57	0	155	0	0	1	0	1
	7:30 AM	2	0	13	1	0	0	3	109	4	15	75	0	222	0	0	3	0	3
	7:45 AM	3	0	17	0	0	0	1	138	4	12	89	0	264	0	0	1	0	1
	8:00 AM	0	0	9	0	0	0	1	94	7	19	91	0	221	0	0	1	0	1
	8:15 AM	6	0	9	0	0	0	0	76	13	30	89	0	223	0	0	0	3	3
	8:30 AM	13	0	32	0	0	0	3	60	5	37	59	0	209	0	0	3	0	3
	8:45 AM	7	1	31	0	0	0	3	64	9	22	59	1	197	0	0	3	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	33	1	126	1	0	0	13	671	47	155	550	1	1,598	0	0	13	5	18
	APPROACH %	21%	1%	79%	100%	0%	0%	2%	92%	6%	22%	78%	0%						
	APP/DEPART	160	/	2	1	/	197	731	/	803	706	/	596	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	11	0	48	1	0	0	5	417	28	76	344	0	930					
	APPROACH %	19%	0%	81%	100%	0%	0%	1%	93%	6%	18%	82%	0%						
	PEAK HR FACTOR		0.738			0.250			0.787			0.882		0.881					
	APP/DEPART	59	/	0	1	/	101	450	/	469	420	/	360	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	0	20	0	0	0	5	80	4	18	95	0	226	0	0	5	1	6
	4:15 PM	7	0	22	0	0	0	9	110	8	15	107	0	278	0	0	9	0	9
	4:30 PM	2	0	14	0	0	1	6	100	10	14	107	0	254	0	0	5	0	5
	4:45 PM	2	0	27	0	0	0	8	122	3	16	125	0	303	0	0	8	0	8
	5:00 PM	3	0	20	0	0	0	4	150	7	24	102	0	310	0	0	4	0	4
	5:15 PM	3	0	28	0	0	1	4	168	4	21	109	1	339	0	0	4	0	4
	5:30 PM	1	0	21	0	0	0	3	185	4	21	155	0	390	0	0	3	0	3
	5:45 PM	2	0	10	0	0	0	3	129	3	14	171	0	332	0	0	3	0	3
	VOLUMES	24	0	162	0	0	2	42	1,044	43	143	971	1	2,432	0	0	41	1	42
	APPROACH %	13%	0%	87%	0%	0%	100%	4%	92%	4%	13%	87%	0%						
	APP/DEPART	186	/	2	2	/	185	1,129	/	1,207	1,115	/	1,038	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	9	0	79	0	0	1	14	632	18	80	537	1	1,371					
	APPROACH %	10%	0%	90%	0%	0%	100%	2%	95%	3%	13%	87%	0%						
	PEAK HR FACTOR		0.710			0.250			0.865			0.835		0.879					
	APP/DEPART	88	/	1	1	/	98	664	/	711	618	/	561	0					

AimTD LLC

TURNING MOVEMENT COUNTS





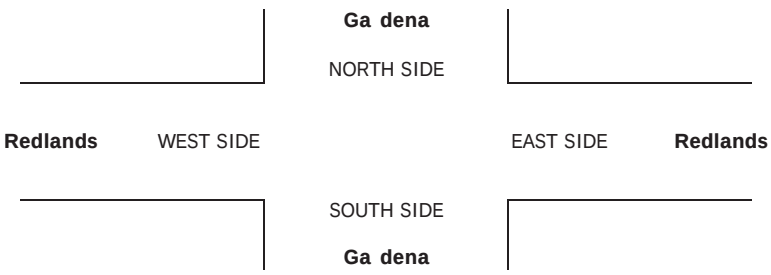
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Ga dena	LOCATION #:	32
TUESDAY	EAST & WEST:	Redlands	CONTROL:	STOP N

C ASS	NOTES	AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
PASSENGER VEHICLES			

		NORTHBOUND Ga dena			SOUTHBOUND Ga dena			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	5	0	0	0	0	50	3	11	27	0	98	0	0	0	2	2
	7:15 AM	0	0	9	0	0	0	1	72	1	8	54	0	145	0	0	1	0	1
	7:30 AM	1	0	13	1	0	0	2	99	4	14	68	0	202	0	0	2	0	2
	7:45 AM	2	0	17	0	0	0	1	132	4	12	85	0	253	0	0	1	0	1
	8:00 AM	0	0	8	0	0	0	1	89	7	17	87	0	209	0	0	1	0	1
	8:15 AM	5	0	8	0	0	0	0	72	11	28	85	0	209	0	0	0	3	3
	8:30 AM	13	0	30	0	0	0	2	54	4	35	55	0	193	0	0	2	0	2
	8:45 AM	7	0	28	0	0	0	3	61	7	19	53	1	179	0	0	3	0	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	30	0	118	1	0	0	10	629	41	144	514	1	1,488	0	0	10	5	15
	APPROACH %	20%	0%	80%	100%	0%	0%	1%	93%	6%	22%	78%	0%						
	APP/DEPART	148	/	1	1	/	180	680	/	753	659	/	554	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	8	0	46	1	0	0	0	392	26	68	325	0	873					
	APPROACH %	15%	0%	85%	100%	0%	0%	0%	93%	6%	17%	82%	0%						
	PEAK HR FACTOR		0.711			0.250			0.770			0.876		0.863					
	APP/DEPART	54	/	0	1	/	94	422	/	442	396	/	337	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	0	19	0	0	0	4	77	3	14	91	0	211	0	0	4	0	4
	4:15 PM	5	0	21	0	0	0	8	108	8	15	104	0	269	0	0	8	0	8
	4:30 PM	2	0	14	0	0	1	6	97	8	13	103	0	244	0	0	5	0	5
	4:45 PM	1	0	25	0	0	0	7	118	3	16	121	0	291	0	0	7	0	7
	5:00 PM	3	0	19	0	0	0	4	148	7	23	100	0	304	0	0	4	0	4
	5:15 PM	2	0	26	0	0	1	4	164	3	20	108	1	329	0	0	4	0	4
	5:30 PM	1	0	20	0	0	0	3	184	3	21	149	0	381	0	0	3	0	3
	5:45 PM	2	0	9	0	0	0	3	128	3	12	168	0	325	0	0	3	0	3
	VOLUMES	19	0	153	0	0	2	39	1,024	38	134	944	1	2,354	0	0	38	0	38
	APPROACH %	11%	0%	89%	0%	0%	100%	4%	93%	3%	12%	87%	0%						
	APP/DEPART	172	/	2	2	/	172	1,101	/	1,177	1,079	/	1,003	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	8	0	74	0	0	1	0	624	16	76	525	1	1,339					
	APPROACH %	10%	0%	90%	0%	0%	100%	0%	95%	2%	13%	87%	0%						
	PEAK HR FACTOR		0.732			0.250			0.861			0.836		0.879					
	APP/DEPART	82	/	1	1	/	92	654	/	698	602	/	548	0					



INTERSECTION TURNING MOVEMENT COUNTS

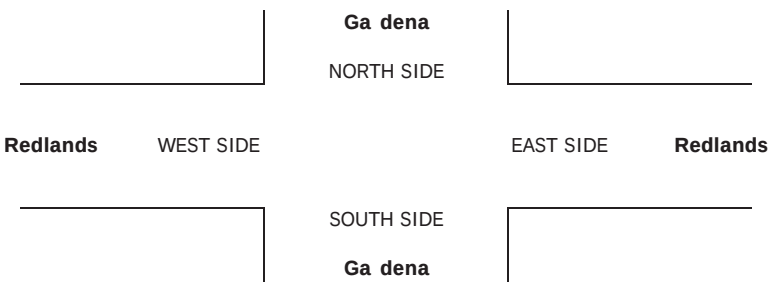
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Ga dena	LOCATION #:	32
TUESDAY	EAST & WEST:	Redlands	CONTROL:	STOP N

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

	NORTHBOUND Ga dena			SOUTHBOUND Ga dena			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	1	0	0	0	1	2	0	0	2	0	6	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	3	0	1	3	0	7	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	1	5	0	1	4	0	12	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	3	0	2	2	0	8	0	0	0	0	0
8:15 AM	1	0	1	0	0	0	0	2	2	1	3	0	10	0	0	0	0	0
8:30 AM	0	0	2	0	0	0	1	3	0	2	2	0	10	0	0	1	0	1
8:45 AM	0	0	2	0	0	0	0	2	1	3	3	0	11	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	2	0	7	0	0	0	3	24	3	10	20	0	69	0	0	3	0	3
APPROACH %	22%	0%	78%	0%	0%	0%	10%	80%	10%	33%	67%	0%						
APP/DEPART	9	/	0	0	/	13	30	/	31	30	/	25	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	1	0	6	0	0	0	0	10	3	8	10	0	39					
APPROACH %	14%	0%	86%	0%	0%	0%	0%	71%	21%	44%	56%	0%						
PEAK HR FACTOR		0.875			0.000			0.875			0.750		0.886					
APP/DEPART	7	/	0	0	/	11	14	/	16	18	/	12	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	1	0	0	0	1	3	0	4	2	0	12	0	0	1	1	2
4:15 PM	1	0	1	0	0	0	1	2	0	0	3	0	8	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	2	1	1	2	0	6	0	0	0	0	0
4:45 PM	1	0	2	0	0	0	1	4	0	0	3	0	11	0	0	1	0	1
5:00 PM	0	0	1	0	0	0	0	2	0	1	2	0	6	0	0	0	0	0
5:15 PM	0	0	2	0	0	0	0	2	1	1	1	0	7	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	1	1	0	4	0	7	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	1	0	1	2	0	5	0	0	0	0	0
VOLUMES	3	0	9	0	0	0	3	17	3	8	19	0	62	0	0	3	1	4
APPROACH %	25%	0%	75%	0%	0%	0%	13%	74%	13%	30%	70%	0%						
APP/DEPART	12	/	0	0	/	10	23	/	27	27	/	25	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	3	0	4	0	0	0	0	11	1	4	10	0	37					
APPROACH %	43%	0%	57%	0%	0%	0%	0%	73%	7%	27%	67%	0%						
PEAK HR FACTOR		0.583			0.000			0.750			0.625		0.771					
APP/DEPART	7	/	0	0	/	5	15	/	16	15	/	16	0					



INTERSECTION TURNING MOVEMENT COUNTS

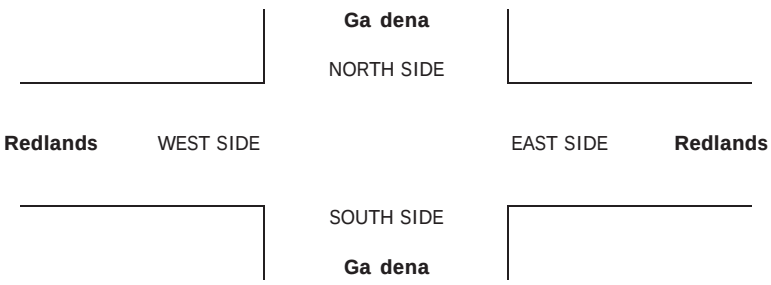
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Ga dena	LOCATION #:	32
TUESDAY	EAST & WEST:	Redlands	CONTROL:	STOP N

C ASS	NOTES
3 AXLE TRUCKS	

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

	NORTHBOUND Ga dena			SOUTHBOUND Ga dena			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	1	1	0	0	0	0	1	1	0	1	0	5	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	1	1	0	0	0	0	4	1	1	3	0	12	0	0	0	0	0
APPROACH %	33%	33%	33%	0%	0%	0%	0%	80%	20%	25%	75%	0%						
APP/DEPART	3	/	1	0	/	2	5	/	5	4	/	4	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	1	1	0	0	0	0	3	1	1	3	0	10					
APPROACH %	0%	50%	50%	0%	0%	0%	0%	75%	25%	25%	75%	0%						
PEAK HR FACTOR		0.250			0.000			0.500			0.500		0.500					
APP/DEPART	2	/	1	0	/	2	4	/	4	4	/	3	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
VOLUMES	1	0	0	0	0	0	0	1	0	1	5	0	8	0	0	0	0	0
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	17%	83%	0%						
APP/DEPART	1	/	0	0	/	1	1	/	1	6	/	6	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	1	0	0	0	0	0	0	1	0	0	4	0	6					
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.250			0.000			0.250			0.500		0.500					
APP/DEPART	1	/	0	0	/	0	1	/	1	4	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

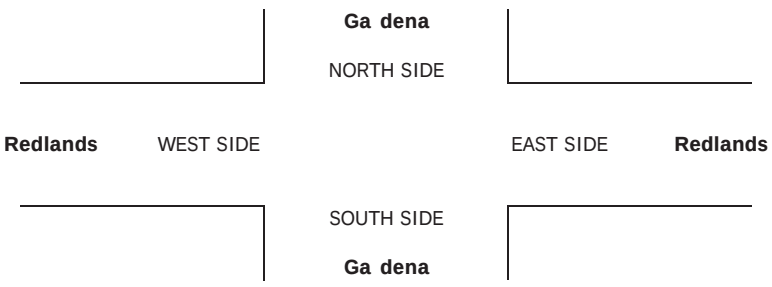
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Ga dena	LOCATION #:	32
TUESDAY	EAST & WEST:	Redlands	CONTROL:	STOP N

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Ga dena			SOUTHBOUND Ga dena			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	11	0	0	10	0	21	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	11	/	11	10	/	10	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	6	0	0	7	0	13					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.583		0.650					
	APP/DEPART	0	/	0	0	/	0	6	/	6	7	/	7	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	2	0	0	2	0	5	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	0	0	/	0	2	/	2	2	/	3	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	1	0	0	0	0	0	0	2	0	0	1	0	4					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.250		0.333					
	APP/DEPART	1	/	0	0	/	0	2	/	2	1	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

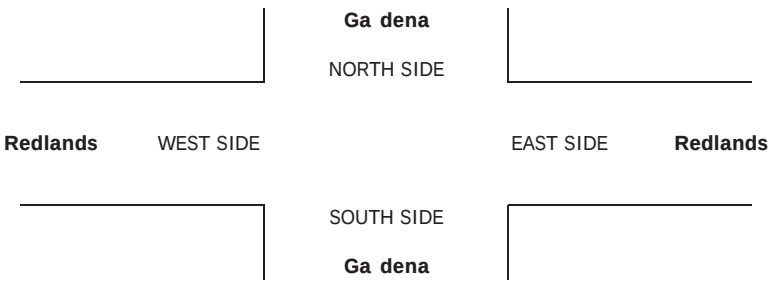
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Ga dena	LOCATION #:	32
TUESDAY	EAST & WEST:	Redlands	CONTROL:	STOP N

C ASS	NOTES
RV	

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

		NORTHBOUND Ga dena			SOUTHBOUND Ga dena			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

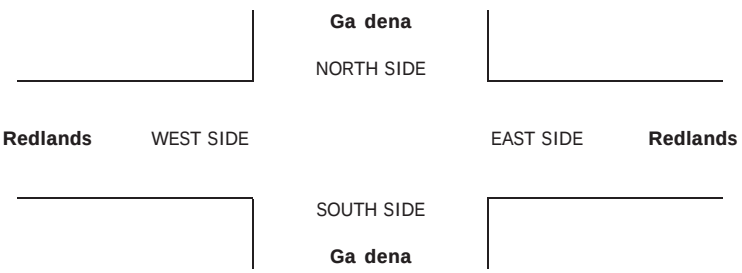
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Ga dena	LOCATION #:	32
TUESDAY	EAST & WEST:	Redlands	CONTROL:	STOP N

C ASS	NOTES
BUSES	

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

	NORTHBOUND Ga dena			SOUTHBOUND Ga dena			EASTBOUND Redlands			WESTBOUND Redlands				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	X	0	X	X	X	X	2	0	1	2	X						
AM																		
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	2	0	2	0	5	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	33%	67%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	2	3	/	1	2	/	2	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	1	1	0	1	0	3					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	50%	50%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.500			0.250		0.750					
APP/DEPART	0	/	0	0	/	1	2	/	1	1	/	1	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	2	2	/	0	1	/	1	0					
BEGIN PEAK HR		3:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	2	0	0	0	2					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.500			0.000		0.500					
APP/DEPART	0	/	0	0	/	2	2	/	0	0	/	0	0					



DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Waterman	LOCATION #:	33
	EAST & WEST:	Wier	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
		Wate man			Wate man			Wie			Wie			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	2	0	1	2	0	0	1	1	0	1	0	
AM	7:00 AM	1	159	7	9	86	4	20	3	13	9	6	13	330
	7:15 AM	1	131	4	17	133	10	42	0	9	8	7	11	373
	7:30 AM	2	98	3	12	147	10	103	7	17	8	5	25	437
	7:45 AM	2	115	2	7	151	7	109	2	18	7	9	16	445
	8:00 AM	0	130	0	15	147	7	53	4	15	5	2	20	398
	8:15 AM	0	94	0	13	144	17	36	4	13	5	5	13	344
	8:30 AM	0	110	5	17	138	16	56	8	14	7	5	24	400
	8:45 AM	2	114	7	10	123	11	37	3	4	11	5	12	339
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	5	474	9	51	578	34	307	13	59	28	23	72	1,653
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	153	7	18	183	22	18	3	8	9	7	22	459
	4:15 PM	10	133	2	13	196	30	12	6	1	6	10	22	441
	4:30 PM	11	185	9	18	203	30	13	2	4	10	2	25	512
	4:45 PM	12	156	13	7	178	30	15	2	9	12	3	14	451
	5:00 PM	13	203	10	19	176	32	14	2	15	10	13	13	520
	5:15 PM	58	183	12	15	167	57	18	2	14	6	9	16	557
	5:30 PM	44	166	12	11	150	39	18	2	7	16	19	18	502
	5:45 PM	49	187	13	15	151	56	23	4	8	7	13	17	543
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	164	739	47	60	644	184	73	10	44	39	54	64	2,122

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, May 12, 15	LOCATION:	San Be na dino	PROJECT #:	SC0612
	NORTH & SOUTH:	Waterman	LOCATION #:	33
	EAST & WEST:	Wier	CONTROL:	SIGNAL

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND (Wate man)			SOUTHBOUND (Wate man)			EASTBOUND (Wie)			WESTBOUND (Wie)				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	1	148	5	9	82	4	18	3	12	7	6	12	307	0	0	0	0	0
	7:15 AM	1	127	4	13	124	10	40	0	9	8	5	11	352	0	0	0	0	0
	7:30 AM	1	93	3	9	143	10	102	7	17	8	4	24	421	0	0	0	0	0
	7:45 AM	2	107	2	6	140	7	107	2	17	7	8	16	421	0	0	0	0	0
	8:00 AM	0	119	0	13	141	7	50	4	15	5	2	17	373	0	0	0	0	0
	8:15 AM	0	86	0	13	132	15	32	4	13	5	4	11	315	0	0	0	0	0
	8:30 AM	0	97	3	13	128	13	54	6	11	7	3	19	354	0	0	0	0	0
	8:45 AM	2	106	5	9	111	10	34	3	4	10	5	12	311	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	883	22	85	1,001	76	437	29	98	57	37	122	2,854	0	0	0	0	0
	APPROACH %	1%	97%	2%	7%	86%	7%	77%	5%	17%	26%	17%	56%						
	APP/DEPART	912	/	1,442	1,162	/	1,156	564	/	136	216	/	120	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	4	446	9	41	548	34	299	13	58	28	19	68	1,567					
	APPROACH %	1%	97%	2%	7%	88%	5%	81%	4%	16%	24%	17%	59%						
	PEAK HR FACTOR		0.869			0.961			0.734			0.799		0.931					
	APP/DEPART	459	/	813	623	/	634	370	/	63	115	/	57	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	150	6	17	170	21	17	3	6	9	7	20	435	0	0	0	0	0
	4:15 PM	10	123	2	13	184	30	10	6	1	6	8	19	412	1	1	0	0	2
	4:30 PM	10	178	6	16	191	29	13	2	4	8	2	19	478	0	0	0	0	0
	4:45 PM	12	152	13	7	168	29	14	2	9	11	3	13	433	1	0	0	0	1
	5:00 PM	12	195	10	17	172	32	13	2	13	10	13	12	501	0	0	0	0	0
	5:15 PM	57	179	12	14	162	56	18	2	13	6	9	16	544	0	0	0	0	0
	5:30 PM	43	164	12	11	146	39	18	2	7	16	19	18	495	0	0	0	0	0
	5:45 PM	47	180	13	15	146	55	22	4	8	7	13	17	527	0	0	0	0	0
	VOLUMES	200	1,321	74	110	1,339	291	125	23	61	73	74	134	3,825	2	1	0	0	3
	APPROACH %	13%	83%	5%	6%	77%	17%	60%	11%	29%	26%	26%	48%						
	APP/DEPART	1,595	/	1,581	1,740	/	1,475	209	/	206	281	/	563	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	159	718	47	57	626	182	71	10	41	39	54	63	2,067					
	APPROACH %	17%	78%	5%	7%	72%	21%	58%	8%	34%	25%	35%	40%						
	PEAK HR FACTOR		0.931			0.932			0.897			0.736		0.950					
	APP/DEPART	924	/	852	865	/	706	122	/	114	156	/	395	0					

a e an

NORTH SIDE

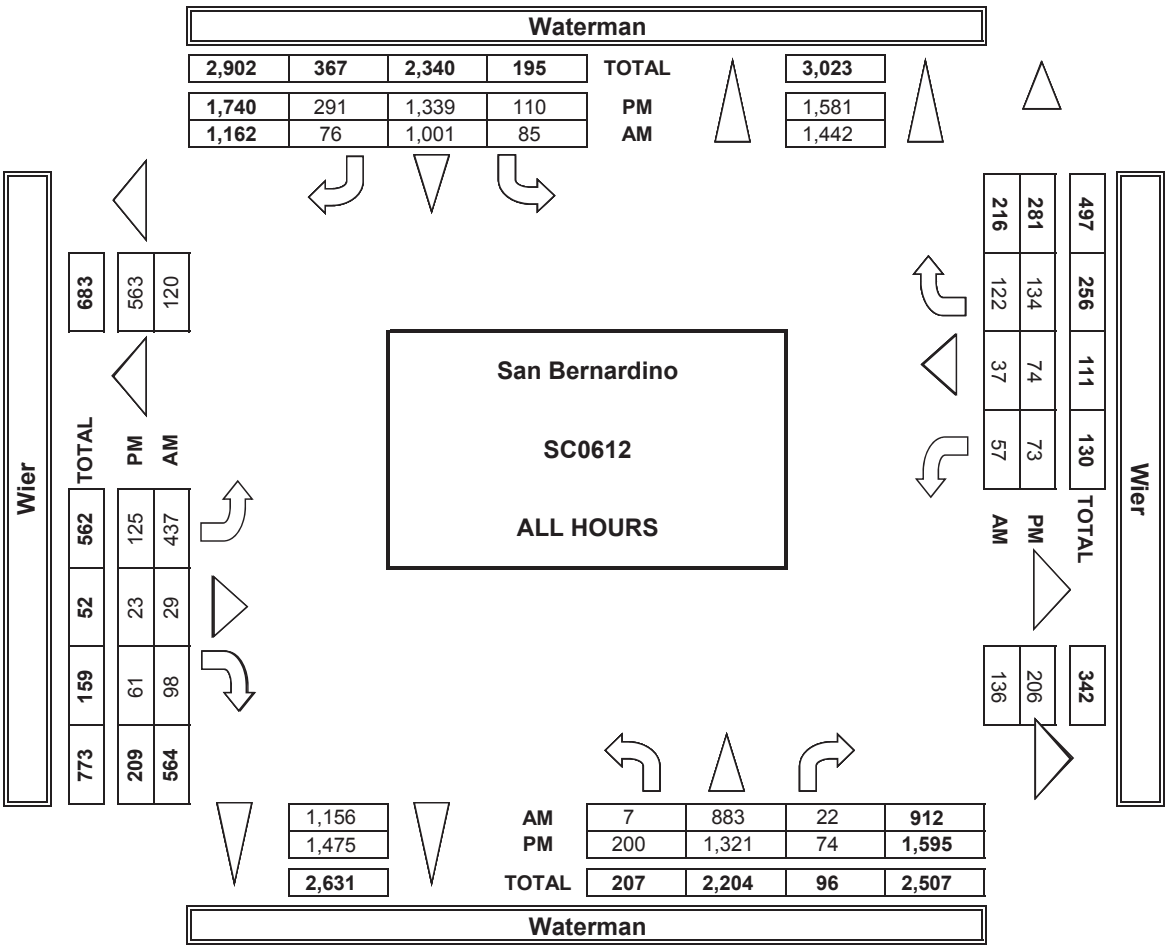
e WEST SIDE EAST SIDE e

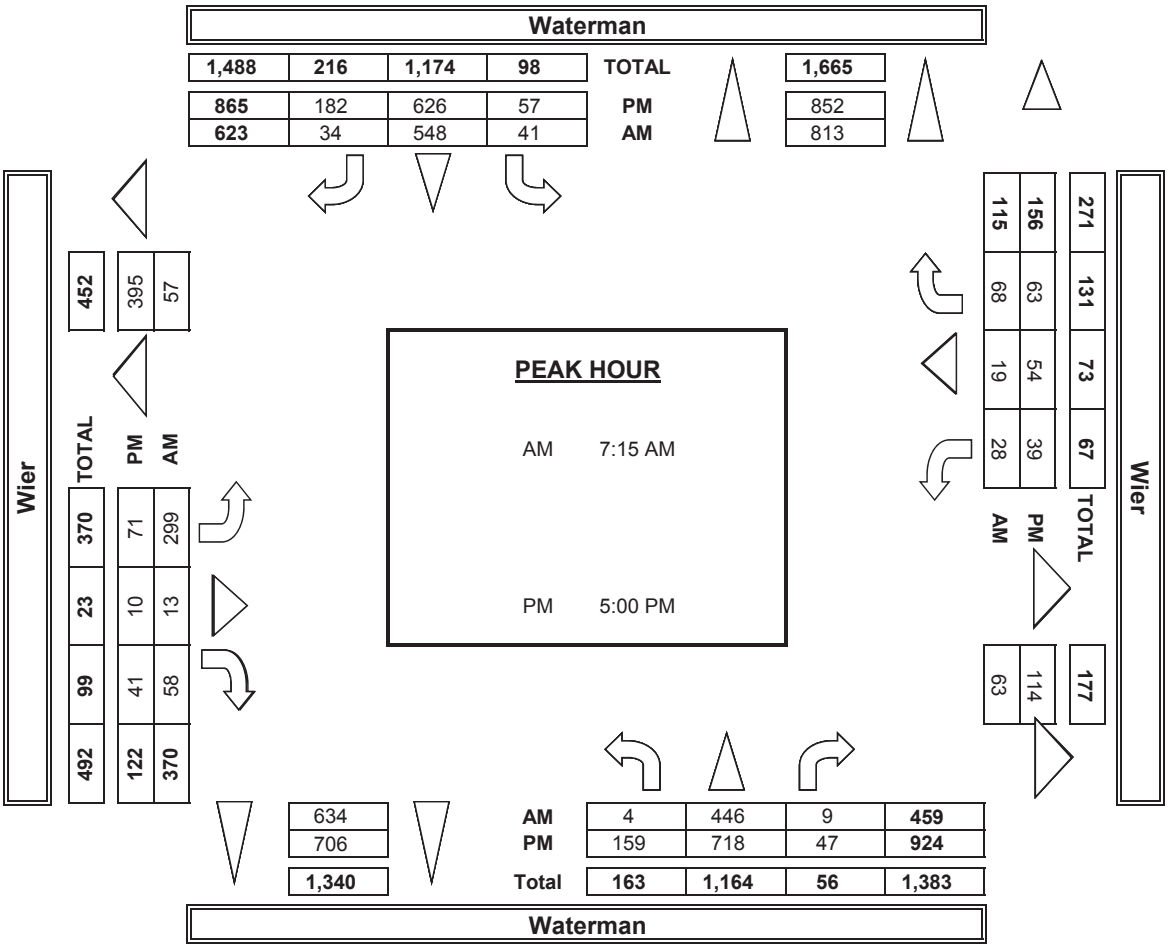
SOUTH SIDE

a e an

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	33
TUESDAY	EAST & WEST:	Wie	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

AM
PM
MD
OTHER
OTHER

◄ W
▲ N
S ▼
E ►

	NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Wie			WESTBOUND Wie				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	1	140	4	9	78	4	16	3	11	5	6	11	288	0	0	0	0	0
7:15 AM	1	123	4	10	117	10	38	0	9	8	3	11	334	0	0	0	0	0
7:30 AM	0	90	3	7	140	10	101	7	17	8	3	23	409	0	0	0	0	0
7:45 AM	2	100	2	5	131	7	105	2	16	7	7	16	400	0	0	0	0	0
8:00 AM	0	109	0	11	136	7	48	4	15	5	2	14	351	0	0	0	0	0
8:15 AM	0	79	0	13	121	13	28	4	13	5	3	10	289	0	0	0	0	0
8:30 AM	0	85	1	10	118	10	52	5	9	7	1	15	313	0	0	0	0	0
8:45 AM	2	99	4	8	100	9	31	3	4	9	5	12	286	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	6	825	18	73	941	70	419	28	94	54	30	112	2,670	0	0	0	0	0
APPROACH %	1%	97%	2%	7%	87%	6%	77%	5%	17%	28%	15%	57%						
APP/DEPART	849	/	1,356	1,084	/	1,089	541	/	119	196	/	106	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	3	422	9	33	524	34	292	13	57	28	15	64	1,494					
APPROACH %	1%	97%	2%	6%	89%	6%	81%	4%	16%	26%	14%	60%						
PEAK HR FACTOR		0.848			0.941			0.724			0.787		0.913					
APP/DEPART	434	/	778	591	/	609	362	/	55	107	/	52	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	9	147	5	16	158	20	16	3	4	9	7	18	412	0	0	0	0	0
4:15 PM	10	114	2	13	172	30	8	6	1	6	7	16	385	1	1	0	0	2
4:30 PM	9	171	4	14	180	28	13	2	4	6	2	15	448	0	0	0	0	0
4:45 PM	12	149	13	7	158	28	13	2	9	10	3	12	416	1	0	0	0	1
5:00 PM	11	187	10	15	168	32	12	2	12	10	13	11	483	0	0	0	0	0
5:15 PM	56	175	12	13	158	55	18	2	12	6	9	16	532	0	0	0	0	0
5:30 PM	42	162	12	11	142	39	18	2	7	16	19	18	488	0	0	0	0	0
5:45 PM	45	175	13	15	141	54	21	4	8	7	13	17	513	0	0	0	0	0
VOLUMES	194	1,280	71	104	1,277	286	119	23	57	70	73	123	3,677	2	1	0	0	3
APPROACH %	13%	83%	5%	6%	77%	17%	60%	12%	29%	26%	27%	46%						
APP/DEPART	1,545	/	1,523	1,667	/	1,406	199	/	197	266	/	551	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	154	699	47	54	609	180	69	10	39	39	54	62	2,016					
APPROACH %	17%	78%	5%	6%	72%	21%	58%	8%	33%	25%	35%	40%						
PEAK HR FACTOR		0.926			0.933			0.894			0.731		0.947					
APP/DEPART	900	/	830	843	/	687	118	/	111	155	/	388	0					

a e an

NORTH SIDE

e WEST SIDE EAST SIDE e

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	33
TUESDAY	EAST & WEST:	Wie	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

	NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Wie			WESTBOUND Wie				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	4	0	0	3	0	1	0	1	2	0	1	12	0	0	0	0	0
7:15 AM	0	4	0	1	3	0	1	0	0	0	1	0	10	0	0	0	0	0
7:30 AM	0	1	0	1	1	0	0	0	0	0	0	1	4	0	0	0	0	0
7:45 AM	0	5	0	0	4	0	1	0	1	0	0	0	11	0	0	0	0	0
8:00 AM	0	8	0	2	3	0	1	0	0	0	0	2	16	0	0	0	0	0
8:15 AM	0	6	0	0	8	2	2	0	0	0	1	0	19	0	0	0	0	0
8:30 AM	0	9	2	0	8	3	1	0	0	0	1	3	27	0	0	0	0	0
8:45 AM	0	5	0	1	8	0	1	0	0	1	0	0	16	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	42	2	5	38	5	8	0	2	3	3	7	115	0	0	0	0	0
APPROACH %	0%	95%	5%	10%	79%	10%	80%	0%	20%	23%	23%	54%						
APP/DEPART	44	/	57	48	/	43	10	/	7	13	/	8	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	28	2	3	27	5	5	0	0	1	2	5	78					
APPROACH %	0%	93%	7%	9%	77%	14%	100%	0%	0%	13%	25%	63%						
PEAK HR FACTOR		0.682			0.795			0.625			0.500		0.722					
APP/DEPART	30	/	38	35	/	28	5	/	5	8	/	7	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	2	1	1	11	0	1	0	2	0	0	2	20	0	0	0	0	0
4:15 PM	0	7	0	0	10	0	1	0	0	0	0	3	21	0	0	0	0	0
4:30 PM	0	5	1	2	9	0	0	0	0	1	0	1	19	0	0	0	0	0
4:45 PM	0	2	0	0	8	1	0	0	0	1	0	1	13	0	0	0	0	0
5:00 PM	1	6	0	2	4	0	1	0	0	0	0	1	15	0	0	0	0	0
5:15 PM	1	4	0	1	1	1	0	0	1	0	0	0	9	0	0	0	0	0
5:30 PM	1	1	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
5:45 PM	2	3	0	0	4	1	0	0	0	0	0	0	10	0	0	0	0	0
VOLUMES	5	30	2	6	50	3	3	0	3	2	0	8	112	0	0	0	0	0
APPROACH %	14%	81%	5%	10%	85%	5%	50%	0%	50%	20%	0%	80%						
APP/DEPART	37	/	41	59	/	55	6	/	8	10	/	8	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	16	2	3	38	1	2	0	2	2	0	7	73					
APPROACH %	0%	89%	11%	7%	90%	2%	50%	0%	50%	22%	0%	78%						
PEAK HR FACTOR		0.643			0.875			0.333			0.750		0.869					
APP/DEPART	18	/	25	42	/	42	4	/	5	9	/	1	0					

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NORTH SIDE

e WEST SIDE EAST SIDE e

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	33
TUESDAY	EAST & WEST:	Wie	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Wie			WESTBOUND Wie				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	8:30 AM	0	1	0	2	0	0	0	1	1	0	0	1	6	0	0	0	0	0
	8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	7	2	3	6	0	1	1	1	0	0	2	23	0	0	0	0	0
	APPROACH %	0%	78%	22%	33%	67%	0%	33%	33%	33%	0%	0%	100%						
	APP/DEPART	9	/	10	9	/	7	3	/	6	2	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	4	0	2	4	0	1	1	1	0	0	2	15					
	APPROACH %	0%	100%	0%	33%	67%	0%	33%	33%	33%	0%	0%	100%						
	PEAK HR FACTOR		0.500			0.500			0.375			0.500		0.625					
	APP/DEPART	4	/	7	6	/	5	3	/	3	2	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	1	0	1	0	0	0	0	0	0	2	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	2	1	0	4	0	0	0	1	0	0	2	10	0	0	0	0	0
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	0%	100%	0%	0%	100%						
	APP/DEPART	3	/	4	4	/	5	1	/	1	2	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	1	0	3	0	0	0	1	0	0	2	7					
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	100%	0%	0%	100%						
	PEAK HR FACTOR		0.250			0.375			0.250			0.250		0.438					
	APP/DEPART	1	/	2	3	/	4	1	/	1	2	/	0	0					

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NORTH SIDE

e WEST SIDE EAST SIDE e

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

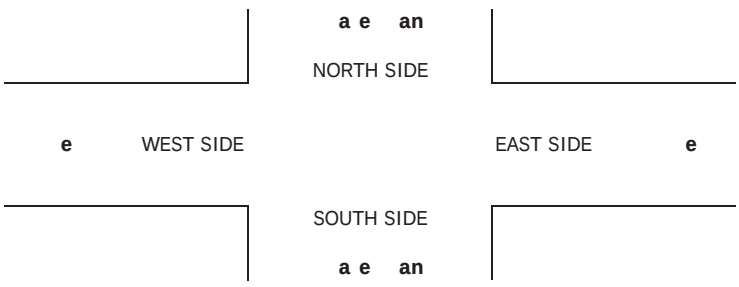
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	33
TUESDAY	EAST & WEST:	Wie	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Wie			WESTBOUND Wie				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	1	4	0	0	0	0	0	0	0	9	0	0	0	0	0
	APPROACH %	0%	100%	0%	20%	80%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	4	/	4	5	/	4	0	/	1	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	3	0	1	2	0	0	0	0	0	0	0	6					
	APPROACH %	0%	100%	0%	33%	67%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.375			0.000			0.000		0.750					
	APP/DEPART	3	/	3	3	/	2	0	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	2	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%						
	APP/DEPART	2	/	3	0	/	0	0	/	0	2	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	1	1	3					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.500		0.750					
	APP/DEPART	1	/	2	0	/	0	0	/	0	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	33
TUESDAY	EAST & WEST:	Wie	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Wie			WESTBOUND Wie				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	4	0	3	0	0	0	0	0	8	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	4	4	/	4	3	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	0	0	3	0	2	0	0	0	0	0	6					
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.750			0.500			0.000		0.500					
	APP/DEPART	1	/	3	3	/	3	2	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	1	/	1	1	/	2	0	/	0	1	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	1	0	0	3					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.250		0.375					
	APP/DEPART	1	/	1	1	/	2	0	/	0	1	/	0	0					

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NORTH SIDE

e WEST SIDE EAST SIDE e

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	33
TUESDAY	EAST & WEST:	Wie	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Wie			WESTBOUND Wie				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 1	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	0	0	1	2	0	1	0	0	0	1	0	5	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	1	0	1	1	0	1	0	0	0	1	0	5	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	2	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	1	0	1	1	0	0	0	1	0	1	0	5	0	0	0	0	0
	8:45 AM	0	1	0	0	1	1	1	0	0	0	0	0	4	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	4	0	3	8	1	6	0	1	0	4	1	29	0	0	0	0	0
	APPROACH %	20%	80%	0%	25%	67%	8%	86%	0%	14%	0%	80%	20%						
	APP/DEPART	5	/	11	12	/	9	7	/	3	5	/	6	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	2	0	2	4	0	3	0	1	0	2	1	15					
	APPROACH %	0%	100%	0%	33%	67%	0%	75%	0%	25%	0%	67%	33%						
	PEAK HR FACTOR		0.500			0.500			0.500			0.750		0.750					
	APP/DEPART	2	/	6	6	/	5	4	/	2	3	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	1	0	0	2	0	1	0	0	0	0	0	4	0	0	0	0	0
	4:30 PM	1	2	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	1	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	6	0	0	7	2	3	0	0	0	0	0	19	0	0	0	0	0
	APPROACH %	14%	86%	0%	0%	78%	22%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	7	/	9	9	/	7	3	/	0	0	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	4	0	0	4	2	2	0	0	0	0	0	13					
	APPROACH %	20%	80%	0%	0%	67%	33%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.417			0.750			0.500			0.000		0.813					
	APP/DEPART	5	/	6	6	/	4	2	/	0	0	/	3	0					

a e an

NORTH SIDE

e WEST SIDE EAST SIDE e

SOUTH SIDE

a e an

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Waterman	LOCATION #:	34
	EAST & WEST:	Washington	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

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

		NORTHBOUND (Wate man)			SOUTHBOUND (Wate man)			EASTBOUND (Washin ton)			WESTBOUND (Washin ton)			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	1	0	1.5	0.5	1	2	2	0	1	2	1	
AM	7:00 AM	0	0	0	67	1	40	122	210	1	1	124	57	623
	7:15 AM	0	0	3	95	4	55	90	275	1	1	122	43	689
	7:30 AM	1	5	0	121	6	33	89	305	5	3	235	4	807
	7:45 AM	2	0	0	114	4	52	100	327	2	1	230	17	849
	8:00 AM	0	3	0	107	3	63	120	220	5	1	223	12	757
	8:15 AM	1	1	0	96	3	67	88	196	1	1	192	13	659
	8:30 AM	1	5	0	82	6	66	106	190	2	8	203	4	673
	8:45 AM	0	0	0	74	6	67	105	196	4	1	169	10	632
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	3	8	3	437	17	203	399	1,127	13	6	810	76	3,102
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	1	1	81	4	106	73	93	0	3	210	99	673
	4:15 PM	4	1	0	75	0	118	79	134	2	0	223	67	703
	4:30 PM	2	4	2	63	5	139	103	117	1	2	244	117	799
	4:45 PM	1	5	0	74	4	127	63	125	1	1	271	106	778
	5:00 PM	0	6	2	88	1	102	98	144	1	4	244	134	824
	5:15 PM	0	11	2	100	2	75	82	157	0	3	107	160	699
	5:30 PM	1	10	2	92	2	73	67	208	1	11	118	142	727
	5:45 PM	1	12	0	64	2	85	81	222	2	8	141	156	774
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	7	16	4	300	10	486	343	520	5	7	982	424	3,104

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Tue, May 12, 15	LOCATION:	San Be na dino	PROJECT #:	SC0612
	NORTH & SOUTH:	Waterman	LOCATION #:	34
	EAST & WEST:	Washington	CONTROL:	SIGNAL

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND (Wate man)			SOUTHBOUND (Wate man)			EASTBOUND (Washin ton)			WESTBOUND (Washin ton)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	65	1	36	113	198	1	1	116	52	583	0	0	0	1	1
	7:15 AM	0	0	2	91	4	46	87	262	1	1	119	43	656	0	0	0	1	1
	7:30 AM	1	3	0	119	4	33	83	297	5	3	230	4	782	0	0	0	2	2
	7:45 AM	1	0	0	110	4	46	94	315	1	1	223	16	811	0	0	0	1	1
	8:00 AM	0	3	0	102	3	58	109	216	4	1	215	11	722	0	0	0	1	1
	8:15 AM	1	1	0	91	3	63	81	178	1	1	175	12	607	0	0	0	1	1
	8:30 AM	1	3	0	78	5	62	95	185	2	6	190	4	631	0	0	0	5	5
	8:45 AM	0	0	0	68	6	58	100	191	4	1	159	10	597	0	0	0	1	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	10	2	724	30	402	762	1,842	19	15	1,427	152	5,389	0	0	0	13	13
	APPROACH %	25%	63%	13%	63%	3%	35%	29%	70%	1%	1%	90%	10%						
	APP/DEPART	16	/	924	1,156	/	51	2,623	/	2,581	1,594	/	1,833	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	2	6	2	422	15	183	373	1,090	11	6	787	74	2,971					
	APPROACH %	20%	60%	20%	68%	2%	30%	25%	74%	1%	1%	91%	9%						
	PEAK HR FACTOR		0.625			0.951			0.899			0.903		0.916					
	APP/DEPART	10	/	453	620	/	27	1,474	/	1,519	867	/	972	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	1	1	77	4	99	73	89	0	3	195	97	641	0	0	0	1	1
	4:15 PM	4	1	0	71	0	116	72	128	2	0	215	63	672	0	0	0	0	0
	4:30 PM	2	4	2	63	5	129	93	108	1	2	242	115	766	0	0	0	0	0
	4:45 PM	1	5	0	69	4	119	61	119	1	1	260	103	743	0	0	0	0	0
	5:00 PM	0	6	2	83	1	102	93	136	1	4	231	129	788	0	0	1	0	1
	5:15 PM	0	11	2	94	2	66	81	148	0	3	104	156	667	0	0	0	1	1
	5:30 PM	1	10	2	90	2	65	66	197	1	11	117	138	700	0	0	1	4	5
	5:45 PM	1	12	0	64	2	83	79	214	2	8	135	150	750	0	0	0	3	3
	VOLUMES	11	50	9	611	20	779	618	1,139	8	32	1,499	951	5,727	0	0	2	9	11
	APPROACH %	16%	71%	13%	43%	1%	55%	35%	65%	0%	1%	60%	38%						
	APP/DEPART	70	/	1,617	1,410	/	51	1,765	/	1,768	2,482	/	2,291	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	7	16	4	286	10	466	319	491	5	7	948	410	2,969					
	APPROACH %	26%	59%	15%	38%	1%	61%	39%	60%	1%	1%	69%	30%						
	PEAK HR FACTOR		0.844			0.967			0.886			0.938		0.942					
	APP/DEPART	27	/	744	762	/	22	815	/	781	1,365	/	1,422	0					

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NORTH SIDE

as n on — WEST SIDE — EAST SIDE — as n on

SOUTH SIDE

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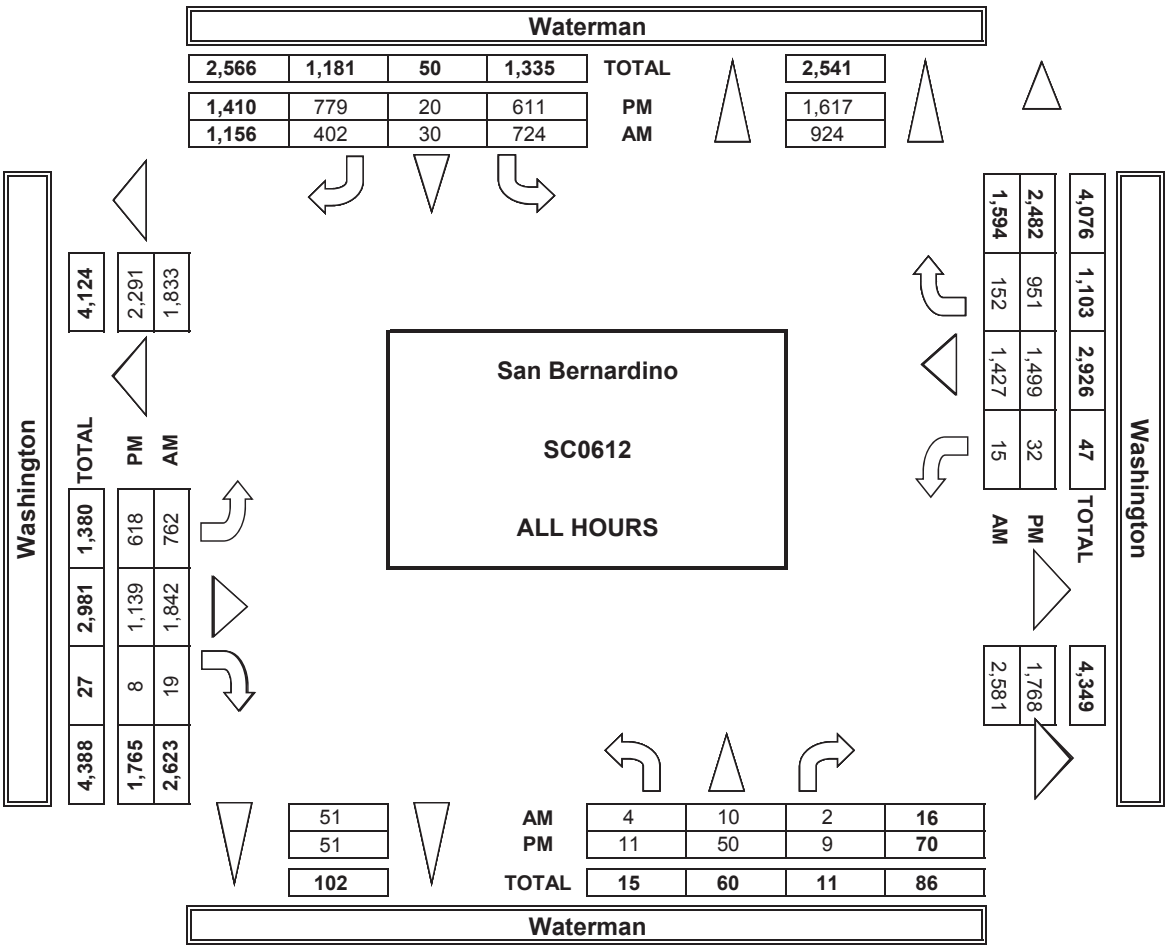
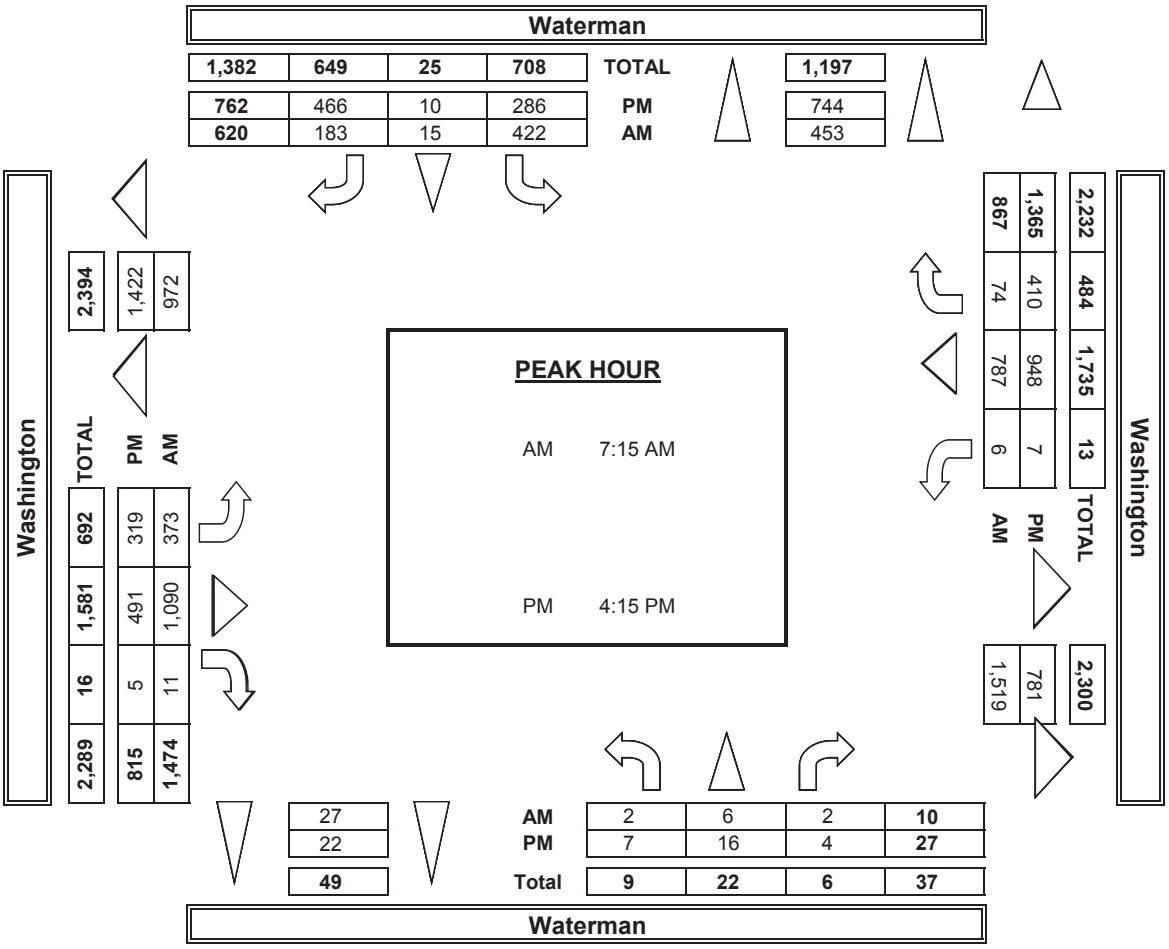
AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
5/12/15	LOCATION:	San Be na dino	PROJECT #:	SC0612	
TUESDAY	NORTH & SOUTH:	Wate man	LOCATION #:	34	
	EAST & WEST:	Washin ton	CONTROL:	SIGNAL	

C ASS	NOTES	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Washin ton			WESTBOUND Washin ton				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	63	1	32	106	187	1	1	111	48	550	0	0	0	1	1
	7:15 AM	0	0	1	88	4	39	84	250	1	1	116	43	627	0	0	0	1	1
	7:30 AM	1	2	0	118	3	33	79	290	5	3	225	4	763	0	0	0	2	2
	7:45 AM	0	0	0	106	4	41	89	304	0	1	217	15	777	0	0	0	1	1
	8:00 AM	0	3	0	98	3	54	99	212	3	1	208	10	691	0	0	0	1	1
	8:15 AM	1	1	0	86	3	59	75	162	1	1	161	11	561	0	0	0	1	1
	8:30 AM	1	1	0	74	4	58	85	180	2	5	178	4	592	0	0	0	4	4
	8:45 AM	0	0	0	63	6	50	95	186	4	1	150	10	565	0	0	0	1	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	7	1	696	28	366	712	1,771	17	14	1,366	145	5,126	0	0	0	12	12
	APPROACH %	27%	64%	9%	64%	3%	34%	28%	71%	1%	1%	90%	10%						
	APP/DEPART	11	/	864	1,090	/	47	2,500	/	2,480	1,525	/	1,735	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	1	5	1	410	14	167	351	1,056	9	1	766	72	2,858					
	APPROACH %	14%	71%	14%	69%	2%	28%	25%	75%	1%	0%	91%	9%						
	PEAK HR FACTOR		0.583			0.953			0.901			0.906		0.920					
	APP/DEPART	7	/	428	591	/	24	1,416	/	1,472	844	/	934	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	1	1	73	4	92	73	86	0	3	182	95	612	0	0	0	1	1
	4:15 PM	4	1	0	67	0	114	66	122	2	0	208	59	643	0	0	0	0	0
	4:30 PM	2	4	2	63	5	120	84	101	1	2	240	113	737	0	0	0	0	0
	4:45 PM	1	5	0	64	4	111	60	113	1	1	250	100	710	0	0	0	0	0
	5:00 PM	0	6	2	79	1	102	88	128	1	4	220	124	755	0	0	1	0	1
	5:15 PM	0	11	2	89	2	57	80	139	0	3	101	152	636	0	0	0	1	1
	5:30 PM	1	10	2	88	2	57	65	186	1	11	116	134	673	0	0	1	4	5
	5:45 PM	1	12	0	64	2	81	77	207	2	8	130	146	730	0	0	0	3	3
	VOLUMES	11	50	9	587	20	734	593	1,082	8	32	1,447	923	5,496	0	0	2	9	11
	APPROACH %	16%	71%	13%	44%	1%	55%	35%	64%	0%	1%	60%	38%						
	APP/DEPART	70	/	1,564	1,341	/	51	1,683	/	1,687	2,402	/	2,194	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	7	16	4	273	10	447	297	464	5	7	918	396	2,845					
	APPROACH %	26%	59%	15%	37%	1%	61%	39%	60%	1%	1%	69%	30%						
	PEAK HR FACTOR		0.844			0.971			0.884			0.930		0.942					
	APP/DEPART	27	/	709	730	/	22	767	/	741	1,321	/	1,373	0					

a e an

NORTH SIDE

as n on WEST SIDE EAST SIDE as n on

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	34
TUESDAY	EAST & WEST:	Washin ton	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Washin ton			WESTBOUND Washin ton				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	3	4	9	0	0	1	2	21	0	0	0	0	0
	7:15 AM	0	0	1	1	0	4	3	8	0	0	3	0	20	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	6	0	0	1	0	8	0	0	0	0	0
	7:45 AM	1	0	0	2	0	3	3	9	1	0	5	0	24	0	0	0	0	0
	8:00 AM	0	0	0	3	0	2	9	2	1	0	4	1	22	0	0	0	0	0
	8:15 AM	0	0	0	3	0	4	5	11	0	0	8	1	32	0	0	0	0	0
	8:30 AM	0	2	0	1	1	3	7	4	0	0	7	0	25	0	0	0	0	0
	8:45 AM	0	0	0	4	0	5	4	4	0	0	4	0	21	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	1	16	1	24	36	53	2	0	33	4	173	0	0	0	0	0
	APPROACH %	25%	50%	25%	39%	2%	59%	40%	58%	2%	0%	89%	11%						
	APP/DEPART	4	/	42	41	/	3	91	/	70	37	/	58	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	2	0	9	1	12	24	26	2	0	24	2	103					
	APPROACH %	33%	67%	0%	41%	5%	55%	46%	50%	4%	0%	92%	8%						
	PEAK HR FACTOR		0.375			0.786			0.813			0.722		0.805					
	APP/DEPART	3	/	28	22	/	3	52	/	35	26	/	37	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	3	0	6	0	1	0	0	7	1	18	0	0	0	0	0
	4:15 PM	0	0	0	3	0	2	3	2	0	0	5	3	18	0	0	0	0	0
	4:30 PM	0	0	0	0	0	6	6	5	0	0	1	2	20	0	0	0	0	0
	4:45 PM	0	0	0	4	0	7	0	5	0	0	7	3	26	0	0	0	0	0
	5:00 PM	0	0	0	3	0	0	5	5	0	0	6	4	23	0	0	0	0	0
	5:15 PM	0	0	0	2	0	9	1	9	0	0	2	4	27	0	0	0	0	0
	5:30 PM	0	0	0	2	0	8	1	9	0	0	1	3	24	0	0	0	0	0
	5:45 PM	0	0	0	0	0	1	2	5	0	0	3	2	13	0	0	0	0	0
	VOLUMES	0	0	0	17	0	39	18	41	0	0	32	22	169	0	0	0	0	0
	APPROACH %	0%	0%	0%	30%	0%	70%	31%	69%	0%	0%	59%	41%						
	APP/DEPART	0	/	40	56	/	0	59	/	58	54	/	71	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	11	0	24	7	28	0	0	16	14	100					
	APPROACH %	0%	0%	0%	31%	0%	69%	20%	80%	0%	0%	53%	47%						
	PEAK HR FACTOR		0.000			0.795			0.875			0.750		0.926					
	APP/DEPART	0	/	21	35	/	0	35	/	39	30	/	40	0					

a e an

NORTH SIDE

as n on WEST SIDE EAST SIDE as n on

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	34
TUESDAY	EAST & WEST:	Washin ton	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Washin ton			WESTBOUND Washin ton				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	2	1	0	0	1	1	5	0	0	0	0	0
	7:15 AM	0	0	0	0	0	2	0	1	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	2	1	0	0	1	0	5	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	1	0	0	0	2	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	3	0	0	0	1	1
	8:45 AM	0	0	0	0	0	1	0	0	0	0	2	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	5	6	7	0	1	9	1	31	0	0	0	1	1
	APPROACH %	0%	100%	0%	0%	17%	83%	46%	54%	0%	9%	82%	9%						
	APP/DEPART	1	/	8	6	/	1	13	/	8	11	/	14	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	2	4	4	0	0	6	0	17					
	APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	86%	0%						
	PEAK HR FACTOR		0.000			0.500			0.667			0.875		0.850					
	APP/DEPART	0	/	4	2	/	0	8	/	5	7	/	8	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	2	0	0	0	1	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	1	1	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	3	0	4	0	0	0	0	0
	5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	0	0	3	0	1	3	4	0	0	8	0	19	0	0	0	0	0
	APPROACH %	0%	0%	0%	75%	0%	25%	43%	57%	0%	0%	100%	0%						
	APP/DEPART	0	/	3	4	/	0	7	/	7	8	/	9	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	1	0	1	3	1	0	0	6	0	12					
	APPROACH %	0%	0%	0%	50%	0%	50%	75%	25%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.500			0.500		0.750					
	APP/DEPART	0	/	3	2	/	0	4	/	2	6	/	7	0					

a e an

NORTH SIDE

as n on WEST SIDE EAST SIDE **as n on**

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

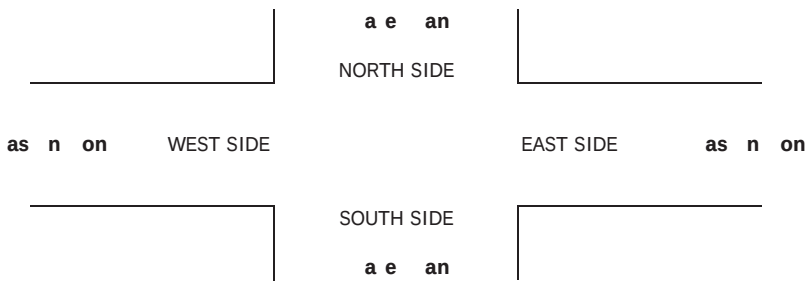
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	34
TUESDAY	EAST & WEST:	Washin ton	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Washin ton			WESTBOUND Washin ton				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	2	0	3	0	0	0	0	0
	7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	2	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	2	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	4	0	1	4	0	0	0	4	0	13	0	0	0	0	0
	APPROACH %	0%	0%	0%	80%	0%	20%	100%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	4	5	/	0	4	/	4	4	/	5	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	2	0	1	3	0	0	0	2	0	8					
	APPROACH %	0%	0%	0%	67%	0%	33%	100%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.375			0.375			0.250		0.667					
	APP/DEPART	0	/	3	3	/	0	3	/	2	2	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	1	0	0	2	2	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	50%	50%						
	APP/DEPART	0	/	3	0	/	0	2	/	1	4	/	2	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	2	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	67%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	2	0	/	0	0	/	0	3	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	34
TUESDAY	EAST & WEST:	Washin ton	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Washin ton			WESTBOUND Washin ton				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	1	1	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	0	1	1	1	0	0	1	0	7	0	0	0	0	0
	APPROACH %	0%	0%	0%	75%	0%	25%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	0	/	1	4	/	0	2	/	4	1	/	2	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	2	0	1	1	1	0	0	1	0	6					
	APPROACH %	0%	0%	0%	67%	0%	33%	50%	50%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.750			0.250			0.250		0.500					
	APP/DEPART	0	/	1	3	/	0	2	/	3	1	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	2	0	3	0	0	1	0	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	2	/	0	3	/	3	1	/	3	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	2	0	2	0	0	1	0	5					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.500			0.250		0.625					
	APP/DEPART	0	/	0	2	/	0	2	/	2	1	/	3	0					

a e an

NORTH SIDE

as n on WEST SIDE EAST SIDE as n on

SOUTH SIDE

a e an

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	San Be na dino	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Wate man	LOCATION #:	34
TUESDAY	EAST & WEST:	Washin ton	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Wate man			SOUTHBOUND Wate man			EASTBOUND Washin ton			WESTBOUND Washin ton				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0	1	0	1.5	0.5	1	2	2	0	1	2	1						
AM																		
7:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	4	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	3	0	0	0	0	4	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	4	0	5	0	0	0	0	0
7:45 AM	0	0	0	1	0	1	0	1	0	0	0	1	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	2	0	0	1	0	4	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	2	0	0	1	0	4	0	0	0	0	0
8:30 AM	0	0	0	2	0	1	1	0	0	0	4	0	8	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	1	1	0	0	3	0	6	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	5	0	5	3	10	0	0	14	2	39	0	0	0	0	0
APPROACH %	0%	0%	0%	50%	0%	50%	23%	77%	0%	0%	88%	13%						
APP/DEPART	0	/	5	10	/	0	13	/	15	16	/	19	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	0	0	3	0	3	2	5	0	0	9	0	22					
APPROACH %	0%	0%	0%	50%	0%	50%	29%	71%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.500			0.875			0.563		0.688					
APP/DEPART	0	/	2	6	/	0	7	/	8	9	/	12	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	1	0	1	0	1	0	0	3	1	7	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	1	3	0	0	1	1	7	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	2	0	0	0	1	0	4	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	1	0	0	1	0	3	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
VOLUMES	0	0	0	4	0	3	3	8	0	0	9	4	31	0	0	0	0	0
APPROACH %	0%	0%	0%	57%	0%	43%	27%	73%	0%	0%	69%	31%						
APP/DEPART	0	/	7	7	/	0	11	/	12	13	/	12	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	0	0	3	0	2	3	5	0	0	6	2	21					
APPROACH %	0%	0%	0%	60%	0%	40%	38%	63%	0%	0%	75%	25%						
PEAK HR FACTOR		0.000			0.625			0.500			0.500		0.750					
APP/DEPART	0	/	5	5	/	0	8	/	8	8	/	8	0					

a e an

NORTH SIDE

as n on WEST SIDE EAST SIDE as n on

SOUTH SIDE

a e an

DATE:	LOCATION:	Colton	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Reche Canyon	LOCATION #:	35
	EAST & WEST:	Washington	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

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

	NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Washin ton			WESTBOUND Washin ton			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	X	1.5	X	X	X	X	2	1	2	2	X	
AM 7:00 AM	213	0	199	0	0	0	0	160	25	32	119	0	748
7:15 AM	188	0	197	0	0	0	0	229	44	38	171	0	867
7:30 AM	184	0	255	0	0	0	0	252	56	65	163	0	975
7:45 AM	171	0	260	0	0	0	1	232	40	55	170	0	929
8:00 AM	157	0	151	0	0	0	0	175	61	67	186	0	797
8:15 AM	159	0	144	0	0	0	0	146	50	73	149	0	721
8:30 AM	145	0	147	0	0	0	0	174	52	83	167	0	768
8:45 AM	135	0	154	0	0	0	0	178	64	90	131	0	752
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	700	0	863	0	0	0	1	888	201	225	690	0	3,568
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	79	0	74	0	0	0	0	150	142	220	221	0	886
4:15 PM	99	0	88	0	0	0	0	152	120	224	261	0	944
4:30 PM	83	0	65	0	0	0	0	160	169	231	259	0	967
4:45 PM	107	0	81	0	0	0	0	130	151	229	282	0	980
5:00 PM	83	0	91	0	0	0	0	176	172	156	218	0	896
5:15 PM	116	0	85	0	0	0	0	167	146	167	160	0	841
5:30 PM	67	0	89	0	0	0	0	208	183	186	185	0	918
5:45 PM	94	0	106	0	0	0	0	186	188	223	222	0	1,019
BEGIN PEAK HR		4:15 PM											
VOLUMES	372	0	325	0	0	0	0	618	612	840	1,020	0	3,787

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, May 12, 15

LOCATION: Colton
NORTH & SOUTH: Reche Canyon
EAST & WEST: Washington

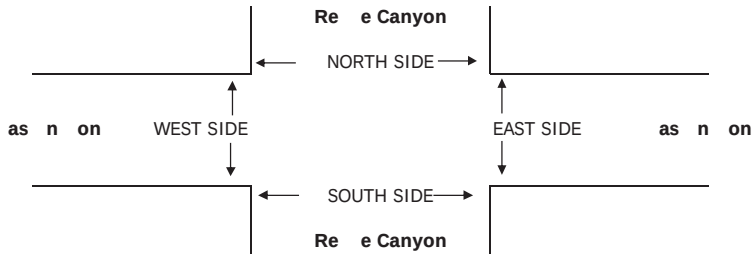
PROJECT #: SC0612
LOCATION #: 35
CONTROL: SIGNAL

NOTES:

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

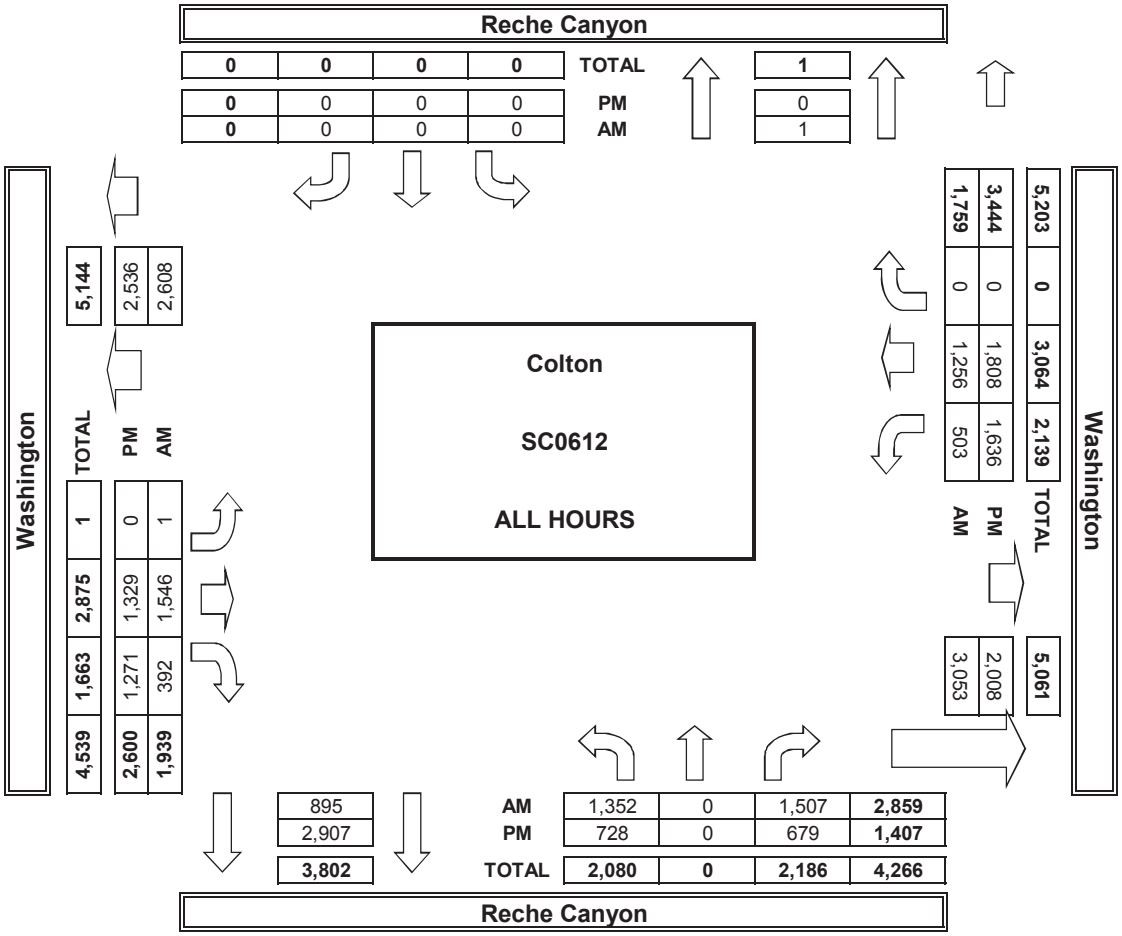
☑ Add U-Turns to Left Turns

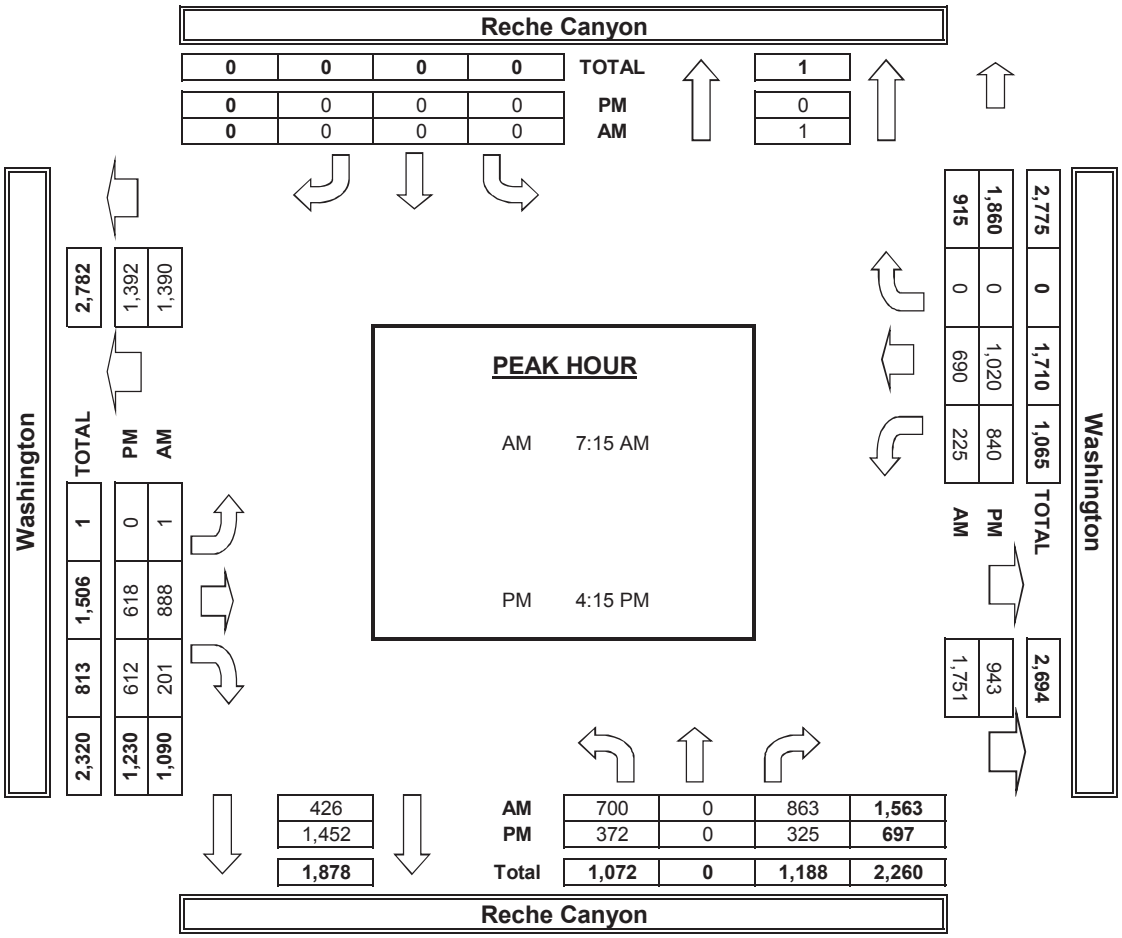
		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Washin ton			WESTBOUND Washin ton				U-TURNS				
	LANES:	NL 1.5	NT X	NR 1.5	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 2	WT 2	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	213	0	199	0	0	0	0	160	25	32	119	0	748	0	0	0	0	0
	7:15 AM	188	0	197	0	0	0	0	229	44	38	171	0	867	0	0	0	0	0
	7:30 AM	184	0	255	0	0	0	0	252	56	65	163	0	975	0	0	0	0	0
	7:45 AM	171	0	260	0	0	0	1	232	40	55	170	0	929	0	0	1	0	1
	8:00 AM	157	0	151	0	0	0	0	175	61	67	186	0	797	0	0	0	0	0
	8:15 AM	159	0	144	0	0	0	0	146	50	73	149	0	721	0	0	0	0	0
	8:30 AM	145	0	147	0	0	0	0	174	52	83	167	0	768	0	0	0	0	0
	8:45 AM	135	0	154	0	0	0	0	178	64	90	131	0	752	0	0	0	0	0
	VOLUMES	1,352	0	1,507	0	0	0	1	1,546	392	503	1,256	0	6,557	0	0	1	0	1
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	80%	20%	29%	71%	0%						
	APP/DEPART	2,859	/	0	0	/	895	1,939	/	3,053	1,759	/	2,609	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	700	0	863	0	0	0	1	888	201	225	690	0	3,568					
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	81%	18%	25%	75%	0%						
	PEAK HR FACTOR		0.890			0.000			0.886			0.904		0.915					
	APP/DEPART	1,563	/	0	0	/	426	1,090	/	1,752	915	/	1,390	0					
PM	4:00 PM	79	0	74	0	0	0	0	150	142	220	221	0	886	0	0	0	0	0
	4:15 PM	99	0	88	0	0	0	0	152	120	224	261	0	944	0	0	0	0	0
	4:30 PM	83	0	65	0	0	0	0	160	169	231	259	0	967	0	0	0	0	0
	4:45 PM	107	0	81	0	0	0	0	130	151	229	282	0	980	0	0	0	1	1
	5:00 PM	83	0	91	0	0	0	0	176	172	156	218	0	896	0	0	0	0	0
	5:15 PM	116	0	85	0	0	0	0	167	146	167	160	0	841	0	0	0	1	1
	5:30 PM	67	0	89	0	0	0	0	208	183	186	185	0	918	0	0	0	0	0
	5:45 PM	94	0	106	0	0	0	0	186	188	223	222	0	1,019	0	0	0	1	1
	VOLUMES	728	0	679	0	0	0	0	1,329	1,271	1,636	1,808	0	7,451	0	0	0	3	3
	APPROACH %	52%	0%	48%	0%	0%	0%	0%	51%	49%	48%	52%	0%						
	APP/DEPART	1,407	/	0	0	/	2,904	2,600	/	2,011	3,444	/	2,536	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	372	0	325	0	0	0	0	618	612	840	1,020	0	3,787					
	APPROACH %	53%	0%	47%	0%	0%	0%	0%	50%	50%	45%	55%	0%						
	PEAK HR FACTOR		0.927			0.000			0.884			0.909		0.965					
	APP/DEPART	697	/	0	0	/	1,451	1,230	/	943	1,860	/	1,393	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, May 12, 15

LOCATION: Colton
NORTH & SOUTH: Reche Canyon
EAST & WEST: Washington

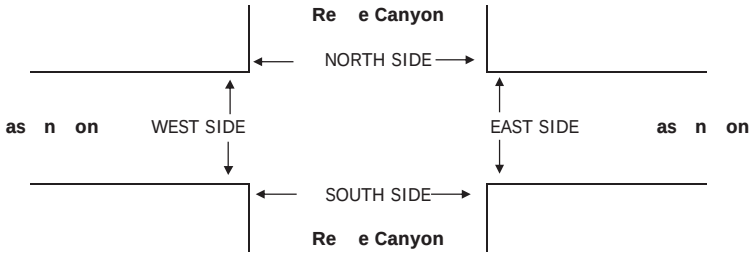
PROJECT #: SC0612
LOCATION #: 35
CONTROL: SIGNAL

NOTES:

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

☑ Add U-Turns to Left Turns

		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	1.5	X	1.5	X	X	X	X	2	1	2	2	X		0	0	0	0	
AM	7:00 AM	213	0	199	0	0	0	0	160	25	32	119	0	748	0	0	0	0	0
	7:15 AM	188	0	197	0	0	0	0	229	44	38	171	0	867	0	0	0	0	0
	7:30 AM	184	0	255	0	0	0	0	252	56	65	163	0	975	0	0	0	0	0
	7:45 AM	171	0	260	0	0	0	1	232	40	55	170	0	929	0	0	1	0	1
	8:00 AM	157	0	151	0	0	0	0	175	61	67	186	0	797	0	0	0	0	0
	8:15 AM	159	0	144	0	0	0	0	146	50	73	149	0	721	0	0	0	0	0
	8:30 AM	145	0	147	0	0	0	0	174	52	83	167	0	768	0	0	0	0	0
	8:45 AM	135	0	154	0	0	0	0	178	64	90	131	0	752	0	0	0	0	0
	VOLUMES	1,352	0	1,507	0	0	0	1	1,546	392	503	1,256	0	6,557	0	0	1	0	1
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	80%	20%	29%	71%	0%						
	APP/DEPART	2,859	/	0	0	/	895	1,939	/	3,053	1,759	/	2,609	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	700	0	863	0	0	0	1	888	201	225	690	0	3,568					
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	81%	18%	25%	75%	0%						
	PEAK HR FACTOR		0.890			0.000			0.886			0.904		0.915					
	APP/DEPART	1,563	/	0	0	/	426	1,090	/	1,752	915	/	1,390	0					
PM	4:00 PM	79	0	74	0	0	0	0	150	142	220	221	0	886	0	0	0	0	0
	4:15 PM	99	0	88	0	0	0	0	152	120	224	261	0	944	0	0	0	0	0
	4:30 PM	83	0	65	0	0	0	0	160	169	231	259	0	967	0	0	0	0	0
	4:45 PM	107	0	81	0	0	0	0	130	151	229	282	0	980	0	0	0	1	1
	5:00 PM	83	0	91	0	0	0	0	176	172	156	218	0	896	0	0	0	0	0
	5:15 PM	116	0	85	0	0	0	0	167	146	167	160	0	841	0	0	0	1	1
	5:30 PM	67	0	89	0	0	0	0	208	183	186	185	0	918	0	0	0	0	0
	5:45 PM	94	0	106	0	0	0	0	186	188	223	222	0	1,019	0	0	0	1	1
	VOLUMES	728	0	679	0	0	0	0	1,329	1,271	1,636	1,808	0	7,451	0	0	0	3	3
	APPROACH %	52%	0%	48%	0%	0%	0%	0%	51%	49%	48%	52%	0%						
	APP/DEPART	1,407	/	0	0	/	2,904	2,600	/	2,011	3,444	/	2,536	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	372	0	325	0	0	0	0	618	612	840	1,020	0	3,787					
	APPROACH %	53%	0%	47%	0%	0%	0%	0%	50%	50%	45%	55%	0%						
	PEAK HR FACTOR		0.927			0.000			0.884			0.909		0.965					
	APP/DEPART	697	/	0	0	/	1,451	1,230	/	943	1,860	/	1,393	0					



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

DATE:	LOCATION:	Colton	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Reche Canyon	LOCATION #:	36
	EAST & WEST:	Prado	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND P ado			WESTBOUND P ado			
	LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	7:00 AM	0	366	3	5	39	0	0	0	0	1	0	30	444
	7:15 AM	0	402	3	11	65	0	0	0	0	1	0	19	501
	7:30 AM	0	401	3	6	86	0	0	0	0	0	0	31	527
	7:45 AM	0	364	1	17	85	0	0	0	0	2	0	19	488
	8:00 AM	0	281	0	18	91	0	0	0	0	1	0	20	411
	8:15 AM	0	285	3	22	103	0	0	0	0	2	0	19	434
	8:30 AM	0	281	3	31	85	0	0	0	0	1	0	21	422
	8:45 AM	0	242	18	72	79	0	0	0	0	4	0	38	453
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	1,533	10	39	275	0	0	0	0	4	0	99	1,960
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	139	0	7	348	0	0	0	0	5	0	17	516
	4:15 PM	0	139	2	18	324	0	0	0	0	3	0	14	500
	4:30 PM	0	139	1	14	338	0	0	0	0	0	0	17	509
	4:45 PM	0	135	3	11	274	0	0	0	0	2	0	13	438
	5:00 PM	0	147	1	13	284	0	0	0	0	3	0	14	462
	5:15 PM	0	160	2	27	331	0	0	0	0	1	0	13	534
	5:30 PM	0	152	0	21	355	0	0	0	0	2	0	12	542
	5:45 PM	0	158	0	20	348	0	0	0	0	3	0	16	545
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	0	617	3	81	1,318	0	0	0	0	9	0	55	2,083

INTERSECTION TURNING MOVEMENT COUNTS

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

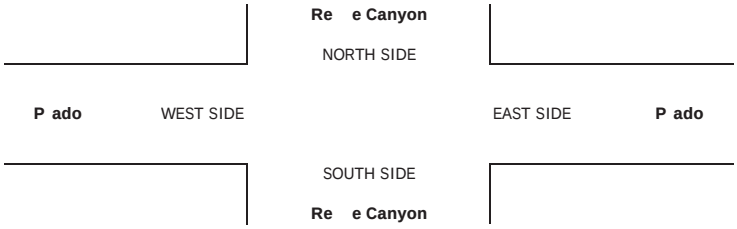
DATE:	LOCATION:	Colton	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Reche Canyon	LOCATION #:	36
	EAST & WEST:	Prado	CONTROL:	SIGNAL

NOTES:

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

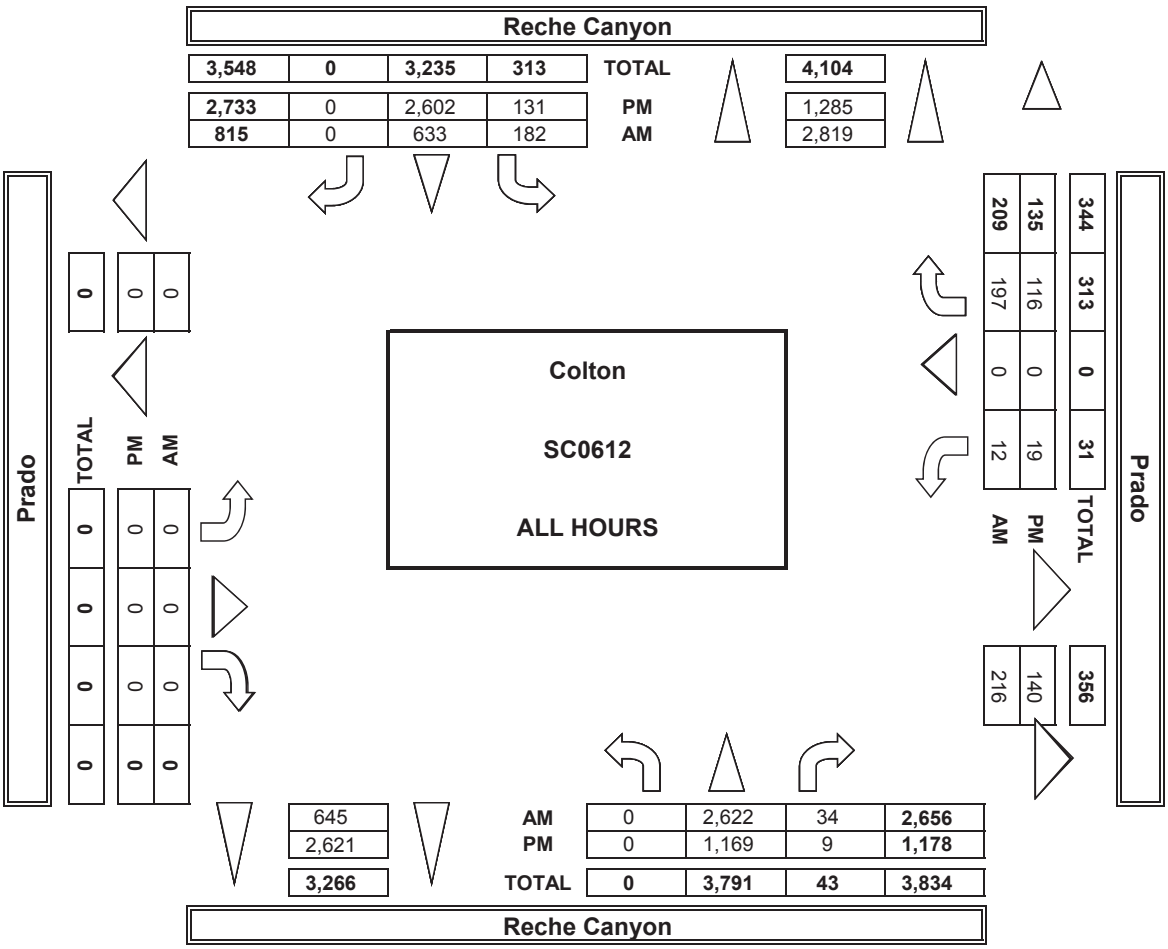
Add U-Turns to Left Turns

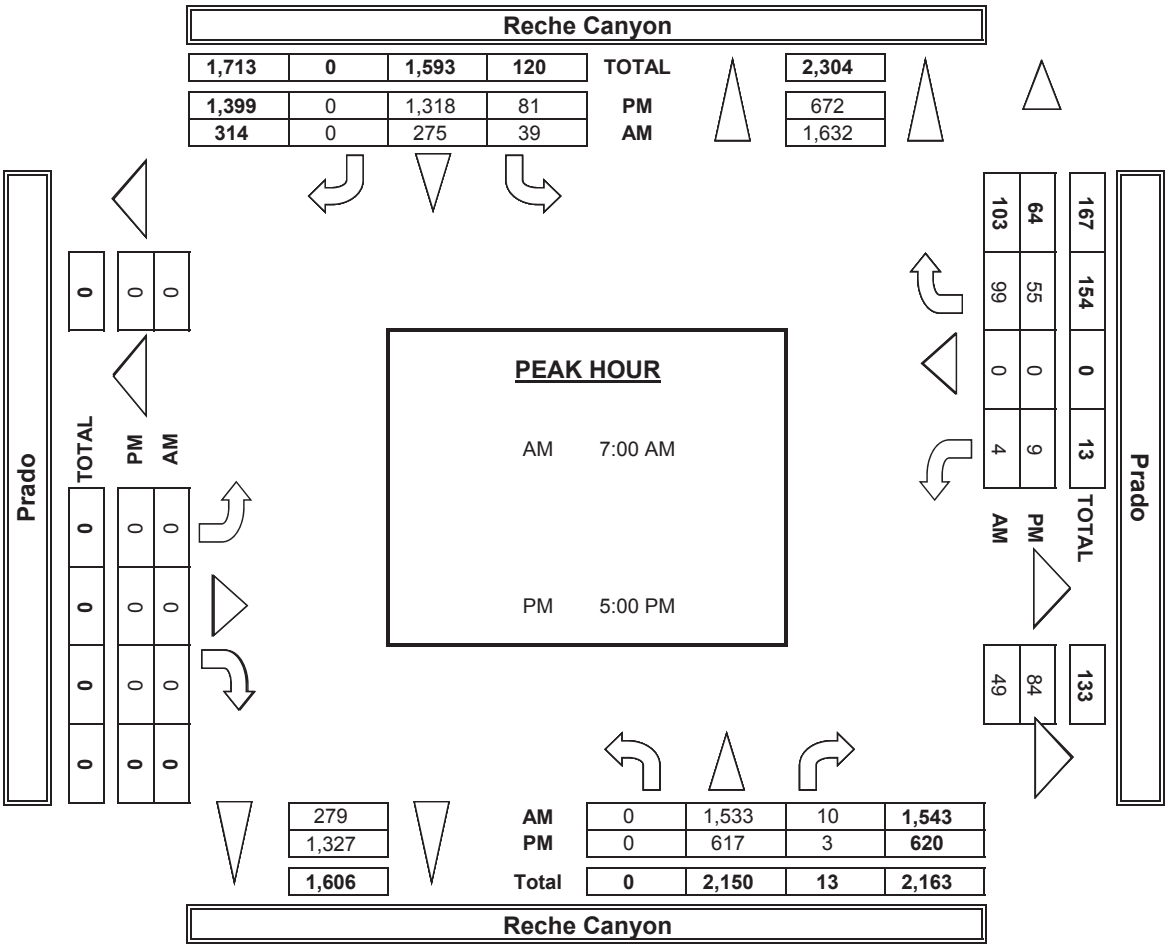
		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND P ado			WESTBOUND P ado				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	366	3	5	39	0	0	0	0	1	0	30	444	0	0	0	0	0
	7:15 AM	0	402	3	11	65	0	0	0	0	1	0	19	501	0	0	0	0	0
	7:30 AM	0	401	3	6	86	0	0	0	0	0	0	31	527	0	0	0	0	0
	7:45 AM	0	364	1	17	85	0	0	0	0	2	0	19	488	0	0	0	0	0
	8:00 AM	0	281	0	18	91	0	0	0	0	1	0	20	411	0	0	0	0	0
	8:15 AM	0	285	3	22	103	0	0	0	0	2	0	19	434	0	0	0	0	0
	8:30 AM	0	281	3	31	85	0	0	0	0	1	0	21	422	0	0	0	0	0
	8:45 AM	0	242	18	72	79	0	0	0	0	4	0	38	453	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,622	34	182	633	0	0	0	0	12	0	197	3,680	0	0	0	0	0
	APPROACH %	0%	99%	1%	22%	78%	0%	0%	0%	0%	6%	0%	94%						
	APP/DEPART	2,656	/	2,819	815	/	645	0	/	216	209	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1,533	10	39	275	0	0	0	0	4	0	99	1,960					
	APPROACH %	0%	99%	1%	12%	88%	0%	0%	0%	0%	4%	0%	96%						
	PEAK HR FACTOR		0.952			0.770			0.000			0.831		0.930					
	APP/DEPART	1,543	/	1,632	314	/	279	0	/	49	103	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	139	0	7	348	0	0	0	0	5	0	17	516	0	0	0	0	0
	4:15 PM	0	139	2	18	324	0	0	0	0	3	0	14	500	0	0	0	0	0
	4:30 PM	0	139	1	14	338	0	0	0	0	0	0	17	509	0	0	0	0	0
	4:45 PM	0	135	3	11	274	0	0	0	0	2	0	13	438	0	0	0	0	0
	5:00 PM	0	147	1	13	284	0	0	0	0	3	0	14	462	0	0	0	0	0
	5:15 PM	0	160	2	27	331	0	0	0	0	1	0	13	534	0	0	0	0	0
	5:30 PM	0	152	0	21	355	0	0	0	0	2	0	12	542	0	0	0	0	0
	5:45 PM	0	158	0	20	348	0	0	0	0	3	0	16	545	0	0	0	0	0
	VOLUMES	0	1,169	9	131	2,602	0	0	0	0	19	0	116	4,046	0	0	0	0	0
	APPROACH %	0%	99%	1%	5%	95%	0%	0%	0%	0%	14%	0%	86%						
	APP/DEPART	1,178	/	1,285	2,733	/	2,621	0	/	140	135	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	617	3	81	1,318	0	0	0	0	9	0	55	2,083					
	APPROACH %	0%	100%	0%	6%	94%	0%	0%	0%	0%	14%	0%	86%						
	PEAK HR FACTOR		0.957			0.930			0.000			0.842		0.956					
	APP/DEPART	620	/	672	1,399	/	1,327	0	/	84	64	/	0	0					



AimTD LLC

TURNING MOVEMENT COUNTS





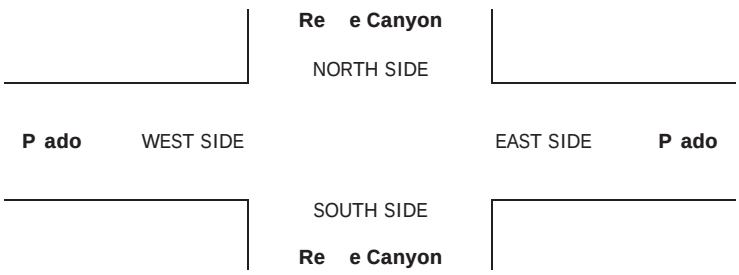
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
5/12/15	LOCATION:	Colton	PROJECT #:	SC0612	
TUESDAY	NORTH & SOUTH:	Reche Canyon	LOCATION #:	36	
	EAST & WEST:	P ado	CONTROL:	SIGNAL	

C ASS	NOTES	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND P ado			WESTBOUND P ado				U-TURNS				
	LANES:	NL X	NT 2	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	366	3	5	39	0	0	0	0	1	0	30	444	0	0	0	0	0
	7:15 AM	0	402	3	11	65	0	0	0	0	1	0	19	501	0	0	0	0	0
	7:30 AM	0	401	3	6	86	0	0	0	0	0	0	31	527	0	0	0	0	0
	7:45 AM	0	364	1	17	85	0	0	0	0	2	0	19	488	0	0	0	0	0
	8:00 AM	0	281	0	18	91	0	0	0	0	1	0	20	411	0	0	0	0	0
	8:15 AM	0	285	3	22	103	0	0	0	0	2	0	19	434	0	0	0	0	0
	8:30 AM	0	281	3	31	85	0	0	0	0	1	0	21	422	0	0	0	0	0
	8:45 AM	0	242	18	72	79	0	0	0	0	4	0	38	453	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2,622	34	182	633	0	0	0	0	12	0	197	3,680	0	0	0	0	0
	APPROACH %	0%	99%	1%	22%	78%	0%	0%	0%	0%	6%	0%	94%						
	APP/DEPART	2,656	/	2,819	815	/	645	0	/	216	209	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1,533	10	39	275	0	0	0	0	4	0	99	1,960					
	APPROACH %	0%	99%	1%	12%	88%	0%	0%	0%	0%	4%	0%	96%						
	PEAK HR FACTOR		0.952			0.770			0.000			0.831		0.930					
	APP/DEPART	1,543	/	1,632	314	/	279	0	/	49	103	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	139	0	7	348	0	0	0	0	5	0	17	516	0	0	0	0	0
	4:15 PM	0	139	2	18	324	0	0	0	0	3	0	14	500	0	0	0	0	0
	4:30 PM	0	139	1	14	338	0	0	0	0	0	0	17	509	0	0	0	0	0
	4:45 PM	0	135	3	11	274	0	0	0	0	2	0	13	438	0	0	0	0	0
	5:00 PM	0	147	1	13	284	0	0	0	0	3	0	14	462	0	0	0	0	0
	5:15 PM	0	160	2	27	331	0	0	0	0	1	0	13	534	0	0	0	0	0
	5:30 PM	0	152	0	21	355	0	0	0	0	2	0	12	542	0	0	0	0	0
	5:45 PM	0	158	0	20	348	0	0	0	0	3	0	16	545	0	0	0	0	0
	VOLUMES	0	1,169	9	131	2,602	0	0	0	0	19	0	116	4,046	0	0	0	0	0
	APPROACH %	0%	99%	1%	5%	95%	0%	0%	0%	0%	14%	0%	86%						
	APP/DEPART	1,178	/	1,285	2,733	/	2,621	0	/	140	135	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	617	3	81	1,318	0	0	0	0	9	0	55	2,083					
	APPROACH %	0%	100%	0%	6%	94%	0%	0%	0%	0%	14%	0%	86%						
	PEAK HR FACTOR		0.957			0.930			0.000			0.842		0.956					
	APP/DEPART	620	/	672	1,399	/	1,327	0	/	84	64	/	0	0					



DATE:	LOCATION:	Colton	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Reche Canyon	LOCATION #:	37
	EAST & WEST:	Shane	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Shane			WESTBOUND Shane			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
AM	7:00 AM	1	322	0	0	41	0	9	0	0	0	0	5	378
	7:15 AM	0	340	0	0	59	5	11	0	2	0	0	1	418
	7:30 AM	0	314	0	0	70	1	11	0	0	0	0	0	396
	7:45 AM	0	297	0	1	71	1	4	0	0	0	0	0	374
	8:00 AM	0	223	0	0	67	1	7	0	1	0	0	0	299
	8:15 AM	0	250	0	0	83	1	7	0	1	0	0	1	343
	8:30 AM	0	218	0	0	68	1	6	0	1	0	0	0	294
	8:45 AM	0	199	0	0	63	6	13	0	2	0	0	0	283
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	1	1,273	0	1	241	7	35	0	2	0	0	6	1,566
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	97	1	1	247	10	4	0	0	0	0	0	363
	4:15 PM	0	127	0	1	275	8	12	0	2	0	0	1	426
	4:30 PM	0	113	0	0	273	4	3	0	0	0	0	0	393
	4:45 PM	0	111	0	1	257	9	3	0	1	0	0	2	384
	5:00 PM	2	134	0	0	255	12	4	0	1	0	0	0	408
	5:15 PM	1	132	0	1	269	10	6	0	1	0	0	0	420
	5:30 PM	2	125	1	2	325	14	2	0	1	0	0	0	472
	5:45 PM	1	130	0	1	311	9	11	0	1	0	0	0	464
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	6	521	1	4	1,160	45	23	0	4	0	0	0	1,764

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, May 12, 15

LOCATION: Colton
NORTH & SOUTH: Reche Canyon
EAST & WEST: Shane

PROJECT #: SC0612
LOCATION #: 37
CONTROL: SIGNAL

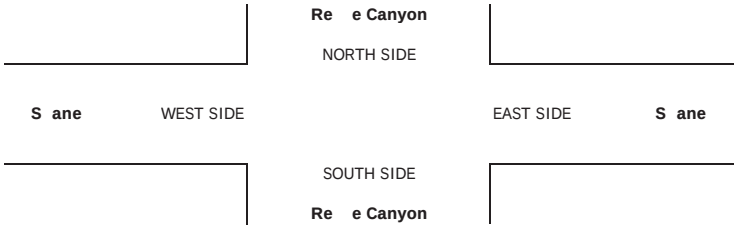
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N
◄ W E ►
S ▼

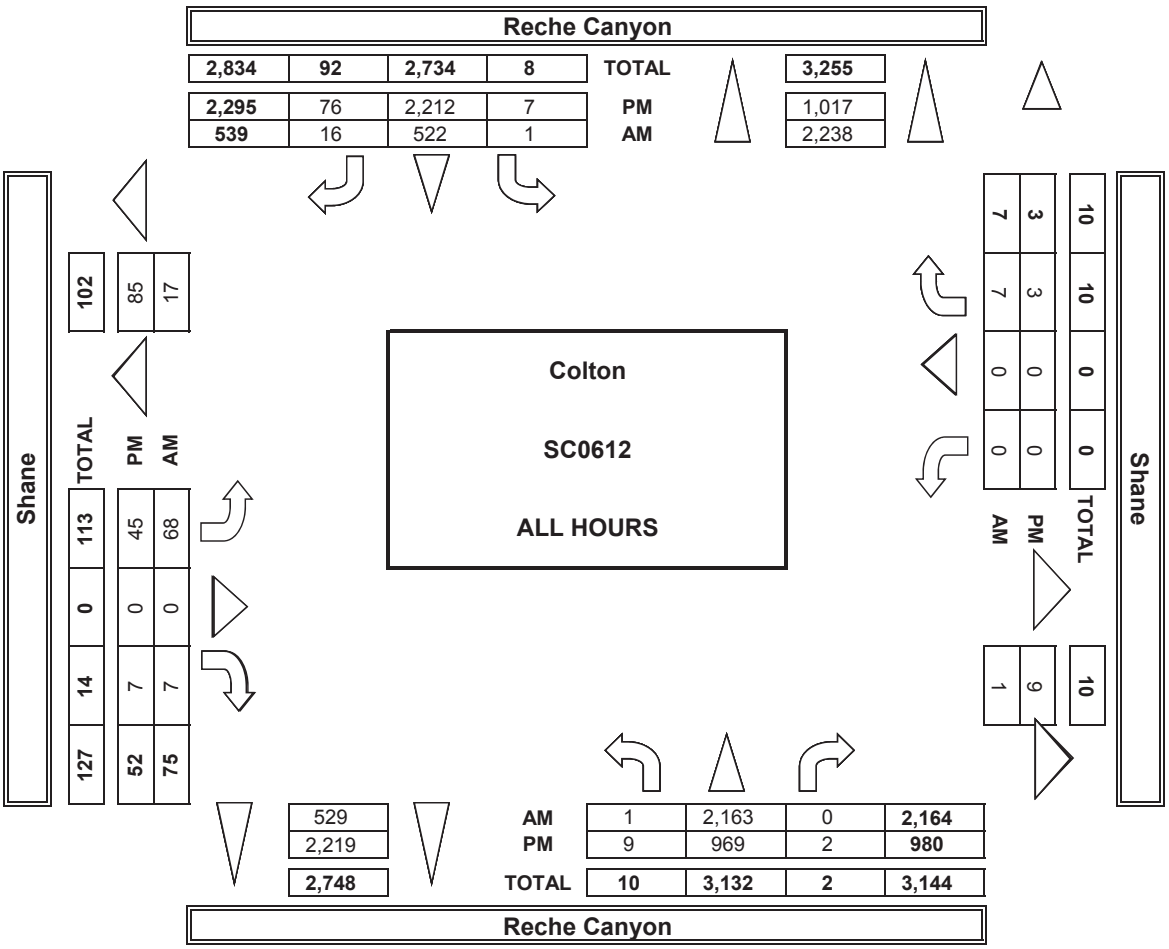
Add U-Turns to Left Turns

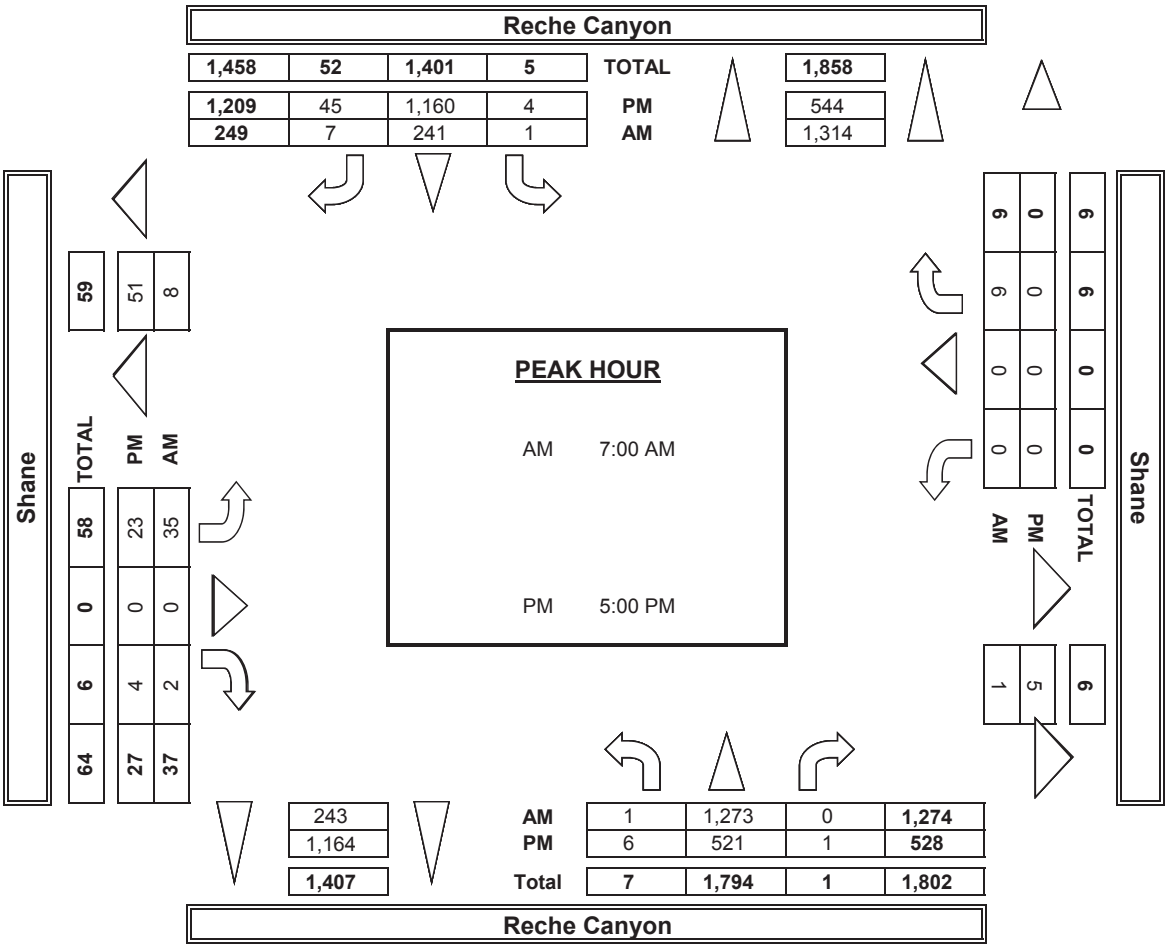
		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Shane			WESTBOUND Shane				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	1	322	0	0	41	0	9	0	0	0	0	5	378	0	0	0	0	0
	7:15 AM	0	340	0	0	59	5	11	0	2	0	0	1	418	0	0	0	0	0
	7:30 AM	0	314	0	0	70	1	11	0	0	0	0	0	396	0	0	0	0	0
	7:45 AM	0	297	0	1	71	1	4	0	0	0	0	0	374	0	0	0	0	0
	8:00 AM	0	223	0	0	67	1	7	0	1	0	0	0	299	0	0	0	0	0
	8:15 AM	0	250	0	0	83	1	7	0	1	0	0	1	343	0	0	0	0	0
	8:30 AM	0	218	0	0	68	1	6	0	1	0	0	0	294	0	0	0	0	0
	8:45 AM	0	199	0	0	63	6	13	0	2	0	0	0	283	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2,163	0	1	522	16	68	0	7	0	0	7	2,785	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	97%	3%	91%	0%	9%	0%	0%	100%						
	APP/DEPART	2,164	/	2,238	539	/	529	75	/	1	7	/	17	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	1,273	0	1	241	7	35	0	2	0	0	6	1,566					
	APPROACH %	0%	100%	0%	0%	97%	3%	95%	0%	5%	0%	0%	100%						
	PEAK HR FACTOR		0.937			0.853			0.712			0.300		0.937					
	APP/DEPART	1,274	/	1,314	249	/	243	37	/	1	6	/	8	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	97	1	1	247	10	4	0	0	0	0	0	363	0	0	0	0	0
	4:15 PM	0	127	0	1	275	8	12	0	2	0	0	1	426	0	0	0	0	0
	4:30 PM	0	113	0	0	273	4	3	0	0	0	0	0	393	0	0	0	0	0
	4:45 PM	0	111	0	1	257	9	3	0	1	0	0	2	384	0	0	0	0	0
	5:00 PM	2	134	0	0	255	12	4	0	1	0	0	0	408	0	0	0	0	0
	5:15 PM	1	132	0	1	269	10	6	0	1	0	0	0	420	0	0	0	0	0
	5:30 PM	2	125	1	2	325	14	2	0	1	0	0	0	472	0	0	0	0	0
	5:45 PM	1	130	0	1	311	9	11	0	1	0	0	0	464	0	0	0	0	0
	VOLUMES	9	969	2	7	2,212	76	45	0	7	0	0	3	3,330	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	96%	3%	87%	0%	13%	0%	0%	100%						
	APP/DEPART	980	/	1,017	2,295	/	2,219	52	/	9	3	/	85	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	6	521	1	4	1,160	45	23	0	4	0	0	0	1,764					
	APPROACH %	1%	99%	0%	0%	96%	4%	85%	0%	15%	0%	0%	0%						
	PEAK HR FACTOR		0.971			0.886			0.563			0.000		0.934					
	APP/DEPART	528	/	544	1,209	/	1,164	27	/	5	0	/	51	0					



AimTD LLC

TURNING MOVEMENT COUNTS





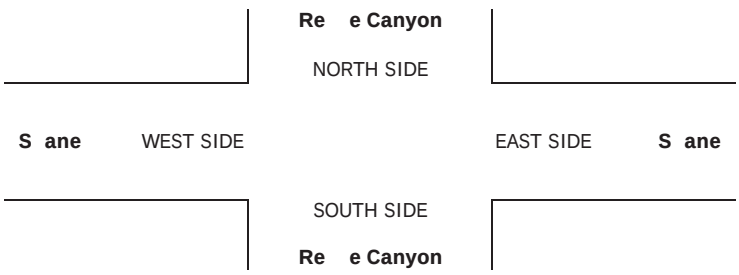
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
5/12/15	LOCATION:	Colton	PROJECT #:	SC0612	
TUESDAY	NORTH & SOUTH:	Reche Canyon	LOCATION #:	37	
	EAST & WEST:	Shane	CONTROL:	SIGNAL	

CLASS	NOTES	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Shane			WESTBOUND Shane				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	322	0	0	41	0	9	0	0	0	0	5	378	0	0	0	0	0
	7:15 AM	0	340	0	0	59	5	11	0	2	0	0	1	418	0	0	0	0	0
	7:30 AM	0	314	0	0	70	1	11	0	0	0	0	0	396	0	0	0	0	0
	7:45 AM	0	297	0	1	71	1	4	0	0	0	0	0	374	0	0	0	0	0
	8:00 AM	0	223	0	0	67	1	7	0	1	0	0	0	299	0	0	0	0	0
	8:15 AM	0	250	0	0	83	1	7	0	1	0	0	1	343	0	0	0	0	0
	8:30 AM	0	218	0	0	68	1	6	0	1	0	0	0	294	0	0	0	0	0
	8:45 AM	0	199	0	0	63	6	13	0	2	0	0	0	283	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2,163	0	1	522	16	68	0	7	0	0	7	2,785	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	97%	3%	91%	0%	9%	0%	0%	100%						
	APP/DEPART	2,164	/	2,238	539	/	529	75	/	1	7	/	17	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	1,273	0	1	241	7	35	0	2	0	0	6	1,566					
	APPROACH %	0%	100%	0%	0%	97%	3%	95%	0%	5%	0%	0%	100%						
	PEAK HR FACTOR		0.937			0.853			0.712			0.300		0.937					
	APP/DEPART	1,274	/	1,314	249	/	243	37	/	1	6	/	8	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	97	1	1	247	10	4	0	0	0	0	0	363	0	0	0	0	0
	4:15 PM	0	127	0	1	275	8	12	0	2	0	0	1	426	0	0	0	0	0
	4:30 PM	0	113	0	0	273	4	3	0	0	0	0	0	393	0	0	0	0	0
	4:45 PM	0	111	0	1	257	9	3	0	1	0	0	2	384	0	0	0	0	0
	5:00 PM	2	134	0	0	255	12	4	0	1	0	0	0	408	0	0	0	0	0
	5:15 PM	1	132	0	1	269	10	6	0	1	0	0	0	420	0	0	0	0	0
	5:30 PM	2	125	1	2	325	14	2	0	1	0	0	0	472	0	0	0	0	0
	5:45 PM	1	130	0	1	311	9	11	0	1	0	0	0	464	0	0	0	0	0
	VOLUMES	9	969	2	7	2,212	76	45	0	7	0	0	3	3,330	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	96%	3%	87%	0%	13%	0%	0%	100%						
	APP/DEPART	980	/	1,017	2,295	/	2,219	52	/	9	3	/	85	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	6	521	1	4	1,160	45	23	0	4	0	0	0	1,764					
	APPROACH %	1%	99%	0%	0%	96%	4%	85%	0%	15%	0%	0%	0%						
	PEAK HR FACTOR		0.971			0.886			0.563			0.000		0.934					
	APP/DEPART	528	/	544	1,209	/	1,164	27	/	5	0	/	51	0					



DATE:	LOCATION:	Colton	PROJECT #:	SC0612
Tue, May 12, 15	NORTH & SOUTH:	Reche Canyon	LOCATION #:	38
	EAST & WEST:	Reche Vista	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

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

		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Reche Vista			WESTBOUND Reche Vista			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	1	X	X	1	1	1	X	1	X	X	X	
AM	7:00 AM	0	3	0	0	1	36	346	0	1	0	0	0	387
	7:15 AM	4	0	0	0	1	47	323	0	1	0	0	0	376
	7:30 AM	2	2	0	0	0	59	256	0	0	0	0	0	319
	7:45 AM	1	3	0	0	0	79	209	0	1	0	0	0	293
	8:00 AM	0	1	0	0	1	66	262	0	1	0	0	0	331
	8:15 AM	0	0	0	0	3	91	202	0	1	0	0	0	297
	8:30 AM	0	4	0	0	1	75	196	0	0	0	0	0	276
	8:45 AM	0	3	0	1	2	60	158	0	1	0	0	0	225
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	7	8	0	0	2	221	1,134	0	3	0	0	0	1,375
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	3	0	0	3	263	144	0	0	0	0	0	414
	4:15 PM	0	0	0	0	0	271	115	0	0	0	0	0	386
	4:30 PM	1	0	0	0	3	281	143	0	3	0	0	0	431
	4:45 PM	3	1	0	0	2	305	134	0	2	0	0	0	447
	5:00 PM	1	2	0	0	2	265	110	0	3	0	0	0	383
	5:15 PM	1	2	0	0	3	353	168	0	1	0	0	0	528
	5:30 PM	1	2	0	0	4	302	135	0	0	0	0	0	444
	5:45 PM	1	1	0	0	1	342	110	0	2	0	0	0	457
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	4	7	0	0	10	1,262	523	0	6	0	0	0	1,812

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Tue, May 12, 15

LOCATION: Colton
NORTH & SOUTH: Reche Canyon
EAST & WEST: Reche Vista

PROJECT #: SC0612
LOCATION #: 38
CONTROL: SIGNAL

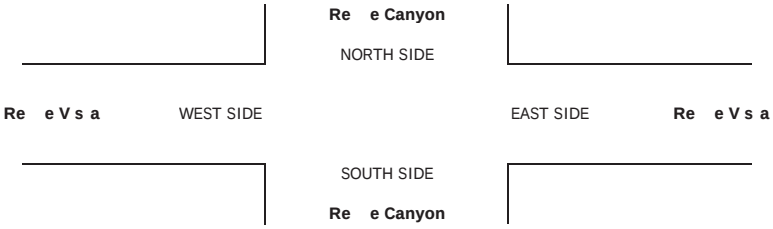
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N
◄ W E ►
S ▼

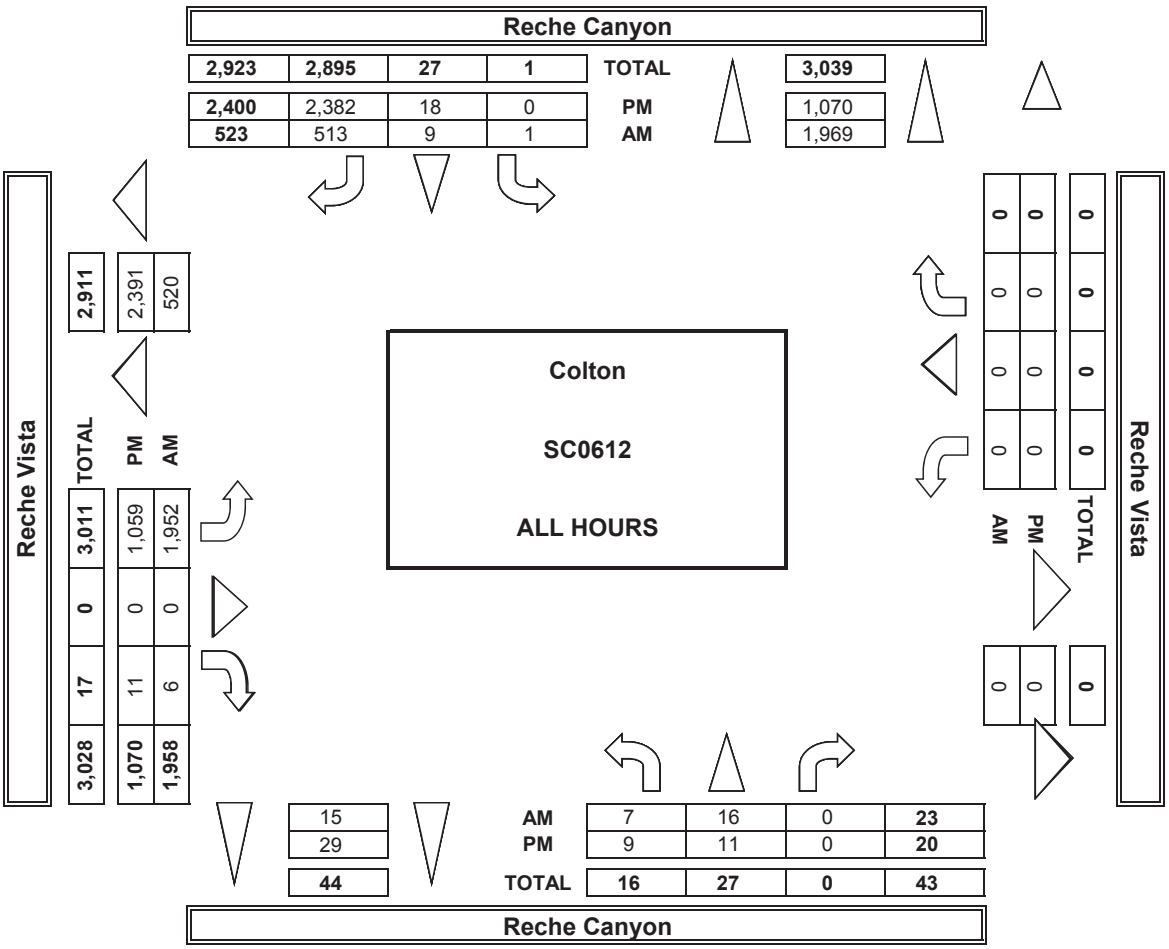
Add U-Turns to Left Turns

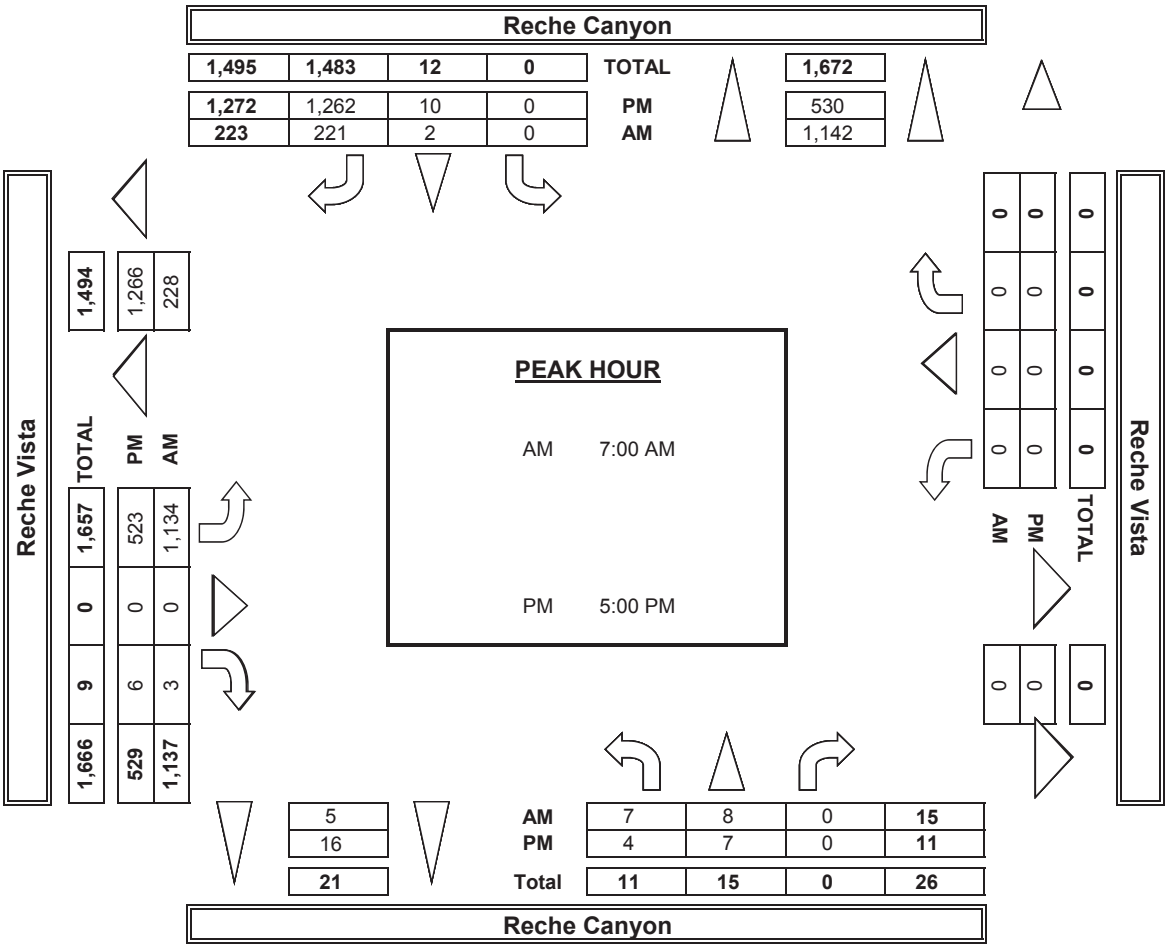
		NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Reche Vista			WESTBOUND Reche Vista				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	3	0	0	1	36	346	0	1	0	0	0	387	0	0	0	0	0
	7:15 AM	4	0	0	0	1	47	323	0	1	0	0	0	376	0	0	0	0	0
	7:30 AM	2	2	0	0	0	59	256	0	0	0	0	0	319	0	0	0	0	0
	7:45 AM	1	3	0	0	0	79	209	0	1	0	0	0	293	0	0	0	0	0
	8:00 AM	0	1	0	0	1	66	262	0	1	0	0	0	331	0	0	0	0	0
	8:15 AM	0	0	0	0	3	91	202	0	1	0	0	0	297	0	0	0	0	0
	8:30 AM	0	4	0	0	1	75	196	0	0	0	0	0	276	0	0	0	0	0
	8:45 AM	0	3	0	1	2	60	158	0	1	0	0	0	225	0	1	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	7	16	0	1	9	513	1,952	0	6	0	0	0	2,504	0	1	0	0	1
	APPROACH %	30%	70%	0%	0%	2%	98%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	23	/	1,969	523	/	15	1,958	/	0	0	/	520	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	7	8	0	0	2	221	1,134	0	3	0	0	0	1,375					
	APPROACH %	47%	53%	0%	0%	1%	99%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.938			0.706			0.819			0.000		0.888					
	APP/DEPART	15	/	1,142	223	/	5	1,137	/	0	0	/	228	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	3	0	0	3	263	144	0	0	0	0	0	414	0	0	0	0	0
	4:15 PM	0	0	0	0	0	271	115	0	0	0	0	0	386	0	0	0	0	0
	4:30 PM	1	0	0	0	3	281	143	0	3	0	0	0	431	0	0	0	0	0
	4:45 PM	3	1	0	0	2	305	134	0	2	0	0	0	447	0	0	0	0	0
	5:00 PM	1	2	0	0	2	265	110	0	3	0	0	0	383	0	0	0	0	0
	5:15 PM	1	2	0	0	3	353	168	0	1	0	0	0	528	0	0	0	0	0
	5:30 PM	1	2	0	0	4	302	135	0	0	0	0	0	444	0	0	0	0	0
	5:45 PM	1	1	0	0	1	342	110	0	2	0	0	0	457	0	0	0	0	0
	VOLUMES	9	11	0	0	18	2,382	1,059	0	11	0	0	0	3,490	0	0	0	0	0
	APPROACH %	45%	55%	0%	0%	1%	99%	99%	0%	1%	0%	0%	0%						
	APP/DEPART	20	/	1,070	2,400	/	29	1,070	/	0	0	/	2,391	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	4	7	0	0	10	1,262	523	0	6	0	0	0	1,812					
	APPROACH %	36%	64%	0%	0%	1%	99%	99%	0%	1%	0%	0%	0%						
	PEAK HR FACTOR		0.917			0.893			0.783			0.000		0.858					
	APP/DEPART	11	/	530	1,272	/	16	529	/	0	0	/	1,266	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Colton	PROJECT #:	SC0612
5/12/15	NORTH & SOUTH:	Reche Canyon	LOCATION #:	38
TUESDAY	EAST & WEST:	Reche Vista	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Reche Canyon			SOUTHBOUND Reche Canyon			EASTBOUND Reche Vista			WESTBOUND Reche Vista				U-TURNS				
LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	3	0	0	1	36	346	0	1	0	0	0	387	0	0	0	0	0
7:15 AM	4	0	0	0	1	47	323	0	1	0	0	0	376	0	0	0	0	0
7:30 AM	2	2	0	0	0	59	256	0	0	0	0	0	319	0	0	0	0	0
7:45 AM	1	3	0	0	0	79	209	0	1	0	0	0	293	0	0	0	0	0
8:00 AM	0	1	0	0	1	66	262	0	1	0	0	0	331	0	0	0	0	0
8:15 AM	0	0	0	0	3	91	202	0	1	0	0	0	297	0	0	0	0	0
8:30 AM	0	4	0	0	1	75	196	0	0	0	0	0	276	0	0	0	0	0
8:45 AM	0	3	0	1	2	60	158	0	1	0	0	0	225	0	1	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	7	16	0	1	9	513	1,952	0	6	0	0	0	2,504	0	1	0	0	1
APPROACH %	30%	70%	0%	0%	2%	98%	100%	0%	0%	0%	0%	0%						
APP/DEPART	23	/	1,969	523	/	15	1,958	/	0	0	/	520	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	7	8	0	0	2	221	1,134	0	3	0	0	0	1,375					
APPROACH %	47%	53%	0%	0%	1%	99%	100%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.938			0.706			0.819			0.000		0.888					
APP/DEPART	15	/	1,142	223	/	5	1,137	/	0	0	/	228	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	3	0	0	3	263	144	0	0	0	0	0	414	0	0	0	0	0
4:15 PM	0	0	0	0	0	271	115	0	0	0	0	0	386	0	0	0	0	0
4:30 PM	1	0	0	0	3	281	143	0	3	0	0	0	431	0	0	0	0	0
4:45 PM	3	1	0	0	2	305	134	0	2	0	0	0	447	0	0	0	0	0
5:00 PM	1	2	0	0	2	265	110	0	3	0	0	0	383	0	0	0	0	0
5:15 PM	1	2	0	0	3	353	168	0	1	0	0	0	528	0	0	0	0	0
5:30 PM	1	2	0	0	4	302	135	0	0	0	0	0	444	0	0	0	0	0
5:45 PM	1	1	0	0	1	342	110	0	2	0	0	0	457	0	0	0	0	0
VOLUMES	9	11	0	0	18	2,382	1,059	0	11	0	0	0	3,490	0	0	0	0	0
APPROACH %	45%	55%	0%	0%	1%	99%	99%	0%	1%	0%	0%	0%						
APP/DEPART	20	/	1,070	2,400	/	29	1,070	/	0	0	/	2,391	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	4	7	0	0	10	1,262	523	0	6	0	0	0	1,812					
APPROACH %	36%	64%	0%	0%	1%	99%	99%	0%	1%	0%	0%	0%						
PEAK HR FACTOR		0.917			0.893			0.783			0.000		0.858					
APP/DEPART	11	/	530	1,272	/	16	529	/	0	0	/	1,266	0					

Re e Canyon (NORTH SIDE)

Re e V s a (WEST SIDE) — EAST SIDE **Re e V s a**

SOUTH SIDE **Re e Canyon**

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Moreno	LOCATION #:	39
	EAST & WEST:	Ironwood	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

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

		NORTHBOUND Mo eno			SOUTHBOUND Mo eno			EASTBOUND I on ood			WESTBOUND I on ood			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
AM	7:00 AM	9	8	30	0	21	10	5	42	8	25	16	0	174
	7:15 AM	10	10	47	2	33	3	7	50	12	23	20	0	217
	7:30 AM	22	8	41	1	36	15	2	36	7	46	36	0	250
	7:45 AM	11	16	74	6	28	14	13	53	18	70	34	2	339
	8:00 AM	11	13	26	1	24	12	10	34	13	33	15	1	193
	8:15 AM	13	21	14	0	19	16	7	14	13	9	21	0	147
	8:30 AM	11	13	19	0	16	5	6	24	13	12	9	0	128
	8:45 AM	7	7	11	0	10	8	4	16	20	18	9	0	110
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	54	47	188	10	121	44	32	173	50	172	105	3	999
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	18	26	19	0	20	15	7	30	19	26	28	0	208
	4:15 PM	12	28	28	1	26	7	7	26	14	28	35	4	216
	4:30 PM	17	22	21	0	16	5	7	28	16	25	43	0	200
	4:45 PM	13	35	25	0	20	8	8	26	14	24	30	1	204
	5:00 PM	19	26	31	1	18	6	12	32	19	25	38	0	227
	5:15 PM	17	24	28	0	22	8	13	29	18	30	17	0	206
	5:30 PM	17	21	24	0	19	7	7	28	25	29	40	0	217
	5:45 PM	11	19	34	0	13	1	11	23	27	25	27	2	193
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	66	106	108	1	79	29	40	115	76	108	125	1	854

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
Thu, May 7, 15	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
	NORTH & SOUTH:	Moreno	LOCATION #:	39
	EAST & WEST:	Ironwood	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

Add U-Turns to Left Turns

		NORTHBOUND Mo eno			SOUTHBOUND Mo eno			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	9	8	28	0	21	10	5	41	8	25	14	0	169	0	0	0	0	0
	7:15 AM	10	10	45	2	29	2	6	50	12	23	19	0	208	0	0	0	0	0
	7:30 AM	22	7	41	1	35	14	2	36	7	46	35	0	246	0	0	0	0	0
	7:45 AM	11	14	73	6	26	13	12	52	18	70	34	2	331	0	0	0	0	0
	8:00 AM	11	12	26	1	24	10	10	31	13	31	15	1	185	0	0	0	0	0
	8:15 AM	13	19	14	0	19	15	7	14	12	9	20	0	142	0	0	0	0	0
	8:30 AM	11	11	17	0	16	5	6	24	13	12	9	0	124	0	0	0	0	0
	8:45 AM	7	7	10	0	9	8	4	15	19	18	9	0	106	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	94	88	254	10	179	77	52	263	102	234	155	3	1,511	0	0	0	0	0
	APPROACH %	22%	20%	58%	4%	67%	29%	12%	63%	24%	60%	40%	1%						
	APP/DEPART	436	/	143	266	/	515	417	/	527	392	/	326	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	54	43	185	10	114	39	30	169	50	170	103	3	970					
	APPROACH %	19%	15%	66%	6%	70%	24%	12%	68%	20%	62%	37%	1%						
	PEAK HR FACTOR		0.719			0.815			0.759			0.651		0.733					
	APP/DEPART	282	/	76	163	/	334	249	/	364	276	/	196	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	17	25	18	0	20	12	7	30	19	26	23	0	197	0	0	0	0	0
	4:15 PM	12	27	28	1	25	7	6	26	14	28	34	2	210	0	0	0	0	0
	4:30 PM	17	22	21	0	15	5	7	26	16	25	42	0	196	0	0	0	0	0
	4:45 PM	13	31	24	0	19	7	8	26	13	24	29	1	195	0	0	0	0	0
	5:00 PM	18	24	30	1	17	6	11	30	19	24	38	0	218	0	0	0	0	0
	5:15 PM	17	23	28	0	21	6	12	29	18	30	17	0	201	0	0	0	0	0
	5:30 PM	17	20	24	0	18	7	7	28	24	29	39	0	213	0	0	0	0	0
	5:45 PM	11	17	34	0	12	1	11	23	26	24	27	2	188	0	0	0	0	0
	VOLUMES	122	189	207	2	147	51	69	218	149	210	249	5	1,618	0	0	0	0	0
	APPROACH %	24%	36%	40%	1%	74%	26%	16%	50%	34%	45%	54%	1%						
	APP/DEPART	518	/	263	200	/	506	436	/	427	464	/	422	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	65	98	106	1	75	26	38	113	74	107	123	1	827					
	APPROACH %	24%	36%	39%	1%	74%	25%	17%	50%	33%	46%	53%	0%						
	PEAK HR FACTOR		0.934			0.944			0.938			0.849		0.948					
	APP/DEPART	269	/	137	102	/	256	225	/	220	231	/	214	0					

Mo eno

NORTH SIDE

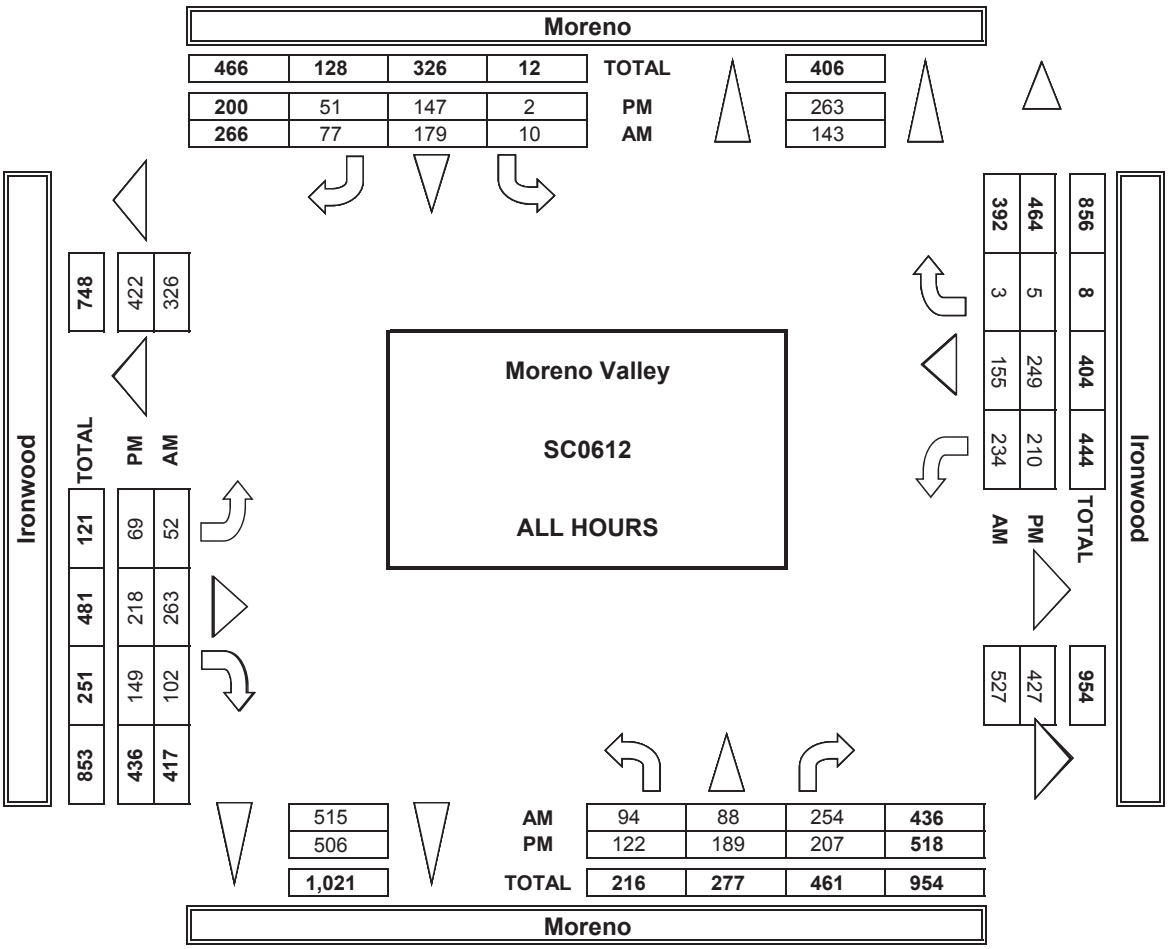
I on ood WEST SIDE EAST SIDE **I on ood**

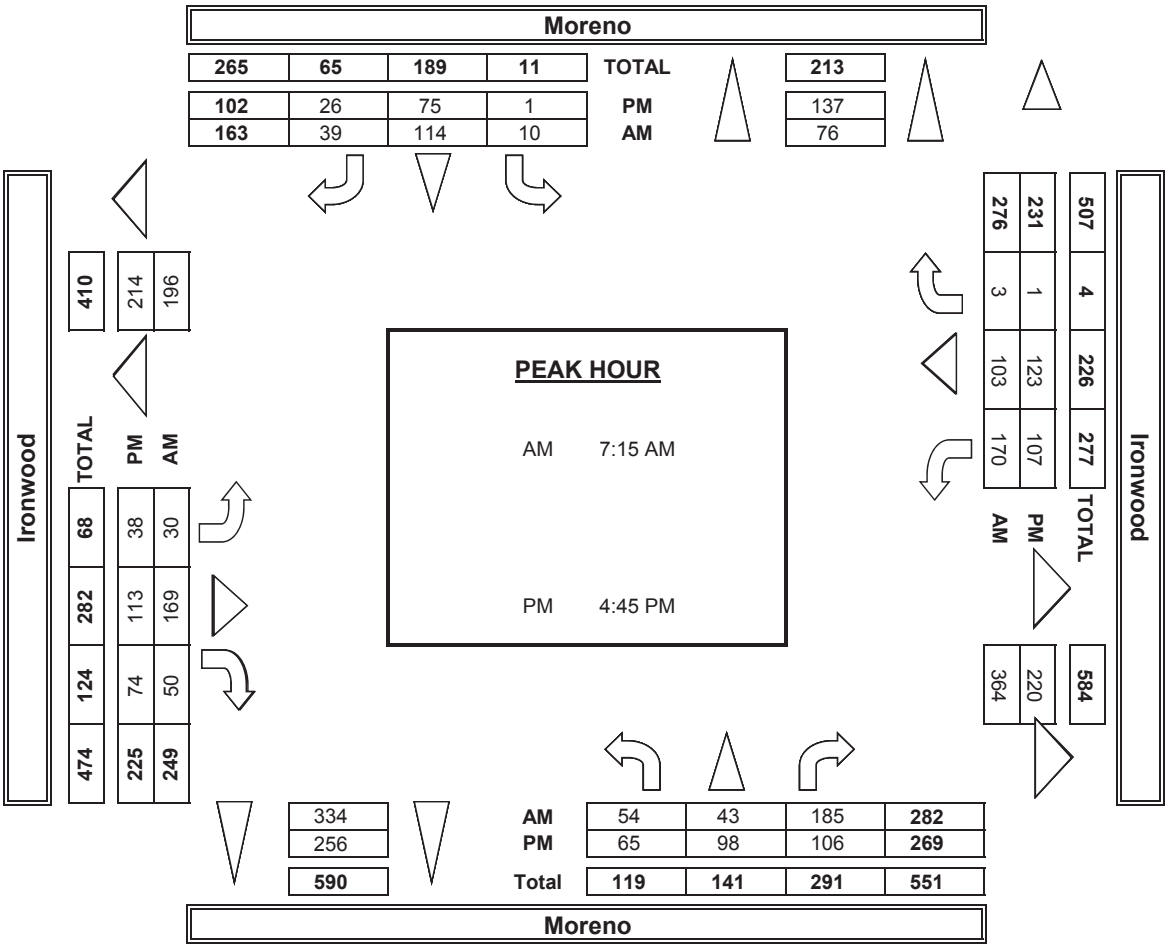
SOUTH SIDE

Mo eno

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

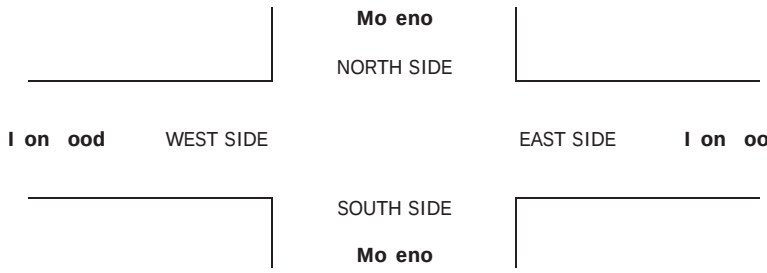
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Mo eno	LOCATION #:	39
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Mo eno			SOUTHBOUND Mo eno			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	9	8	26	0	21	10	5	40	8	25	12	0	164	0	0	0	0	0
7:15 AM	10	10	44	2	25	1	5	50	12	23	18	0	200	0	0	0	0	0
7:30 AM	22	6	41	1	34	13	2	36	7	46	34	0	242	0	0	0	0	0
7:45 AM	11	12	72	6	24	12	11	51	18	70	34	2	323	0	0	0	0	0
8:00 AM	11	11	26	1	24	8	10	28	13	30	15	1	178	0	0	0	0	0
8:15 AM	13	17	14	0	19	14	7	14	11	9	19	0	137	0	0	0	0	0
8:30 AM	11	9	15	0	16	5	6	24	13	12	9	0	120	0	0	0	0	0
8:45 AM	7	7	9	0	8	8	4	14	18	18	9	0	102	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	94	80	247	10	171	71	50	257	100	233	150	3	1,466	0	0	0	0	0
APPROACH %	22%	19%	59%	4%	68%	28%	12%	63%	25%	60%	39%	1%						
APP/DEPART	421	/	133	252	/	504	407	/	514	386	/	315	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	54	39	183	10	107	34	28	165	50	169	101	3	943					
APPROACH %	20%	14%	66%	7%	71%	23%	12%	68%	21%	62%	37%	1%						
PEAK HR FACTOR		0.726			0.786			0.759			0.644		0.730					
APP/DEPART	276	/	70	151	/	326	243	/	358	273	/	189	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	16	24	17	0	20	9	7	30	19	26	18	0	186	0	0	0	0	0
4:15 PM	12	26	28	1	24	7	5	26	14	28	33	1	205	0	0	0	0	0
4:30 PM	17	22	21	0	14	5	7	24	16	25	41	0	192	0	0	0	0	0
4:45 PM	13	27	23	0	18	6	8	26	12	24	28	1	186	0	0	0	0	0
5:00 PM	17	22	29	1	16	6	10	28	19	23	38	0	209	0	0	0	0	0
5:15 PM	17	22	28	0	20	5	11	29	18	30	17	0	197	0	0	0	0	0
5:30 PM	17	19	24	0	17	7	7	28	23	29	38	0	209	0	0	0	0	0
5:45 PM	11	15	34	0	11	1	11	23	25	23	27	2	183	0	0	0	0	0
VOLUMES	120	177	204	2	140	46	66	214	146	208	240	4	1,567	0	0	0	0	0
APPROACH %	24%	35%	41%	1%	74%	24%	15%	50%	34%	46%	53%	1%						
APP/DEPART	501	/	247	188	/	494	426	/	420	452	/	406	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	64	90	104	1	71	24	36	111	72	106	121	1	801					
APPROACH %	25%	35%	40%	1%	74%	25%	16%	51%	33%	46%	53%	0%						
PEAK HR FACTOR		0.949			0.960			0.944			0.851		0.958					
APP/DEPART	258	/	127	96	/	249	219	/	216	228	/	209	0					



INTERSECTION TURNING MOVEMENT COUNTS

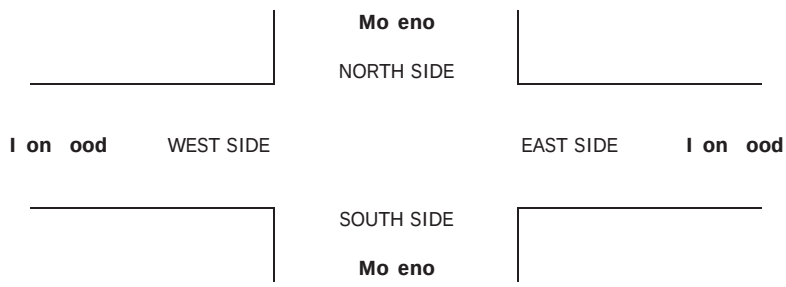
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Mo eno	LOCATION #:	39
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

CLASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

	NORTHBOUND Mo eno			SOUTHBOUND Mo eno			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3	0	0	0	0	0
7:30 AM	0	1	0	0	1	1	0	0	0	0	1	0	4	0	0	0	0	0
7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	3	0	0	0	0	4	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
8:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
8:45 AM	0	0	1	0	1	0	0	1	1	0	0	0	4	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	6	5	0	6	2	0	4	2	0	3	0	28	0	0	0	0	0
APPROACH %	0%	55%	45%	0%	75%	25%	0%	67%	33%	0%	100%	0%						
APP/DEPART	11	/	6	8	/	8	6	/	9	3	/	5	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	4	3	0	1	1	0	4	2	0	1	0	16					
APPROACH %	0%	57%	43%	0%	50%	50%	0%	67%	33%	0%	100%	0%						
PEAK HR FACTOR		0.438			0.250			0.500			0.250		1.000					
APP/DEPART	7	/	4	2	/	3	6	/	7	1	/	2	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	1	1	0	0	3	0	0	0	0	4	0	10	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	1	0	0	0	1	0	4	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	2	0	0	1	0	4	0	0	0	0	0
4:45 PM	0	3	1	0	0	1	0	0	1	0	1	0	7	0	0	0	0	0
5:00 PM	1	2	1	0	1	0	1	1	0	1	0	0	8	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	1	0	1	0	4	0	0	0	0	0
5:45 PM	0	2	0	0	1	0	0	0	1	1	0	0	5	0	0	0	0	0
VOLUMES	2	11	3	0	6	4	3	3	3	2	8	0	45	0	0	0	0	0
APPROACH %	13%	69%	19%	0%	60%	40%	33%	33%	33%	20%	80%	0%						
APP/DEPART	16	/	14	10	/	11	9	/	6	10	/	14	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	1	5	2	0	2	4	1	2	1	0	7	0	25					
APPROACH %	13%	63%	25%	0%	33%	67%	25%	50%	25%	0%	100%	0%						
PEAK HR FACTOR		0.500			0.500			0.500			0.438		0.625					
APP/DEPART	8	/	6	6	/	3	4	/	4	7	/	12	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

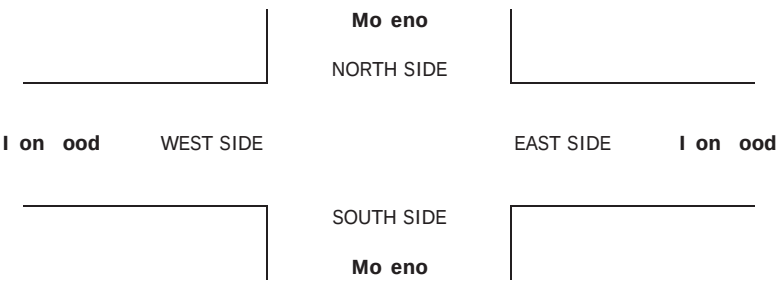
DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Mo eno	LOCATION #:	39
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

CLASS	NOTES
3 AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Mo eno			SOUTHBOUND Mo eno			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%						
APP/DEPART	0	/	1	1	/	0	0	/	0	1	/	1	0					
BEGIN PEAK HR		3:30 PM																
VOLUMES	0	0	0	0	0	1	0	0	0	0	0	0	1					
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	1	/	0	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Mo eno	LOCATION #:	39
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

CLASS	NOTES
4 OR MORE AXLE TRUCKS	

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

	NORTHBOUND Mo eno			SOUTHBOUND Mo eno			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	0	0	1	0	0	0	0	0	0	1	0	0	2					
APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.500					
APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		3:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Mo eno

NORTH SIDE

I on ood WEST SIDE EAST SIDE **I on ood**

SOUTH SIDE

Mo eno

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Mo eno	LOCATION #:	39
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

CLASS	NOTES
RV	

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

		NORTHBOUND Mo eno			SOUTHBOUND Mo eno			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Mo eno

NORTH SIDE

I on ood WEST SIDE EAST SIDE **I on ood**

SOUTH SIDE

Mo eno

INTERSECTION TURNING MOVEMENT COUNTS

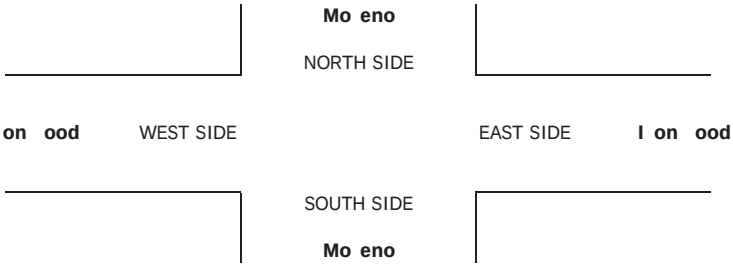
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Mo eno	LOCATION #:	39
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Mo eno			SOUTHBOUND Mo eno			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
	7:15 AM	0	0	0	0	2	1	1	0	0	0	0	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	1	1	1	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	1	0	2	4	2	2	0	0	2	0	15	0	0	0	0	0
	APPROACH %	0%	67%	33%	0%	33%	67%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	3	/	4	6	/	2	4	/	3	2	/	6	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	1	0	2	2	2	2	0	0	2	0	12					
	APPROACH %	0%	50%	50%	0%	50%	50%	50%	50%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.333			0.500			0.250		0.750					
	APP/DEPART	2	/	3	4	/	2	4	/	3	2	/	4	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	1	1	/	1	1	/	1	1	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	1	0	0	1	0	0	1	0	0	0	0	3					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.250			0.000		0.375					
	APP/DEPART	1	/	1	1	/	1	1	/	1	0	/	0	0					



DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Redlands	LOCATION #:	40
	EAST & WEST:	Locust	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Locust			WESTBOUND Locust			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	1	1	1	1	0	1	0	0	1	0	
AM	7:00 AM	6	219	0	0	113	2	19	0	4	4	0	0	367
	7:15 AM	2	263	0	0	130	3	6	1	3	0	0	1	409
	7:30 AM	3	166	0	0	178	3	9	0	5	0	0	0	364
	7:45 AM	6	139	0	0	135	2	7	0	5	0	0	0	294
	8:00 AM	3	190	0	0	127	2	4	0	5	1	0	0	332
	8:15 AM	2	160	0	0	99	4	5	1	5	0	1	0	277
	8:30 AM	4	160	1	2	86	1	6	0	3	0	0	2	265
	8:45 AM	0	92	1	0	82	0	3	0	5	1	0	0	184
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	17	787	0	0	556	10	41	1	17	4	0	1	1,434
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	180	1	0	159	4	0	0	1	0	0	0	350
	4:15 PM	6	143	1	0	186	8	4	0	4	0	0	0	352
	4:30 PM	0	176	2	1	184	6	5	0	3	1	0	0	378
	4:45 PM	2	135	1	0	190	7	2	0	3	2	2	0	344
	5:00 PM	2	172	0	0	214	9	4	0	4	1	0	0	406
	5:15 PM	4	165	0	0	212	6	5	1	4	3	0	0	400
	5:30 PM	4	164	2	0	197	3	2	0	4	1	0	0	377
	5:45 PM	1	159	0	0	208	6	2	0	6	2	1	0	385
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	11	660	2	0	831	24	13	1	18	7	1	0	1,568

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: Mo eno Valley
NORTH & SOUTH: Redlands
EAST & WEST: Locust

PROJECT #: SC0612
LOCATION #: 40
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

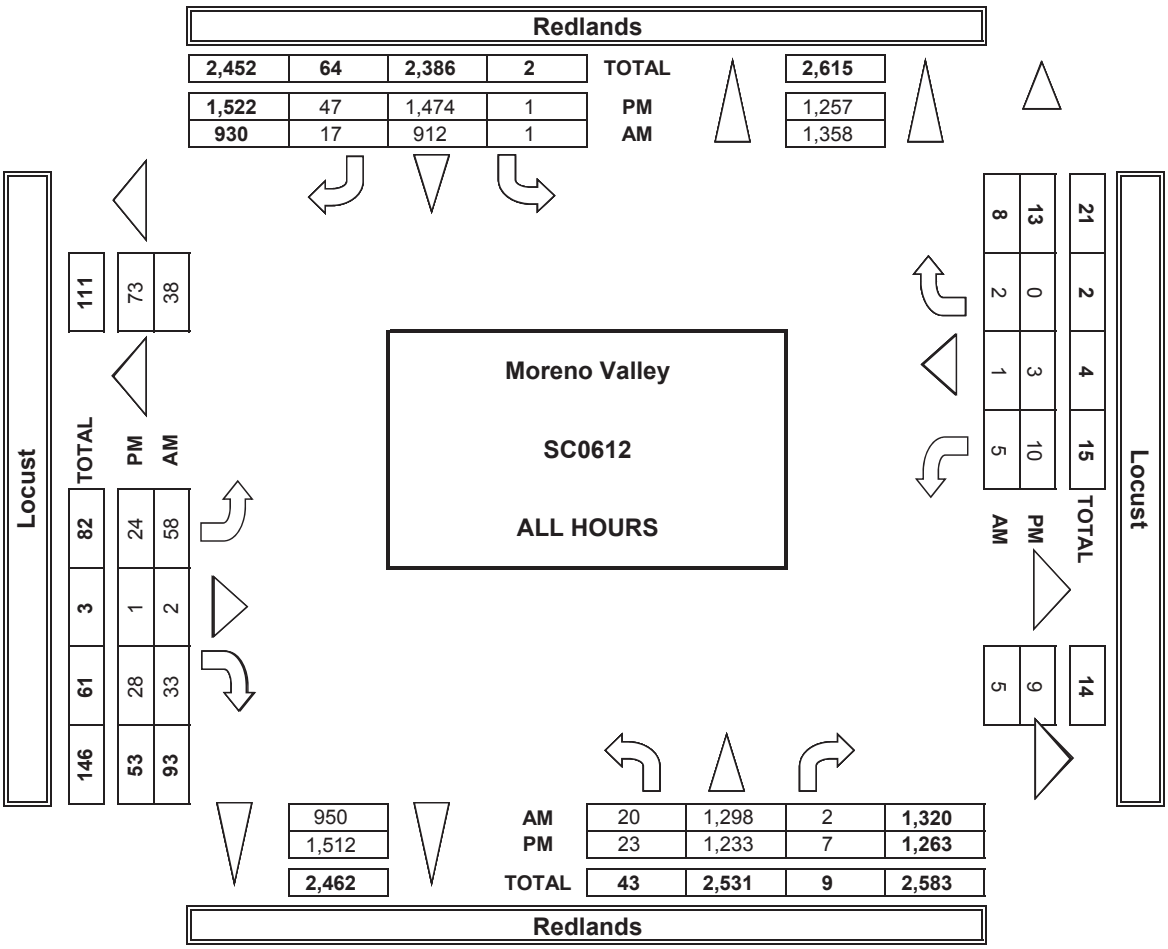
▲ N
◄ W
E ►
S ▼

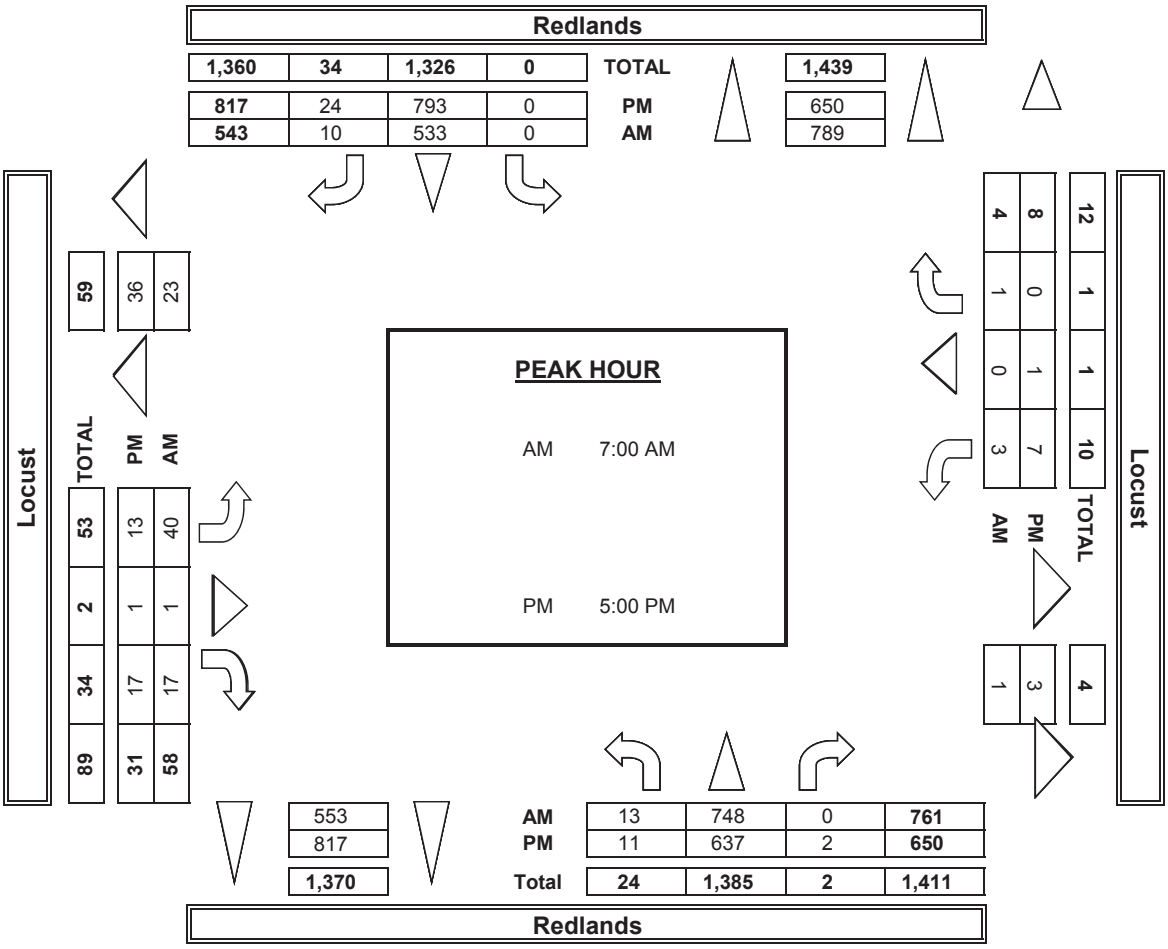
Add U-Turns to Left Turns

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Locust			WESTBOUND Locust				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	4	214	0	0	106	2	19	0	4	3	0	0	352	0	0	0	0	0
	7:15 AM	2	251	0	0	125	3	5	1	3	0	0	1	391	0	0	0	0	0
	7:30 AM	3	159	0	0	174	3	9	0	5	0	0	0	353	0	0	0	0	0
	7:45 AM	4	124	0	0	128	2	7	0	5	0	0	0	270	0	0	0	0	0
	8:00 AM	2	171	0	0	122	2	4	0	4	1	0	0	306	0	0	0	0	0
	8:15 AM	2	146	0	0	95	4	5	1	4	0	1	0	258	0	0	0	0	0
	8:30 AM	3	148	1	1	83	1	6	0	3	0	0	1	247	0	0	0	0	0
	8:45 AM	0	85	1	0	79	0	3	0	5	1	0	0	174	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	20	1,298	2	1	912	17	58	2	33	5	1	2	2,351	0	0	0	0	0
	APPROACH %	2%	98%	0%	0%	98%	2%	62%	2%	35%	63%	13%	25%						
	APP/DEPART	1,320	/	1,358	930	/	950	93	/	5	8	/	38	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	13	748	0	0	533	10	40	1	17	3	0	1	1,366					
	APPROACH %	2%	98%	0%	0%	98%	2%	69%	2%	29%	75%	0%	25%						
	PEAK HR FACTOR		0.752			0.767			0.630			0.333		0.873					
	APP/DEPART	761	/	789	543	/	553	58	/	1	4	/	23	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	168	1	0	149	4	0	0	1	0	0	0	327	0	0	0	0	0
	4:15 PM	6	137	1	0	174	7	4	0	4	0	0	0	333	0	0	0	0	0
	4:30 PM	0	159	2	1	177	6	5	0	3	1	0	0	354	0	0	0	0	0
	4:45 PM	2	132	1	0	181	6	2	0	3	2	2	0	331	0	0	0	0	0
	5:00 PM	2	170	0	0	201	9	4	0	4	1	0	0	391	0	0	0	0	0
	5:15 PM	4	158	0	0	201	6	5	1	4	3	0	0	382	0	0	0	0	0
	5:30 PM	4	156	2	0	188	3	2	0	3	1	0	0	359	0	0	0	0	0
	5:45 PM	1	153	0	0	203	6	2	0	6	2	1	0	374	0	0	0	0	0
	VOLUMES	23	1,233	7	1	1,474	47	24	1	28	10	3	0	2,851	0	0	0	0	0
	APPROACH %	2%	98%	1%	0%	97%	3%	45%	2%	53%	77%	23%	0%						
	APP/DEPART	1,263	/	1,257	1,522	/	1,512	53	/	9	13	/	73	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	11	637	2	0	793	24	13	1	17	7	1	0	1,506					
	APPROACH %	2%	98%	0%	0%	97%	3%	42%	3%	55%	88%	13%	0%						
	PEAK HR FACTOR		0.945			0.973			0.775			0.667		0.963					
	APP/DEPART	650	/	650	817	/	817	31	/	3	8	/	36	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

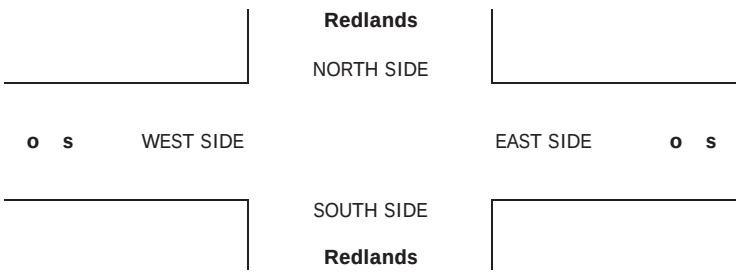
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	40
THURSDAY	EAST & WEST:	Locust	CONTROL:	SIGNAL

C ASS	NOTES
PASSENGER VEHICLES	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Locust			WESTBOUND Locust				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	210	0	0	101	2	19	0	4	2	0	0	340	0	0	0	0	0
	7:15 AM	2	242	0	0	121	3	4	1	3	0	0	1	377	0	0	0	0	0
	7:30 AM	3	152	0	0	171	3	9	0	5	0	0	0	343	0	0	0	0	0
	7:45 AM	2	112	0	0	122	2	7	0	5	0	0	0	250	0	0	0	0	0
	8:00 AM	1	156	0	0	119	2	4	0	3	1	0	0	286	0	0	0	0	0
	8:15 AM	2	136	0	0	92	4	5	1	3	0	1	0	244	0	0	0	0	0
	8:30 AM	2	138	1	0	80	1	6	0	3	0	0	0	231	0	0	0	0	0
	8:45 AM	0	78	1	0	76	0	3	0	5	1	0	0	164	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	14	1,224	2	0	882	17	57	2	31	4	1	1	2,235	0	0	0	0	0
	APPROACH %	1%	99%	0%	0%	98%	2%	63%	2%	34%	67%	17%	17%						
	APP/DEPART	1,240	/	1,282	899	/	917	90	/	4	6	/	32	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	9	716	0	0	515	10	39	1	17	2	0	1	1,310					
	APPROACH %	1%	99%	0%	0%	98%	2%	68%	2%	30%	67%	0%	33%						
	PEAK HR FACTOR		0.743			0.754			0.620			0.375		0.869					
	APP/DEPART	725	/	756	525	/	534	57	/	1	3	/	19	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	3	159	1	0	140	4	0	0	1	0	0	0	308	0	0	0	0	0
	4:15 PM	6	132	1	0	164	6	4	0	4	0	0	0	317	0	0	0	0	0
	4:30 PM	0	146	2	1	171	6	5	0	3	1	0	0	335	0	0	0	0	0
	4:45 PM	2	129	1	0	174	5	2	0	3	2	2	0	320	0	0	0	0	0
	5:00 PM	2	168	0	0	191	9	4	0	4	1	0	0	379	0	0	0	0	0
	5:15 PM	4	153	0	0	192	6	5	1	4	3	0	0	368	0	0	0	0	0
	5:30 PM	4	150	2	0	181	3	2	0	2	1	0	0	345	0	0	0	0	0
	5:45 PM	1	148	0	0	198	6	2	0	6	2	1	0	364	0	0	0	0	0
	VOLUMES	22	1,185	7	1	1,411	45	24	1	27	10	3	0	2,736	0	0	0	0	0
	APPROACH %	2%	98%	1%	0%	97%	3%	46%	2%	52%	77%	23%	0%						
	APP/DEPART	1,214	/	1,209	1,457	/	1,448	52	/	9	13	/	70	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	11	619	2	0	762	24	13	1	16	7	1	0	1,456					
	APPROACH %	2%	98%	0%	0%	97%	3%	43%	3%	53%	88%	13%	0%						
	PEAK HR FACTOR		0.929			0.963			0.750			0.667		0.960					
	APP/DEPART	632	/	632	786	/	785	30	/	3	8	/	36	0					



INTERSECTION TURNING MOVEMENT COUNTS

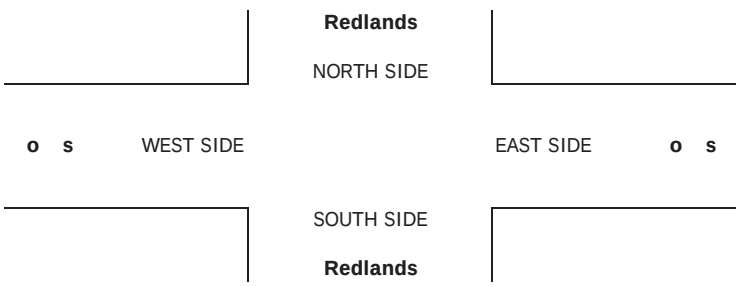
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	40
THURSDAY	EAST & WEST:	Locust	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Locust			WESTBOUND Locust				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	3	0	0	3	0	0	0	0	1	0	0	8	0	0	0	0	0
	7:15 AM	0	6	0	0	3	0	1	0	0	0	0	0	10	0	0	0	0	0
	7:30 AM	0	7	0	0	2	0	0	0	0	0	0	0	9	0	0	0	0	0
	7:45 AM	2	8	0	0	5	0	0	0	0	0	0	0	15	0	0	0	0	0
	8:00 AM	0	9	0	0	0	0	0	0	1	0	0	0	10	0	0	0	0	0
	8:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	8:30 AM	1	6	0	1	3	0	0	0	0	0	0	1	12	0	0	0	0	0
	8:45 AM	0	7	0	0	2	0	0	0	0	0	0	0	9	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	50	0	1	20	0	1	0	1	1	0	1	79	0	0	0	0	0
	APPROACH %	7%	93%	0%	5%	95%	0%	50%	0%	50%	50%	0%	50%						
	APP/DEPART	54	/	52	21	/	22	2	/	1	2	/	4	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	2	30	0	0	10	0	1	0	1	0	0	0	44					
	APPROACH %	6%	94%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.800			0.500			0.500			0.000		0.733					
	APP/DEPART	32	/	31	10	/	11	2	/	0	0	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	6	0	0	8	0	0	0	0	0	0	0	15	0	0	0	0	0
	4:15 PM	0	4	0	0	7	1	0	0	0	0	0	0	12	0	0	0	0	0
	4:30 PM	0	9	0	0	5	0	0	0	0	0	0	0	14	0	0	0	0	0
	4:45 PM	0	3	0	0	4	1	0	0	0	0	0	0	8	0	0	0	0	0
	5:00 PM	0	2	0	0	6	0	0	0	0	0	0	0	8	0	0	0	0	0
	5:15 PM	0	3	0	0	7	0	0	0	0	0	0	0	10	0	0	0	0	0
	5:30 PM	0	4	0	0	5	0	0	0	1	0	0	0	10	0	0	0	0	0
	5:45 PM	0	3	0	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
	VOLUMES	1	34	0	0	47	2	0	0	1	0	0	0	85	0	0	0	0	0
	APPROACH %	3%	97%	0%	0%	96%	4%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	35	/	34	49	/	48	1	/	0	0	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	22	0	0	24	2	0	0	0	0	0	0	49					
	APPROACH %	4%	96%	0%	0%	92%	8%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.639			0.813			0.000			0.000		0.817					
	APP/DEPART	23	/	22	26	/	24	0	/	0	0	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

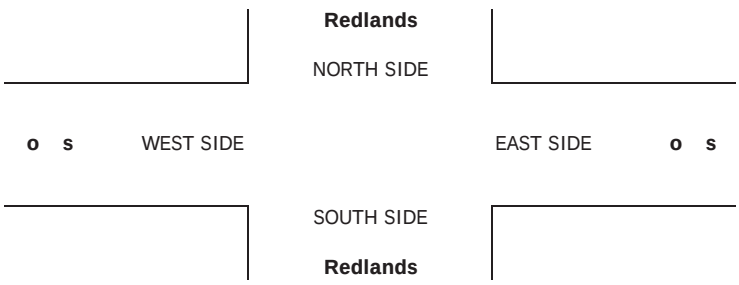
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	40
THURSDAY	EAST & WEST:	Locust	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Locust			WESTBOUND Locust				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	9	0	0	4	0	0	0	0	0	0	0	13	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	9	/	9	4	/	4	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	8	0	0	2	0	0	0	0	0	0	0	10					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.667			0.500			0.000			0.000		0.625					
	APP/DEPART	8	/	8	2	/	2	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	11	0	0	0	0	0	0	0	13	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	11	/	11	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	2	0	0	7	0	0	0	0	0	0	0	9					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.583			0.000			0.000		0.750					
	APP/DEPART	2	/	2	7	/	7	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

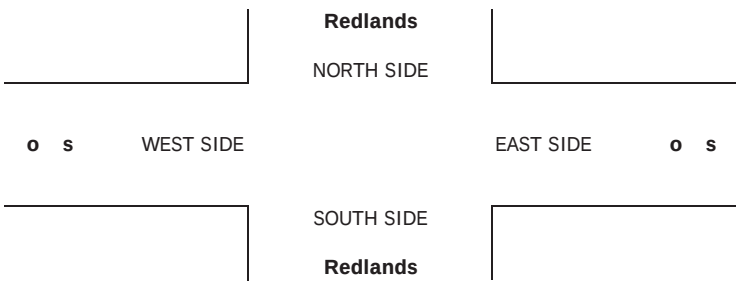
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	40
THURSDAY	EAST & WEST:	Locust	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Locust			WESTBOUND Locust				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	11	0	0	4	0	0	0	0	0	0	0	15	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	11	/	11	4	/	4	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	8	0	0	2	0	0	0	0	0	0	0	10					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.667			0.500			0.000			0.000		0.833					
	APP/DEPART	8	/	8	2	/	2	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	11	0	0	5	0	0	0	0	0	0	0	16	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	11	/	11	5	/	5	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	4	0	0	4	0	0	0	0	0	0	0	8					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.333			0.500			0.000			0.000		0.667					
	APP/DEPART	4	/	4	4	/	4	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

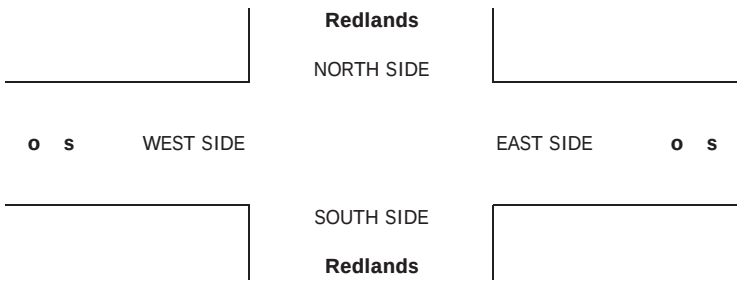
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	40
THURSDAY	EAST & WEST:	Locust	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Locust			WESTBOUND Locust				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

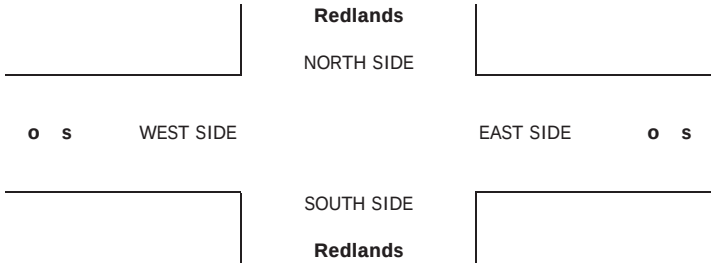
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	40
THURSDAY	EAST & WEST:	Locust	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Locust			WESTBOUND Locust				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	4	0	0	2	0	0	0	1	0	0	0	9	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	6	/	4	2	/	3	1	/	0	0	/	2	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	3	0	0	2	0	0	0	1	0	0	0	7					
	APPROACH %	25%	75%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.500			0.250			0.000		0.583					
	APP/DEPART	4	/	3	2	/	3	1	/	0	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Redlands	LOCATION #:	41
	EAST & WEST:	Ironwood	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ▼ S ◄ W E ►

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND I on ood			WESTBOUND I on ood			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	0	1	1	1	0	1	0	0	1	0	
AM	7:00 AM	6	178	6	2	99	18	54	4	4	0	0	0	371
	7:15 AM	6	157	11	1	108	25	74	1	2	3	1	4	393
	7:30 AM	6	130	12	1	160	33	36	2	5	1	4	1	391
	7:45 AM	12	135	23	0	115	19	36	3	15	3	1	0	362
	8:00 AM	3	139	18	0	114	20	41	4	2	4	0	4	349
	8:15 AM	4	137	26	0	105	15	20	1	1	2	0	2	313
	8:30 AM	0	121	23	3	85	11	26	5	3	0	1	0	278
	8:45 AM	3	82	25	0	83	13	16	5	2	10	9	1	249
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	30	600	52	4	482	95	200	10	26	7	6	5	1,517
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	157	7	1	111	37	26	3	11	2	6	1	371
	4:15 PM	4	126	1	0	178	52	29	0	10	1	4	1	406
	4:30 PM	3	155	4	0	153	35	38	2	4	5	3	0	402
	4:45 PM	3	126	4	0	147	42	32	0	9	4	2	3	372
	5:00 PM	5	144	3	0	184	42	35	1	13	10	0	0	437
	5:15 PM	1	152	4	0	192	29	36	4	3	0	1	1	423
	5:30 PM	6	153	8	3	173	43	32	2	8	6	5	2	441
	5:45 PM	3	128	2	1	178	31	28	4	7	5	2	0	389
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	15	577	17	4	727	145	131	11	31	21	8	3	1,690

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: Mo eno Valley
NORTH & SOUTH: Redlands
EAST & WEST: Ironwood

PROJECT #: SC0612
LOCATION #: 41
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

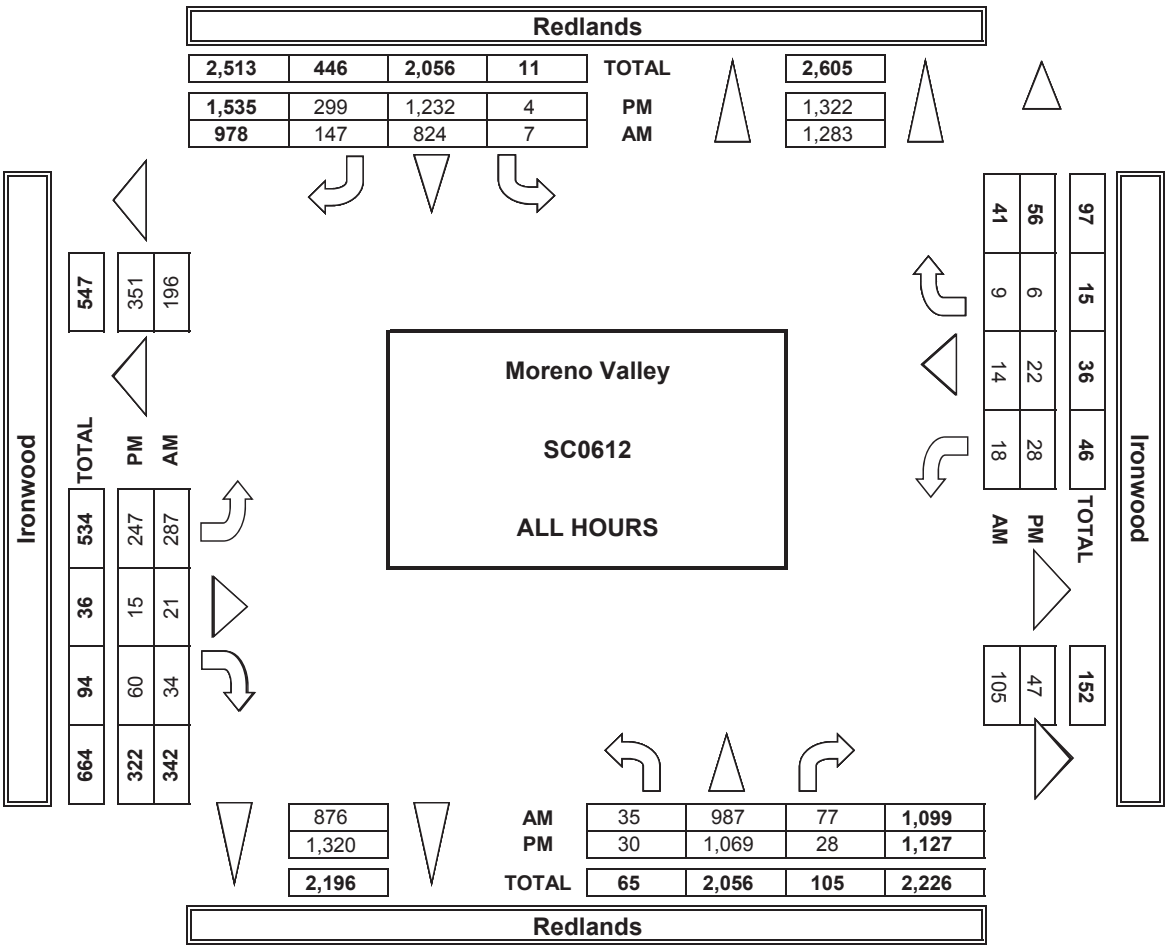
▲ N
◄ W E ►
S ▼

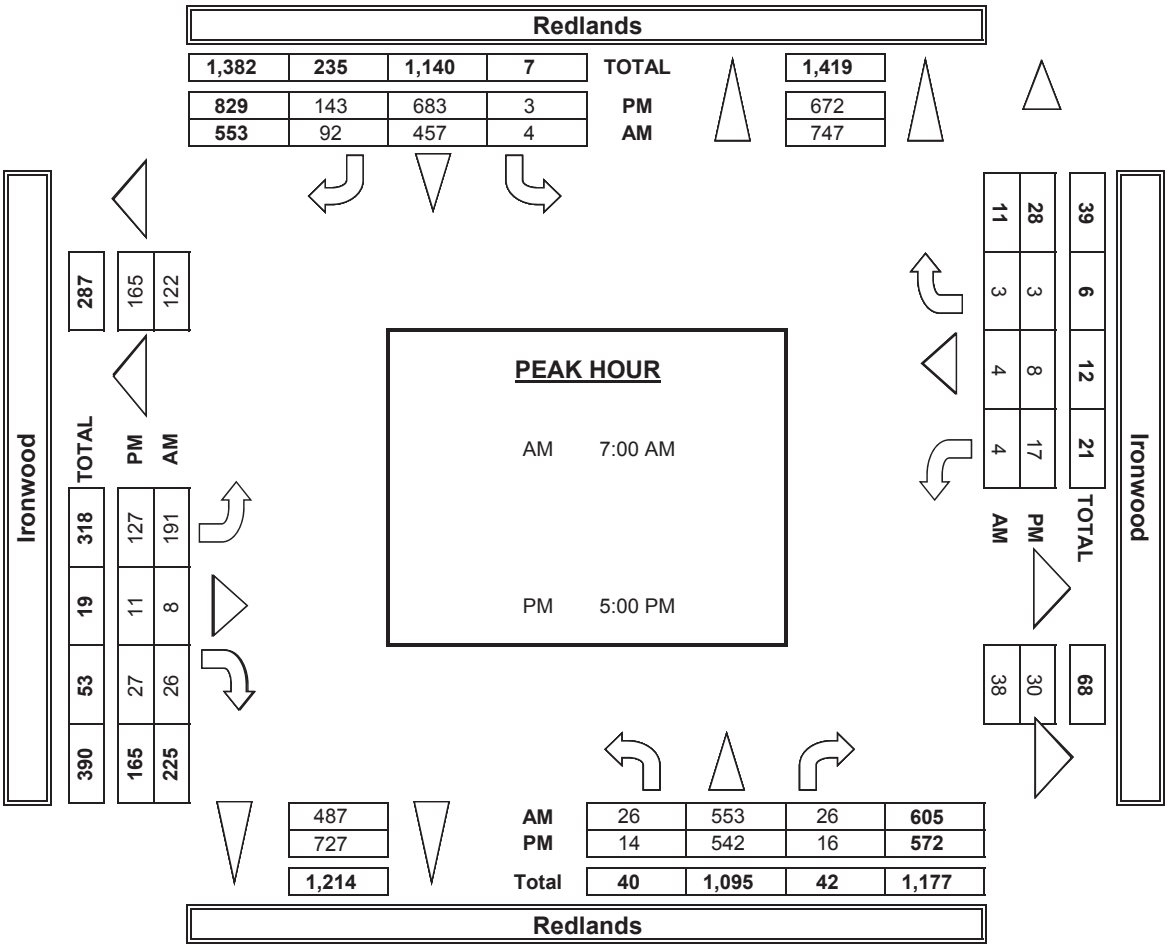
Add U-Turns to Left Turns

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	5	168	5	2	93	18	53	2	4	0	0	0	350	0	0	0	0	0
	7:15 AM	5	147	6	1	101	24	74	1	2	1	1	2	365	0	0	0	0	0
	7:30 AM	6	119	4	1	156	32	35	2	5	1	2	1	364	0	0	0	0	0
	7:45 AM	10	119	11	0	107	18	29	3	15	2	1	0	315	0	0	0	0	0
	8:00 AM	3	130	8	0	111	20	38	3	2	3	0	3	321	0	0	0	0	0
	8:15 AM	4	124	15	0	98	13	19	1	1	2	0	2	279	0	0	0	0	0
	8:30 AM	0	107	14	3	80	11	25	4	3	0	1	0	248	0	0	0	0	0
	8:45 AM	2	73	14	0	78	11	14	5	2	9	9	1	218	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	35	987	77	7	824	147	287	21	34	18	14	9	2,460	0	0	0	0	0
	APPROACH %	3%	90%	7%	1%	84%	15%	84%	6%	10%	44%	34%	22%						
	APP/DEPART	1,099	/	1,283	978	/	876	342	/	105	41	/	196	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	26	553	26	4	457	92	191	8	26	4	4	3	1,394					
	APPROACH %	4%	91%	4%	1%	83%	17%	85%	4%	12%	36%	36%	27%						
	PEAK HR FACTOR		0.850			0.731			0.731			0.688		0.955					
	APP/DEPART	605	/	747	553	/	487	225	/	38	11	/	122	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	145	5	1	104	31	26	3	10	2	6	1	341	0	0	0	0	0
	4:15 PM	3	118	1	0	161	48	29	0	10	1	4	1	376	0	0	0	0	0
	4:30 PM	3	140	2	0	142	35	34	1	4	4	2	0	367	0	0	0	0	0
	4:45 PM	3	124	4	0	142	42	31	0	9	4	2	1	362	0	0	0	0	0
	5:00 PM	4	137	2	0	173	41	33	1	9	8	0	0	408	0	0	0	0	0
	5:15 PM	1	140	4	0	182	29	35	4	3	0	1	1	400	0	0	0	0	0
	5:30 PM	6	143	8	2	162	42	32	2	8	5	5	2	417	0	0	0	0	0
	5:45 PM	3	122	2	1	166	31	27	4	7	4	2	0	369	0	0	0	0	0
	VOLUMES	30	1,069	28	4	1,232	299	247	15	60	28	22	6	3,040	0	0	0	0	0
	APPROACH %	3%	95%	2%	0%	80%	19%	77%	5%	19%	50%	39%	11%						
	APP/DEPART	1,127	/	1,322	1,535	/	1,320	322	/	47	56	/	351	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	14	542	16	3	683	143	127	11	27	17	8	3	1,594					
	APPROACH %	2%	95%	3%	0%	82%	17%	77%	7%	16%	61%	29%	11%						
	PEAK HR FACTOR		0.911			0.968			0.959			0.583		0.956					
	APP/DEPART	572	/	672	829	/	727	165	/	30	28	/	165	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

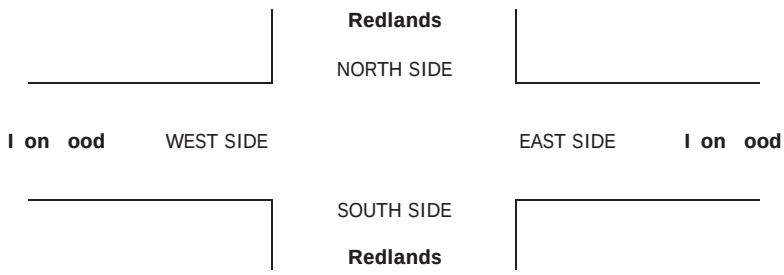
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	41
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

CLASS	NOTES
PASSENGER VEHICLES	

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

	NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	4	159	4	2	89	18	52	1	4	0	0	0	333	0	0	0	0	0
7:15 AM	4	138	3	1	96	23	74	1	2	0	1	1	344	0	0	0	0	0
7:30 AM	6	110	0	1	152	31	34	2	5	1	1	1	344	0	0	0	0	0
7:45 AM	9	107	5	0	102	17	23	3	15	1	1	0	283	0	0	0	0	0
8:00 AM	3	123	2	0	109	20	36	2	2	2	0	2	301	0	0	0	0	0
8:15 AM	4	114	9	0	93	12	18	1	1	2	0	2	256	0	0	0	0	0
8:30 AM	0	97	9	3	76	11	24	3	3	0	1	0	227	0	0	0	0	0
8:45 AM	1	65	8	0	74	10	12	5	2	8	9	1	195	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	31	913	40	7	791	142	273	18	34	14	13	7	2,283	0	0	0	0	0
APPROACH %	3%	93%	4%	1%	84%	15%	84%	6%	10%	41%	38%	21%						
APP/DEPART	984	/	1,193	940	/	839	325	/	65	34	/	186	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	23	514	12	4	439	89	183	7	26	2	3	2	1,304					
APPROACH %	4%	94%	2%	1%	83%	17%	85%	3%	12%	29%	43%	29%						
PEAK HR FACTOR		0.822			0.723			0.701			0.583		0.948					
APP/DEPART	549	/	699	532	/	467	216	/	23	7	/	115	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	5	137	4	1	97	26	26	3	9	2	6	1	317	0	0	0	0	0
4:15 PM	2	110	1	0	148	45	29	0	10	1	4	1	351	0	0	0	0	0
4:30 PM	3	130	1	0	132	35	31	0	4	3	1	0	340	0	0	0	0	0
4:45 PM	3	122	4	0	138	42	30	0	9	4	2	0	354	0	0	0	0	0
5:00 PM	3	131	1	0	165	40	31	1	6	6	0	0	384	0	0	0	0	0
5:15 PM	1	132	4	0	174	29	34	4	3	0	1	1	383	0	0	0	0	0
5:30 PM	6	134	8	1	153	41	32	2	8	4	5	2	396	0	0	0	0	0
5:45 PM	3	119	2	1	157	31	26	4	7	3	2	0	355	0	0	0	0	0
VOLUMES	26	1,015	25	3	1,164	289	239	14	56	23	21	5	2,880	0	0	0	0	0
APPROACH %	2%	95%	2%	0%	80%	20%	77%	5%	18%	47%	43%	10%						
APP/DEPART	1,066	/	1,259	1,456	/	1,243	309	/	42	49	/	336	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	13	516	15	2	649	141	123	11	24	13	8	3	1,518					
APPROACH %	2%	95%	3%	0%	82%	18%	78%	7%	15%	54%	33%	13%						
PEAK HR FACTOR		0.919			0.966			0.940			0.545		0.958					
APP/DEPART	544	/	642	792	/	686	158	/	28	24	/	162	0					



INTERSECTION TURNING MOVEMENT COUNTS

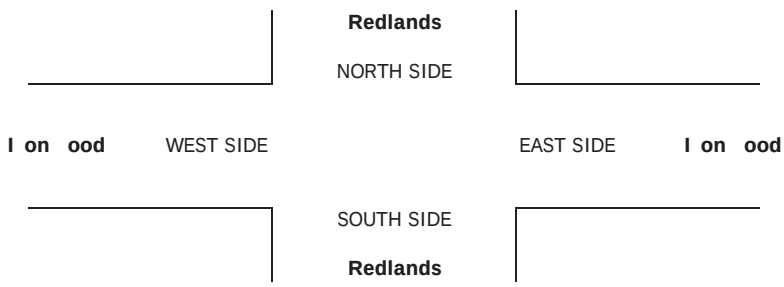
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	41
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

	NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	8	1	0	2	0	0	0	0	0	0	0	11	0	0	0	0	0
7:15 AM	1	8	1	0	3	1	0	0	0	0	0	0	14	0	0	0	0	0
7:30 AM	0	6	0	0	4	1	1	0	0	0	0	0	12	0	0	0	0	0
7:45 AM	0	7	0	0	2	1	4	0	0	1	0	0	15	0	0	0	0	0
8:00 AM	0	5	2	0	1	0	1	1	0	1	0	1	12	0	0	0	0	0
8:15 AM	0	5	1	0	2	0	1	0	0	0	0	0	9	0	0	0	0	0
8:30 AM	0	3	1	0	3	0	1	1	0	0	0	0	9	0	0	0	0	0
8:45 AM	1	7	1	0	2	0	2	0	0	1	0	0	14	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	2	49	7	0	19	3	10	2	0	3	0	1	96	0	0	0	0	0
APPROACH %	3%	84%	12%	0%	86%	14%	83%	17%	0%	75%	0%	25%						
APP/DEPART	58	/	60	22	/	22	12	/	9	4	/	5	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	1	26	3	0	10	3	6	1	0	2	0	1	53					
APPROACH %	3%	87%	10%	0%	77%	23%	86%	14%	0%	67%	0%	33%						
PEAK HR FACTOR		0.750			0.650			0.438			0.375		0.883					
APP/DEPART	30	/	33	13	/	12	7	/	4	3	/	4	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	4	0	0	7	3	0	0	1	0	0	0	17	0	0	0	0	0
4:15 PM	1	8	0	0	8	2	0	0	0	0	0	0	19	0	0	0	0	0
4:30 PM	0	5	0	0	9	0	2	1	0	1	1	0	19	0	0	0	0	0
4:45 PM	0	2	0	0	2	0	1	0	0	0	0	0	5	0	0	0	0	0
5:00 PM	1	5	1	0	5	1	2	0	1	2	0	0	18	0	0	0	0	0
5:15 PM	0	4	0	0	5	0	1	0	0	0	0	0	10	0	0	0	0	0
5:30 PM	0	8	0	1	6	1	0	0	0	1	0	0	17	0	0	0	0	0
5:45 PM	0	0	0	0	5	0	1	0	0	1	0	0	7	0	0	0	0	0
VOLUMES	4	36	1	1	47	7	7	1	2	5	1	0	112	0	0	0	0	0
APPROACH %	10%	88%	2%	2%	85%	13%	70%	10%	20%	83%	17%	0%						
APP/DEPART	41	/	43	55	/	54	10	/	3	6	/	12	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	2	20	1	0	24	3	5	1	1	3	1	0	61					
APPROACH %	9%	87%	4%	0%	89%	11%	71%	14%	14%	75%	25%	0%						
PEAK HR FACTOR		0.639			0.675			0.583			0.500		0.803					
APP/DEPART	23	/	25	27	/	28	7	/	2	4	/	6	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	41
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	3	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0
	7:45 AM	1	1	1	0	1	0	1	0	0	0	0	0	5	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	2	1	0	1	1	0	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:45 AM	0	0	1	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	11	3	0	6	2	2	1	0	0	1	0	27	0	0	0	0	0
	APPROACH %	7%	73%	20%	0%	75%	25%	67%	33%	0%	0%	100%	0%						
	APP/DEPART	15	/	13	8	/	6	3	/	4	1	/	4	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	7	2	0	3	1	2	0	0	0	0	0	16					
	APPROACH %	10%	70%	20%	0%	75%	25%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.833			0.500			0.500			0.000		0.800					
	APP/DEPART	10	/	9	4	/	3	2	/	2	0	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0	0	0	0
	4:30 PM	0	1	1	0	1	0	1	0	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	5:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	0	4	1	0	13	3	1	0	1	0	0	0	23	0	0	0	0	0
	APPROACH %	0%	80%	20%	0%	81%	19%	50%	0%	50%	0%	0%	0%						
	APP/DEPART	5	/	5	16	/	14	2	/	1	0	/	3	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	3	0	0	8	0	0	0	1	0	0	0	12					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.500			0.250			0.000		0.750					
	APP/DEPART	3	/	3	8	/	9	1	/	0	0	/	0	0					

Redlands

NORTH SIDE

I on ood WEST SIDE EAST SIDE **I on ood**

SOUTH SIDE

Redlands

INTERSECTION TURNING MOVEMENT COUNTS

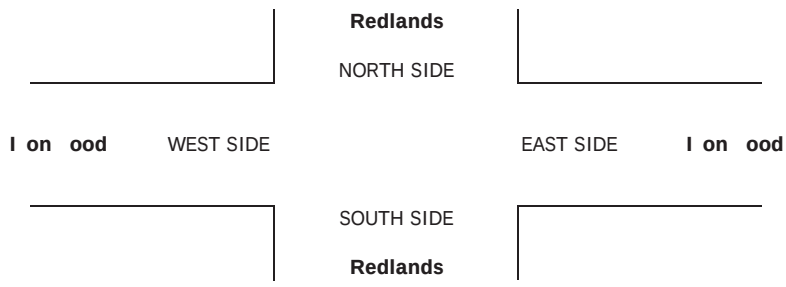
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	41
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

	NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
7:15 AM	0	0	2	0	1	0	0	0	0	1	0	1	5	0	0	0	0	0
7:30 AM	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
7:45 AM	0	3	5	0	2	0	0	0	0	0	0	0	10	0	0	0	0	0
8:00 AM	0	1	4	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0
8:15 AM	0	2	4	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0
8:30 AM	0	2	4	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
8:45 AM	0	1	4	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	10	27	0	6	0	0	0	0	1	0	1	45	0	0	0	0	0
APPROACH %	0%	27%	73%	0%	100%	0%	0%	0%	0%	50%	0%	50%						
APP/DEPART	37	/	11	6	/	7	0	/	27	2	/	0	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	8	17	0	4	0	0	0	0	0	0	0	29					
APPROACH %	0%	32%	68%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.781			0.500			0.000			0.000		0.725					
APP/DEPART	25	/	8	4	/	4	0	/	17	0	/	0	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
VOLUMES	0	14	1	0	7	0	0	0	0	0	0	1	23	0	0	0	0	0
APPROACH %	0%	93%	7%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	15	/	15	7	/	7	0	/	1	1	/	0	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	8	1	0	2	0	0	0	0	0	0	1	12					
APPROACH %	0%	89%	11%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.450			0.250			0.000			0.250		0.600					
APP/DEPART	9	/	9	2	/	2	0	/	1	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	41
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					

Redlands

NORTH SIDE

I on ood WEST SIDE EAST SIDE **I on ood**

SOUTH SIDE

Redlands

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	41
THURSDAY	EAST & WEST:	I on ood	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND I on ood			WESTBOUND I on ood				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	3	0	0	2	0	2	0	0	0	0	0	8	0	0	0	0	0
	APPROACH %	25%	75%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	4	/	5	2	/	2	2	/	0	0	/	1	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	3	0	0	1	0	1	0	0	0	0	0	5					
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.250			0.250			0.000		0.625					
	APP/DEPART	3	/	4	1	/	1	1	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0					

Redlands

NORTH SIDE

I on ood WEST SIDE EAST SIDE **I on ood**

SOUTH SIDE

Redlands

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Redlands	LOCATION #:	42
	EAST & WEST:	Spruce	CONTROL:	STOP E/W

NOTES:

PCE VOLUMES

AM
PM
MD
OTHER
OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Sp uce			WESTBOUND Sp uce			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	0	1	1	0	0	1	0	0	1	0	
AM	7:00 AM	3	178	26	63	37	0	3	0	0	10	2	9	331
	7:15 AM	0	152	47	61	49	1	0	0	4	16	2	14	346
	7:30 AM	1	137	64	96	70	0	0	0	2	16	1	7	394
	7:45 AM	1	160	28	70	64	0	0	0	0	16	0	8	347
	8:00 AM	2	147	44	72	46	1	1	0	0	7	1	12	333
	8:15 AM	1	159	29	55	42	0	0	0	0	9	0	8	303
	8:30 AM	0	130	39	57	29	2	1	0	0	15	2	11	286
	8:45 AM	0	98	36	59	31	1	0	0	0	1	0	4	230
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	4	596	183	299	229	2	1	0	6	55	4	41	1,420
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	165	42	66	63	2	1	0	1	6	0	8	356
	4:15 PM	8	125	25	93	95	2	1	0	7	14	2	2	374
	4:30 PM	3	151	43	57	102	2	0	2	4	12	0	3	379
	4:45 PM	2	125	50	73	83	7	1	4	1	12	4	3	365
	5:00 PM	3	149	66	88	109	0	0	1	1	13	3	1	434
	5:15 PM	0	148	29	90	103	1	0	0	1	22	0	6	400
	5:30 PM	2	155	40	81	101	2	0	1	2	22	0	8	414
	5:45 PM	3	122	31	91	96	2	3	0	3	14	0	5	370
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	8	574	166	350	409	5	3	2	7	71	3	20	1,618

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: Mo eno Valley
NORTH & SOUTH: Redlands
EAST & WEST: Spruce

PROJECT #: SC0612
LOCATION #: 42
CONTROL: STOP E/W

NOTES:

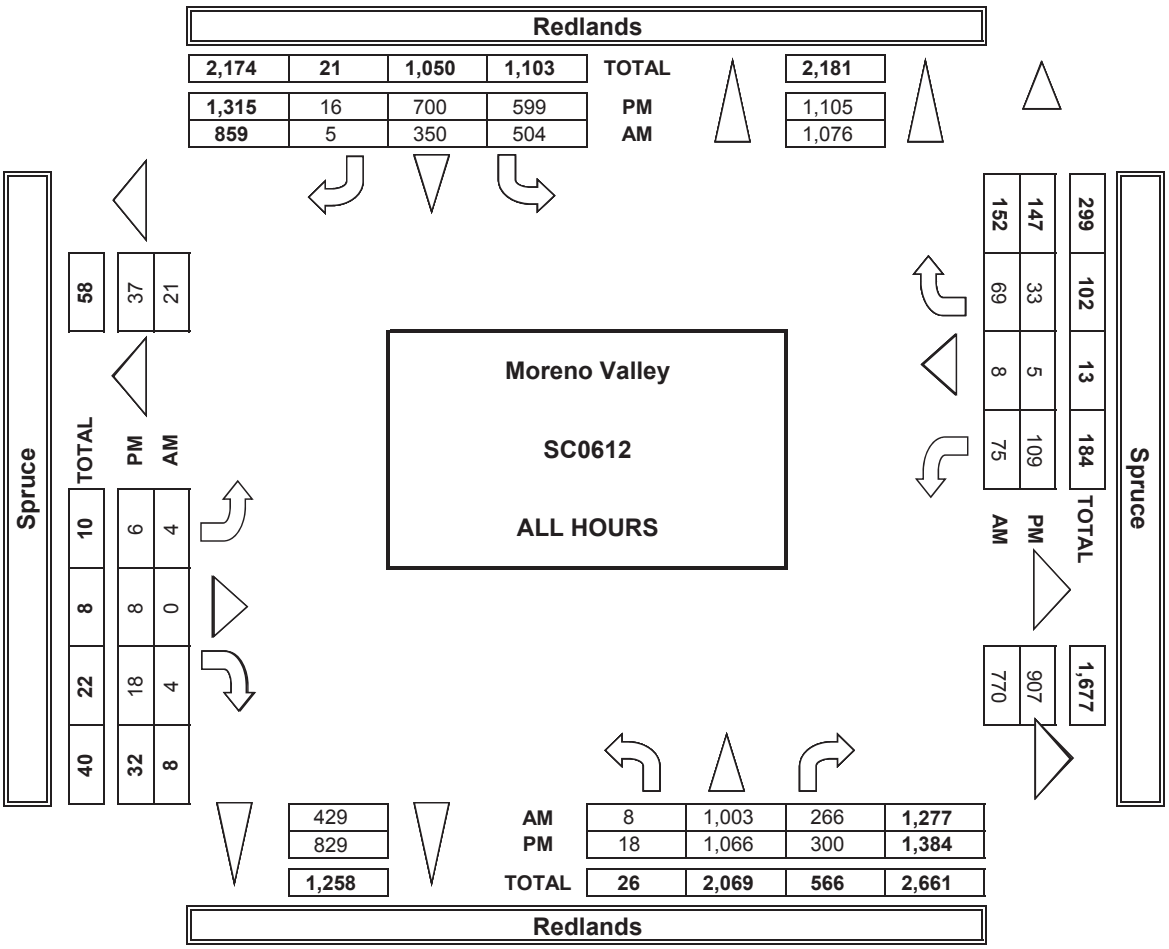
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

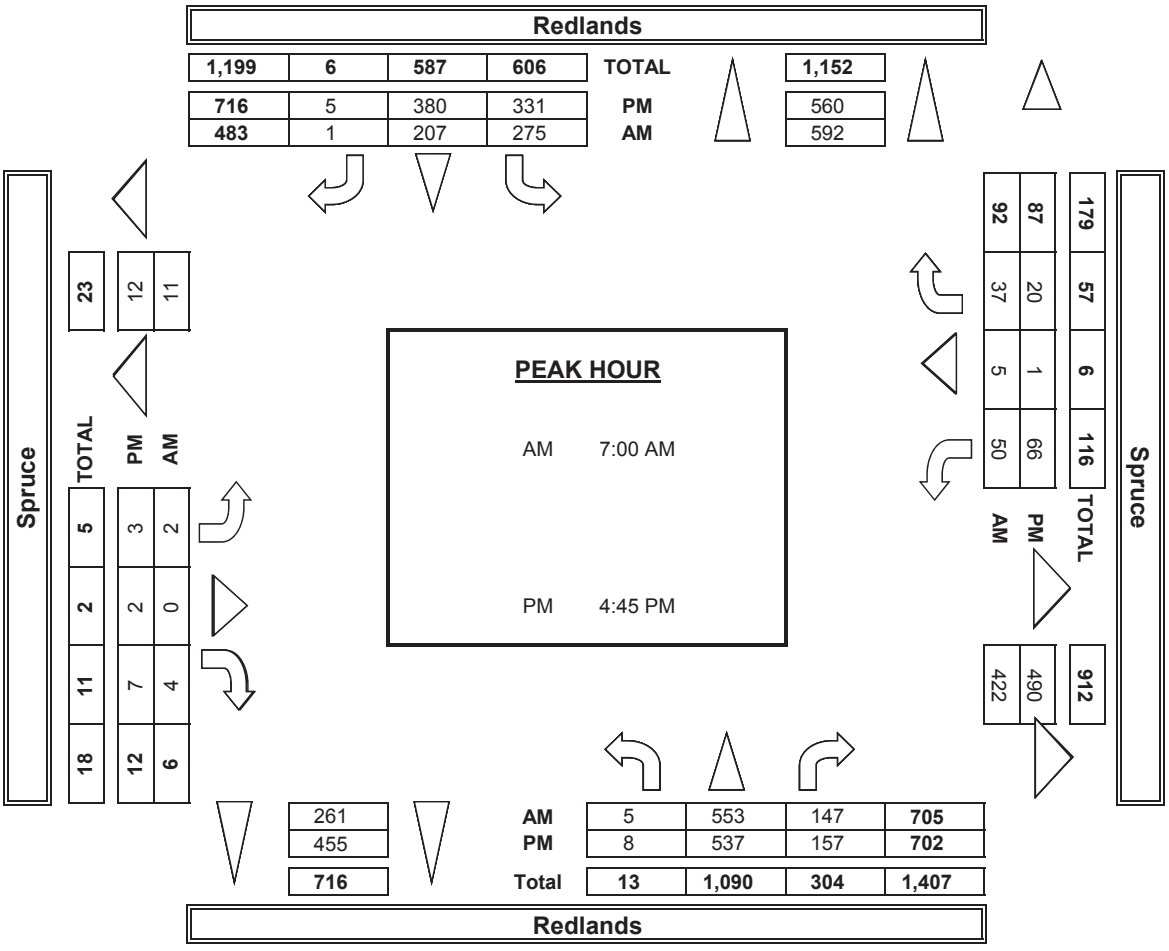
Add U-Turns to Left Turns

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Spruce			WESTBOUND Spruce				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	3	167	24	59	34	0	2	0	0	10	2	9	310	0	0	0	0	0
	7:15 AM	0	136	38	57	44	1	0	0	2	13	2	14	307	0	0	0	0	0
	7:30 AM	1	118	60	93	69	0	0	0	2	14	1	7	365	0	0	0	0	0
	7:45 AM	1	132	25	66	60	0	0	0	0	13	0	7	304	0	0	0	0	0
	8:00 AM	2	129	35	71	44	1	1	0	0	7	1	11	302	0	0	0	0	0
	8:15 AM	1	135	24	53	41	0	0	0	0	8	0	8	270	0	0	0	0	0
	8:30 AM	0	109	33	51	27	2	1	0	0	9	2	9	243	0	0	0	0	0
	8:45 AM	0	77	27	54	31	1	0	0	0	1	0	4	195	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	1,003	266	504	350	5	4	0	4	75	8	69	2,296	0	0	0	0	0
	APPROACH %	1%	79%	21%	59%	41%	1%	50%	0%	50%	49%	5%	45%						
	APP/DEPART	1,277	/	1,076	859	/	429	8	/	770	152	/	21	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	5	553	147	275	207	1	2	0	4	50	5	37	1,286					
	APPROACH %	1%	78%	21%	57%	43%	0%	33%	0%	67%	54%	5%	40%						
	PEAK HR FACTOR		0.909			0.745			0.750			0.793		0.881					
	APP/DEPART	705	/	592	483	/	261	6	/	422	92	/	11	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	150	39	60	58	2	1	0	1	6	0	7	326	0	0	0	0	0
	4:15 PM	3	116	23	83	87	2	1	0	5	13	2	2	337	0	0	0	0	0
	4:30 PM	3	140	39	54	94	2	0	2	4	12	0	1	351	0	0	0	0	0
	4:45 PM	2	123	42	71	81	5	1	4	1	12	2	3	347	0	0	0	0	0
	5:00 PM	3	140	64	83	100	0	0	1	1	13	1	1	407	1	0	0	0	1
	5:15 PM	0	136	27	85	97	1	0	0	1	22	0	6	375	0	0	0	0	0
	5:30 PM	2	145	38	78	93	2	0	1	2	19	0	8	388	1	0	0	0	1
	5:45 PM	3	116	28	85	90	2	3	0	3	12	0	5	347	0	0	0	0	0
	VOLUMES	18	1,066	300	599	700	16	6	8	18	109	5	33	2,878	2	0	0	0	2
	APPROACH %	1%	77%	22%	46%	53%	1%	19%	25%	56%	74%	3%	22%						
	APP/DEPART	1,384	/	1,105	1,315	/	829	32	/	907	147	/	37	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	8	537	157	331	380	5	3	2	7	66	1	20	1,517					
	APPROACH %	1%	76%	22%	46%	53%	1%	25%	17%	58%	76%	1%	23%						
	PEAK HR FACTOR		0.848			0.978			0.500			0.777		0.932					
	APP/DEPART	702	/	560	716	/	455	12	/	490	87	/	12	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

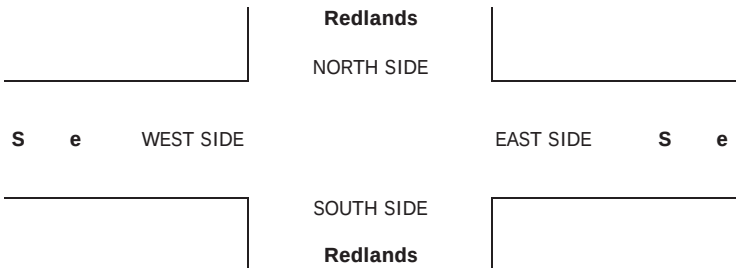
DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	42
THURSDAY	EAST & WEST:	Sp uce	CONTROL:	STOP E/W

C ASS	NOTES
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Sp uce			WESTBOUND Sp uce				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	157	23	56	32	0	1	0	0	10	2	9	293	0	0	0	0	0
	7:15 AM	0	123	32	53	41	1	0	0	1	11	2	14	278	0	0	0	0	0
	7:30 AM	1	105	58	90	68	0	0	0	2	12	1	7	344	0	0	0	0	0
	7:45 AM	1	114	22	63	58	0	0	0	0	11	0	6	275	0	0	0	0	0
	8:00 AM	2	117	28	70	42	1	1	0	0	7	1	10	279	0	0	0	0	0
	8:15 AM	1	119	21	52	40	0	0	0	0	7	0	8	248	0	0	0	0	0
	8:30 AM	0	95	29	46	26	2	1	0	0	6	2	8	215	0	0	0	0	0
	8:45 AM	0	62	22	49	31	1	0	0	0	1	0	4	170	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	892	235	479	338	5	3	0	3	65	8	66	2,102	0	0	0	0	0
	APPROACH %	1%	79%	21%	58%	41%	1%	50%	0%	50%	47%	6%	47%						
	APP/DEPART	1,135	/	961	822	/	406	6	/	714	139	/	21	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	5	499	135	262	199	1	1	0	3	44	5	36	1,190					
	APPROACH %	1%	78%	21%	57%	43%	0%	25%	0%	75%	52%	6%	42%						
	PEAK HR FACTOR		0.873			0.731			0.500			0.787		0.865					
	APP/DEPART	639	/	536	462	/	246	4	/	397	85	/	11	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	140	37	55	53	2	1	0	1	6	0	6	303	0	0	0	0	0
	4:15 PM	0	107	21	75	81	2	1	0	4	12	2	2	307	0	0	0	0	0
	4:30 PM	3	132	37	51	86	2	0	2	4	12	0	0	329	0	0	0	0	0
	4:45 PM	2	121	36	69	79	4	1	4	1	12	1	3	333	0	0	0	0	0
	5:00 PM	3	132	62	80	92	0	0	1	1	13	0	1	385	1	0	0	0	1
	5:15 PM	0	128	26	81	93	1	0	0	1	22	0	6	358	0	0	0	0	0
	5:30 PM	2	136	36	75	87	2	0	1	2	16	0	8	365	1	0	0	0	1
	5:45 PM	3	113	26	80	86	2	3	0	3	10	0	5	331	0	0	0	0	0
	VOLUMES	15	1,009	281	566	657	15	6	8	17	103	3	31	2,711	2	0	0	0	2
	APPROACH %	1%	77%	22%	46%	53%	1%	19%	26%	55%	75%	2%	23%						
	APP/DEPART	1,305	/	1,046	1,238	/	779	31	/	855	137	/	31	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	5	517	160	305	351	7	1	6	5	63	1	18	1,441					
	APPROACH %	1%	76%	23%	46%	53%	1%	8%	50%	42%	77%	1%	22%						
	PEAK HR FACTOR		0.868			0.947			0.500			0.732		0.936					
	APP/DEPART	684	/	536	663	/	421	12	/	471	82	/	13	0					



INTERSECTION TURNING MOVEMENT COUNTS

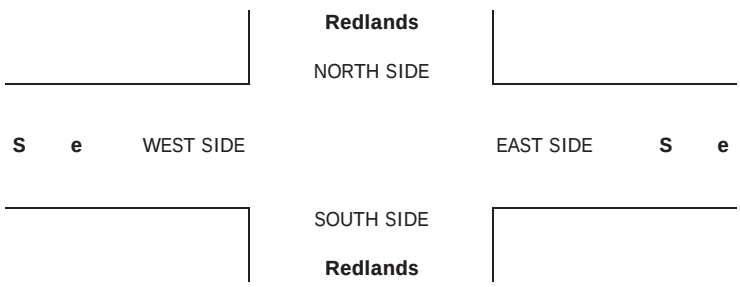
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	42
THURSDAY	EAST & WEST:	Sp uce	CONTROL:	STOP E/W

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Sp uce			WESTBOUND Sp uce				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	8	0	2	1	0	1	0	0	0	0	0	12	0	0	0	0	0
	7:15 AM	0	10	3	4	1	0	0	0	0	1	0	0	19	0	0	0	0	0
	7:30 AM	0	6	0	3	1	0	0	0	0	2	0	0	12	0	0	0	0	0
	7:45 AM	0	6	2	2	0	0	0	0	0	1	0	1	12	0	0	0	0	0
	8:00 AM	0	6	5	1	2	0	0	0	0	0	0	1	15	0	0	0	0	0
	8:15 AM	0	6	0	0	0	0	0	0	0	1	0	0	7	0	0	0	0	0
	8:30 AM	0	4	2	4	0	0	0	0	0	0	0	0	10	0	0	0	0	0
	8:45 AM	0	9	1	4	0	0	0	0	0	0	0	0	14	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	55	13	20	5	0	1	0	0	5	0	2	101	0	0	0	0	0
	APPROACH %	0%	81%	19%	80%	20%	0%	100%	0%	0%	71%	0%	29%						
	APP/DEPART	68	/	58	25	/	10	1	/	33	7	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	28	10	10	4	0	0	0	0	4	0	2	58					
	APPROACH %	0%	74%	26%	71%	29%	0%	0%	0%	0%	67%	0%	33%						
	PEAK HR FACTOR		0.731			0.700			0.000			0.750		0.763					
	APP/DEPART	38	/	30	14	/	8	0	/	20	6	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	5	1	4	5	0	0	0	0	0	0	1	16	0	0	0	0	0
	4:15 PM	0	9	2	6	3	0	0	0	0	1	0	0	21	0	0	0	0	0
	4:30 PM	0	5	0	3	8	0	0	0	0	0	0	0	16	0	0	0	0	0
	4:45 PM	0	2	4	2	1	0	0	0	0	0	0	0	9	0	0	0	0	0
	5:00 PM	0	7	2	1	6	0	0	0	0	0	0	0	16	0	0	0	0	0
	5:15 PM	0	4	0	3	2	0	0	0	0	0	0	0	9	0	0	0	0	0
	5:30 PM	0	8	2	3	3	0	0	0	0	3	0	0	19	0	0	0	0	0
	5:45 PM	0	0	1	4	1	0	0	0	0	2	0	0	8	0	0	0	0	0
	VOLUMES	0	40	12	26	29	0	0	0	0	6	0	1	114	0	0	0	0	0
	APPROACH %	0%	77%	23%	47%	53%	0%	0%	0%	0%	86%	0%	14%						
	APP/DEPART	52	/	41	55	/	35	0	/	38	7	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	23	8	12	18	0	0	0	0	1	0	0	62					
	APPROACH %	0%	74%	26%	40%	60%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.705			0.682			0.000			0.250		0.738					
	APP/DEPART	31	/	23	30	/	19	0	/	20	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

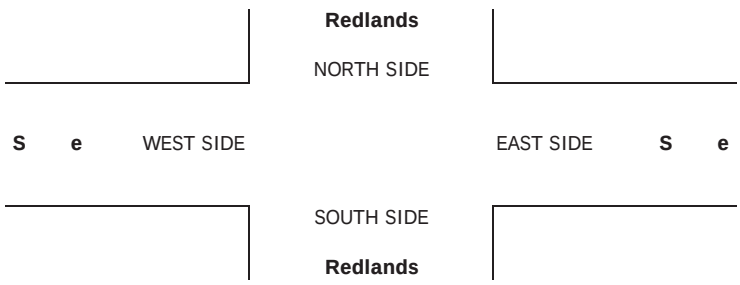
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	42
THURSDAY	EAST & WEST:	Sp uce	CONTROL:	STOP E/W

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Sp uce			WESTBOUND Sp uce				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	15	3	2	2	0	0	0	0	0	0	0	22	0	0	0	0	0
	APPROACH %	0%	83%	17%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	18	/	15	4	/	2	0	/	5	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	10	3	2	0	0	0	0	0	0	0	0	15					
	APPROACH %	0%	77%	23%	100%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.650			0.500			0.000			0.000		0.750					
	APP/DEPART	13	/	10	2	/	0	0	/	5	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	1	2	0	0	0	1	0	0	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	1	1	1	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0
	VOLUMES	1	3	1	2	9	1	0	0	1	0	0	0	18	0	0	0	0	0
	APPROACH %	20%	60%	20%	17%	75%	8%	0%	0%	100%	0%	0%	0%						
	APP/DEPART	5	/	3	12	/	10	1	/	3	0	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	3	1	1	7	0	0	0	0	0	0	0	12					
	APPROACH %	0%	75%	25%	13%	88%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.667			0.000			0.000		0.750					
	APP/DEPART	4	/	3	8	/	7	0	/	2	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

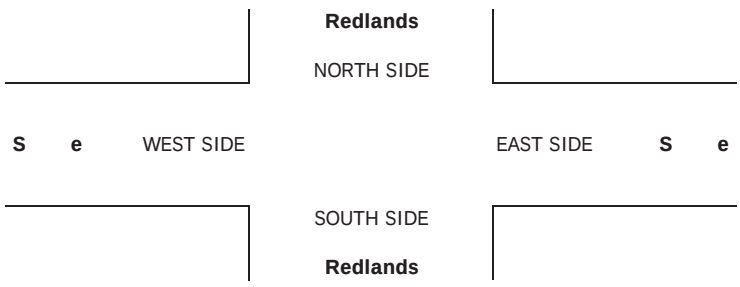
DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	42
THURSDAY	EAST & WEST:	Sp uce	CONTROL:	STOP E/W

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

	NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Sp uce			WESTBOUND Sp uce				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0
7:15 AM	0	2	3	0	1	0	0	0	1	1	0	0	8	0	0	0	0	0
7:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
7:45 AM	0	8	0	0	2	0	0	0	0	1	0	0	11	0	0	0	0	0
8:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
8:15 AM	0	6	1	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0
8:30 AM	0	5	2	0	1	0	0	0	0	3	0	1	12	0	0	0	0	0
8:45 AM	0	5	4	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	36	14	2	4	0	0	0	1	5	0	1	63	0	0	0	0	0
APPROACH %	0%	72%	28%	33%	67%	0%	0%	0%	100%	83%	0%	17%						
APP/DEPART	50	/	37	6	/	10	1	/	16	6	/	0	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	24	4	1	3	0	0	0	0	4	0	1	37					
APPROACH %	0%	86%	14%	25%	75%	0%	0%	0%	0%	80%	0%	20%						
PEAK HR FACTOR		0.875			0.500			0.000			0.313		0.771					
APP/DEPART	28	/	25	4	/	7	0	/	5	5	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	5	1	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0
4:15 PM	1	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0
4:30 PM	0	3	2	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0
4:45 PM	0	0	2	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
5:00 PM	0	0	0	2	0	0	0	0	0	0	1	0	3	0	0	0	0	0
5:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	2	1	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
VOLUMES	1	14	6	5	3	0	0	0	0	0	2	1	32	0	0	0	0	0
APPROACH %	5%	67%	29%	63%	38%	0%	0%	0%	0%	0%	67%	33%						
APP/DEPART	21	/	15	8	/	3	0	/	11	3	/	3	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	1	8	5	2	1	0	0	0	0	0	1	1	19					
APPROACH %	7%	57%	36%	67%	33%	0%	0%	0%	0%	0%	50%	50%						
PEAK HR FACTOR		0.583			0.375			0.000			0.500		0.679					
APP/DEPART	14	/	9	3	/	1	0	/	7	2	/	2	0					

AM / PM



INTERSECTION TURNING MOVEMENT COUNTS

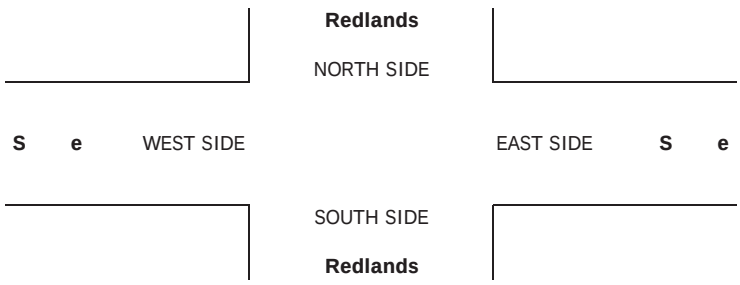
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	42
THURSDAY	EAST & WEST:	Sp uce	CONTROL:	STOP E/W

C ASS	NOTES
RV	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Sp uce			WESTBOUND Sp uce				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	0	1	/	1	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	0	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	0	1	/	1	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

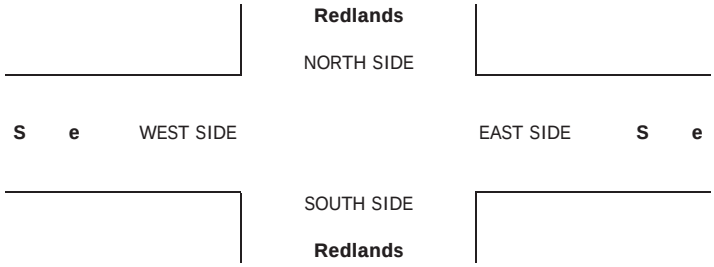
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	42
THURSDAY	EAST & WEST:	Sp uce	CONTROL:	STOP E/W

C ASS	NOTES
BUSES	

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

	NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Sp uce			WESTBOUND Sp uce				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	1	0	1	1	0	0	1	0	0	1	0						
AM																		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	4	1	1	1	0	0	0	0	0	0	0	7	0	0	0	0	0
APPROACH %	0%	80%	20%	50%	50%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	5	/	4	2	/	1	0	/	2	0	/	0	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	3	1	0	1	0	0	0	0	0	0	0	5					
APPROACH %	0%	75%	25%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.500			0.250			0.000			0.000		0.625					
APP/DEPART	4	/	3	1	/	1	0	/	1	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					



DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Redlands	LOCATION #:	43
	EAST & WEST:	SR-60 EB Ramps	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N S ▼ ◄ W E ►

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND SR 60 EB Ramps			WESTBOUND SR 60 EB Ramps			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	X	X	1	1	1	X	1	X	X	X	
AM	7:00 AM	13	130	0	0	44	11	67	0	24	0	0	0	289
	7:15 AM	19	123	0	0	46	11	78	1	26	0	0	0	304
	7:30 AM	27	136	3	0	76	9	72	0	14	0	0	0	337
	7:45 AM	14	117	0	1	80	5	87	0	30	0	0	0	334
	8:00 AM	11	107	0	0	54	4	79	0	14	0	0	0	269
	8:15 AM	16	97	0	0	48	5	84	2	24	0	0	0	276
	8:30 AM	16	89	0	0	39	15	86	0	17	0	0	0	262
	8:45 AM	23	69	0	0	32	3	70	0	10	0	0	0	207
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	73	506	3	1	246	36	304	1	94	0	0	0	1,264
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	9	83	0	0	47	6	68	0	33	0	0	0	246
	4:15 PM	19	68	0	0	75	24	96	0	25	0	0	0	307
	4:30 PM	6	97	0	0	100	22	101	0	33	0	0	0	359
	4:45 PM	9	87	0	0	103	12	89	0	31	0	0	0	331
	5:00 PM	6	105	0	0	86	24	103	0	34	0	0	0	358
	5:15 PM	14	84	0	0	108	15	106	0	34	0	0	0	361
	5:30 PM	6	84	0	0	101	23	100	0	38	0	0	0	352
	5:45 PM	4	71	0	0	102	20	88	0	31	0	0	0	316
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	35	373	0	0	397	73	399	0	132	0	0	0	1,409

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Thu, May 7, 15

LOCATION: Mo eno Valley
NORTH & SOUTH: Redlands
EAST & WEST: SR-60 EB Ramps

PROJECT #: SC0612
LOCATION #: 43
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

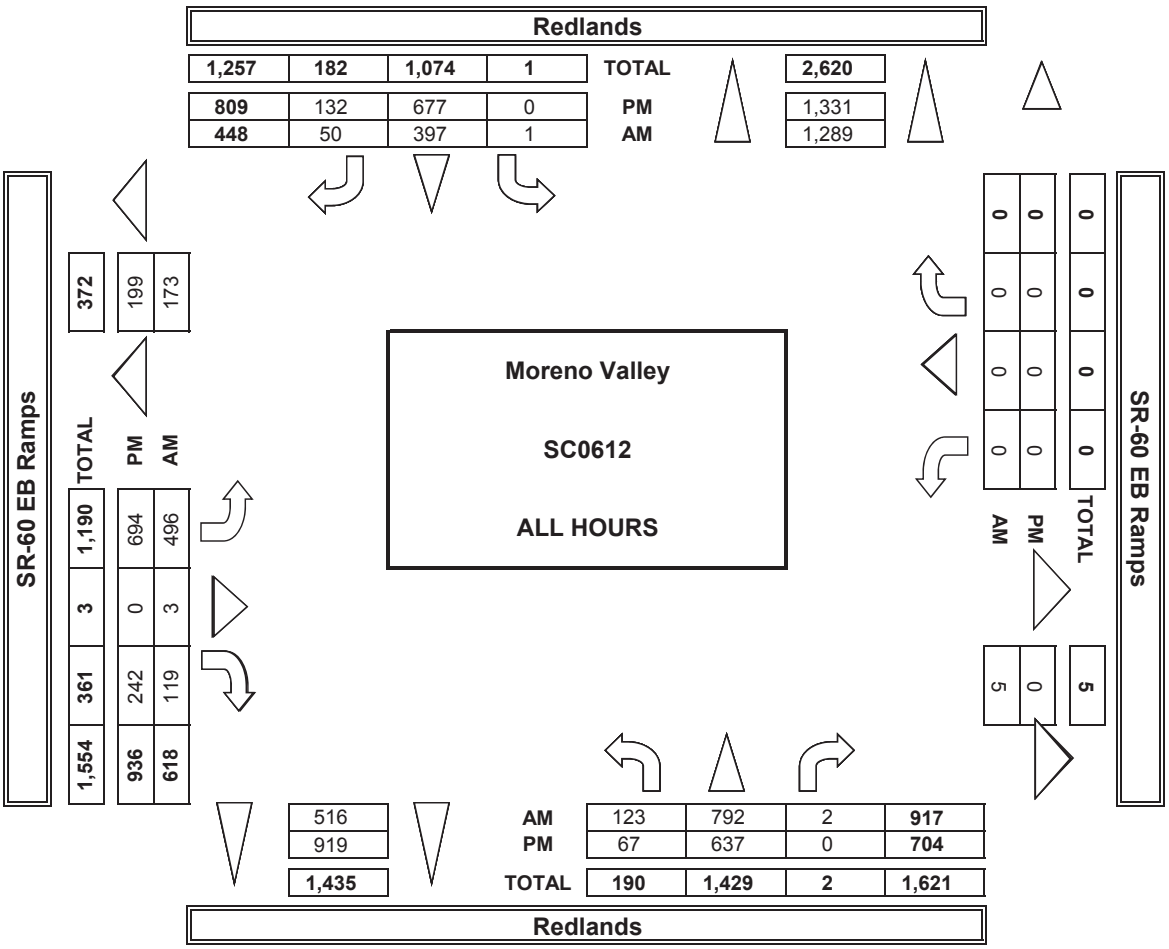
▲ N
◄ W E ►
S ▼

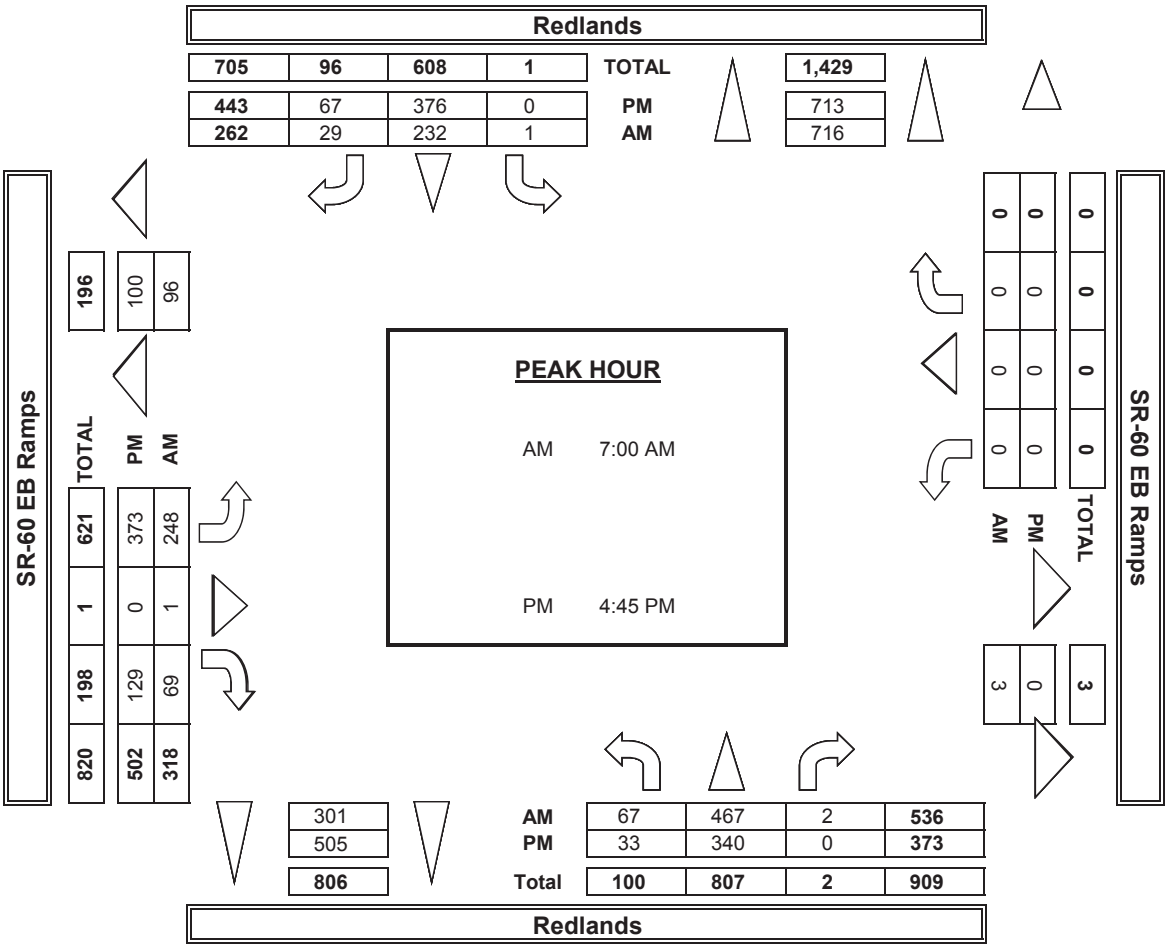
Add U-Turns to Left Turns

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND SR 60 EB Ramps			WESTBOUND SR 60 EB Ramps				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	13	124	0	0	43	8	59	0	17	0	0	0	264	0	0	0	0	0
	7:15 AM	16	111	0	0	40	7	67	1	17	0	0	0	259	0	0	0	0	0
	7:30 AM	24	127	2	0	75	9	59	0	12	0	0	0	308	0	0	0	0	0
	7:45 AM	14	105	0	1	74	5	63	0	23	0	0	0	285	0	1	0	0	1
	8:00 AM	11	97	0	0	52	4	67	0	10	0	0	0	241	0	0	0	0	0
	8:15 AM	13	88	0	0	46	5	64	2	18	0	0	0	236	0	0	0	0	0
	8:30 AM	13	81	0	0	38	9	66	0	13	0	0	0	220	0	0	0	0	0
	8:45 AM	19	59	0	0	29	3	51	0	9	0	0	0	170	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	123	792	2	1	397	50	496	3	119	0	0	0	1,983	0	1	0	0	1
	APPROACH %	13%	86%	0%	0%	89%	11%	80%	0%	19%	0%	0%	0%						
	APP/DEPART	917	/	1,289	448	/	516	618	/	5	0	/	173	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	67	467	2	1	232	29	248	1	69	0	0	0	1,116					
	APPROACH %	13%	87%	0%	0%	89%	11%	78%	0%	22%	0%	0%	0%						
	PEAK HR FACTOR		0.876			0.780			0.924			0.000		0.906					
	APP/DEPART	536	/	716	262	/	301	318	/	3	0	/	96	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	76	0	0	44	6	58	0	31	0	0	0	222	0	0	0	0	0
	4:15 PM	17	65	0	0	72	19	88	0	24	0	0	0	285	0	0	0	0	0
	4:30 PM	6	89	0	0	90	22	91	0	30	0	0	0	328	0	0	0	0	0
	4:45 PM	9	80	0	0	95	11	85	0	30	0	0	0	310	0	0	0	0	0
	5:00 PM	5	99	0	0	82	24	99	0	30	0	0	0	339	0	0	0	0	0
	5:15 PM	13	82	0	0	102	12	96	0	34	0	0	0	339	0	0	0	0	0
	5:30 PM	6	79	0	0	97	20	93	0	35	0	0	0	330	0	0	0	0	0
	5:45 PM	4	67	0	0	95	18	84	0	28	0	0	0	296	0	0	0	0	0
	VOLUMES	67	637	0	0	677	132	694	0	242	0	0	0	2,449	0	0	0	0	0
	APPROACH %	10%	90%	0%	0%	84%	16%	74%	0%	26%	0%	0%	0%						
	APP/DEPART	704	/	1,331	809	/	919	936	/	0	0	/	199	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	33	340	0	0	376	67	373	0	129	0	0	0	1,318					
	APPROACH %	9%	91%	0%	0%	85%	15%	74%	0%	26%	0%	0%	0%						
	PEAK HR FACTOR		0.897			0.947			0.965			0.000		0.972					
	APP/DEPART	373	/	713	443	/	505	502	/	0	0	/	100	0					

AimTD LLC

TURNING MOVEMENT COUNTS





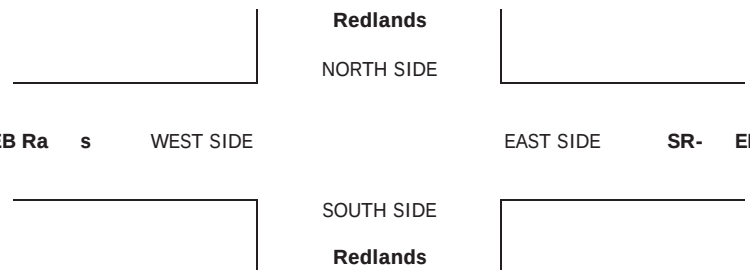
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
5/7/15	LOCATION:	Mo eno Valley	PROJECT #:	SC0612	
THURSDAY	NORTH & SOUTH:	Redlands	LOCATION #:	43	
	EAST & WEST:	SR 60 EB Ramps	CONTROL:	SIGNAL	

C ASS	NOTES	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND SR 60 EB Ramps			WESTBOUND SR 60 EB Ramps				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	13	119	0	0	42	6	52	0	11	0	0	0	243	0	0	0	0	0
	7:15 AM	14	104	0	0	36	5	58	1	11	0	0	0	229	0	0	0	0	0
	7:30 AM	22	121	1	0	74	9	50	0	10	0	0	0	287	0	0	0	0	0
	7:45 AM	14	96	0	1	71	5	48	0	18	0	0	0	253	0	1	0	0	1
	8:00 AM	11	89	0	0	50	4	59	0	8	0	0	0	221	0	0	0	0	0
	8:15 AM	10	81	0	0	44	5	52	2	12	0	0	0	206	0	0	0	0	0
	8:30 AM	10	75	0	0	37	6	52	0	10	0	0	0	190	0	0	0	0	0
	8:45 AM	17	53	0	0	27	3	37	0	8	0	0	0	145	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	111	738	1	1	381	43	408	3	88	0	0	0	1,774	0	1	0	0	1
	APPROACH %	13%	87%	0%	0%	90%	10%	82%	1%	18%	0%	0%	0%						
	APP/DEPART	850	/	1,147	425	/	469	499	/	4	0	/	154	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	63	440	1	0	223	25	208	1	50	0	0	0	1,012					
	APPROACH %	13%	87%	0%	0%	90%	10%	80%	0%	19%	0%	0%	0%						
	PEAK HR FACTOR		0.875			0.750			0.925			0.000		0.882					
	APP/DEPART	504	/	649	249	/	273	259	/	2	0	/	88	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	72	0	0	41	6	52	0	29	0	0	0	205	0	0	0	0	0
	4:15 PM	15	62	0	0	69	16	81	0	23	0	0	0	266	0	0	0	0	0
	4:30 PM	6	84	0	0	81	22	83	0	27	0	0	0	303	0	0	0	0	0
	4:45 PM	9	75	0	0	88	10	81	0	29	0	0	0	292	0	0	0	0	0
	5:00 PM	4	94	0	0	78	24	95	0	26	0	0	0	321	0	0	0	0	0
	5:15 PM	12	81	0	0	97	10	89	0	34	0	0	0	323	0	0	0	0	0
	5:30 PM	6	75	0	0	94	18	87	0	32	0	0	0	312	0	0	0	0	0
	5:45 PM	4	65	0	0	89	16	82	0	26	0	0	0	282	0	0	0	0	0
	VOLUMES	61	608	0	0	637	122	650	0	226	0	0	0	2,304	0	0	0	0	0
	APPROACH %	9%	91%	0%	0%	84%	16%	74%	0%	26%	0%	0%	0%						
	APP/DEPART	669	/	1,258	759	/	863	876	/	0	0	/	183	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	31	325	0	0	357	62	352	0	121	0	0	0	1,248					
	APPROACH %	9%	91%	0%	0%	85%	15%	74%	0%	26%	0%	0%	0%						
	PEAK HR FACTOR		0.908			0.935			0.961			0.000		0.966					
	APP/DEPART	356	/	677	419	/	478	473	/	0	0	/	93	0					



INTERSECTION TURNING MOVEMENT COUNTS

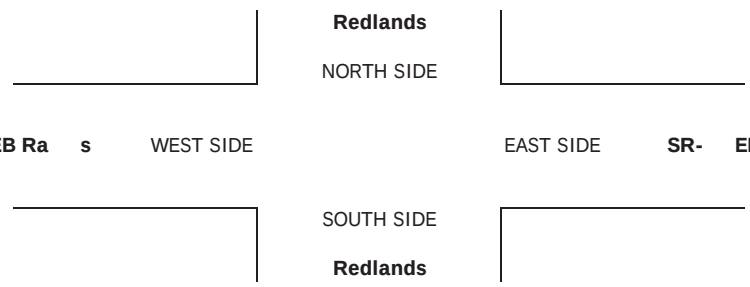
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	43
THURSDAY	EAST & WEST:	SR 60 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE	
WORK	
VEHICLES/	
TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND SR 60 EB Ramps			WESTBOUND SR 60 EB Ramps				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	3	0	0	1	1	6	0	4	0	0	0	15	0	0	0	0	0
	7:15 AM	1	2	0	0	2	0	7	0	3	0	0	0	15	0	0	0	0	0
	7:30 AM	1	3	1	0	1	0	5	0	1	0	0	0	12	0	0	0	0	0
	7:45 AM	0	2	0	0	0	0	6	0	3	0	0	0	11	0	0	0	0	0
	8:00 AM	0	6	0	0	2	0	4	0	0	0	0	0	12	0	0	0	0	0
	8:15 AM	3	4	0	0	1	0	2	0	6	0	0	0	16	0	0	0	0	0
	8:30 AM	3	4	0	0	1	0	7	0	2	0	0	0	17	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	9	0	1	0	0	0	12	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	25	1	0	9	1	46	0	20	0	0	0	110	0	0	0	0	0
	APPROACH %	24%	74%	3%	0%	90%	10%	70%	0%	30%	0%	0%	0%						
	APP/DEPART	34	/	71	10	/	29	66	/	1	0	/	9	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	6	15	0	0	5	0	22	0	9	0	0	0	57					
	APPROACH %	29%	71%	0%	0%	100%	0%	71%	0%	29%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.625			0.775			0.000		0.838					
	APP/DEPART	21	/	37	5	/	14	31	/	0	0	/	6	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	1	0	0	3	0	2	0	1	0	0	0	9	0	0	0	0	0
	4:15 PM	2	2	0	0	2	1	6	0	1	0	0	0	14	0	0	0	0	0
	4:30 PM	0	2	0	0	7	0	6	0	3	0	0	0	18	0	0	0	0	0
	4:45 PM	0	3	0	0	5	1	4	0	1	0	0	0	14	0	0	0	0	0
	5:00 PM	1	4	0	0	3	0	4	0	4	0	0	0	16	0	0	0	0	0
	5:15 PM	1	0	0	0	3	1	4	0	0	0	0	0	9	0	0	0	0	0
	5:30 PM	0	3	0	0	2	1	5	0	3	0	0	0	14	0	0	0	0	0
	5:45 PM	0	0	0	0	4	2	0	0	0	0	0	0	6	0	0	0	0	0
	VOLUMES	6	15	0	0	29	6	31	0	13	0	0	0	100	0	0	0	0	0
	APPROACH %	29%	71%	0%	0%	83%	17%	70%	0%	30%	0%	0%	0%						
	APP/DEPART	21	/	46	35	/	42	44	/	0	0	/	12	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	3	11	0	0	17	2	20	0	9	0	0	0	62					
	APPROACH %	21%	79%	0%	0%	89%	11%	69%	0%	31%	0%	0%	0%						
	PEAK HR FACTOR		0.700			0.679			0.806			0.000		0.861					
	APP/DEPART	14	/	31	19	/	26	29	/	0	0	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

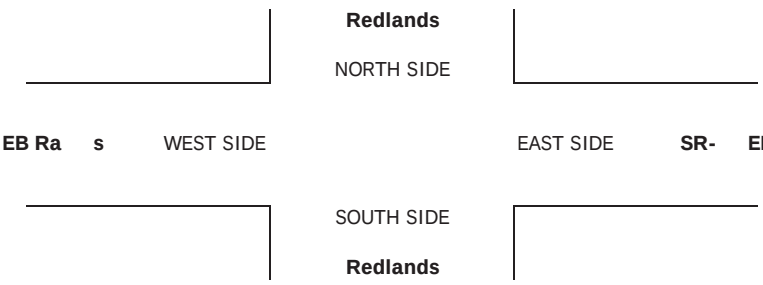
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	43
THURSDAY	EAST & WEST:	SR 60 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND SR 60 EB Ramps			WESTBOUND SR 60 EB Ramps				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0
	7:30 AM	1	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	3	0	0	1	0	1	0	0	0	0	0	5	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	4	0	0	0	0	0	5	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	10	0	0	2	0	7	0	2	0	0	0	22	0	0	0	0	0
	APPROACH %	9%	91%	0%	0%	100%	0%	78%	0%	22%	0%	0%	0%						
	APP/DEPART	11	/	17	2	/	4	9	/	0	0	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	6	0	0	1	0	6	0	1	0	0	0	15					
	APPROACH %	14%	86%	0%	0%	100%	0%	86%	0%	14%	0%	0%	0%						
	PEAK HR FACTOR		0.583			0.250			0.438			0.000		0.750					
	APP/DEPART	7	/	12	1	/	2	7	/	0	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	2	0	1	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	2	1	1	0	0	0	0	0	5	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	1	0	2	0	0	0	5	0	0	0	0	0
	VOLUMES	0	3	0	0	9	1	3	0	2	0	0	0	18	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	90%	10%	60%	0%	40%	0%	0%	0%						
	APP/DEPART	3	/	6	10	/	11	5	/	0	0	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	2	0	0	5	1	2	0	2	0	0	0	12					
	APPROACH %	0%	100%	0%	0%	83%	17%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.500			0.333			0.000		0.600					
	APP/DEPART	2	/	4	6	/	7	4	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

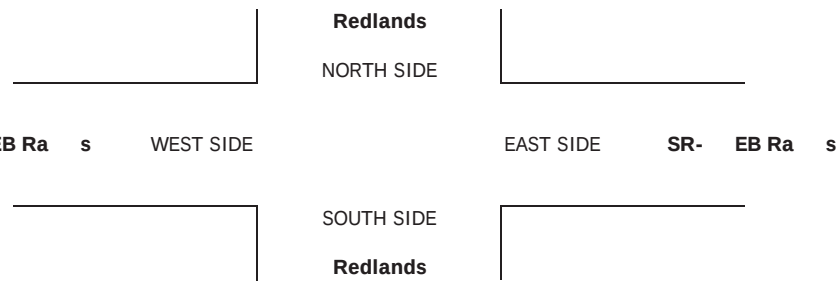
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	43
THURSDAY	EAST & WEST:	SR 60 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND SR 60 EB Ramps			WESTBOUND SR 60 EB Ramps				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	1	1	0	1	0	0	0	4	0	0	0	0	0
	7:15 AM	1	4	0	0	1	2	2	0	2	0	0	0	12	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	3	0	0	0	0	0	5	0	0	0	0	0
	7:45 AM	0	1	0	0	2	0	8	0	2	0	0	0	13	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	4	0	1	0	0	0	6	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	6	0	0	0	0	0	7	0	0	0	0	0
	8:30 AM	0	1	0	0	0	3	5	0	1	0	0	0	10	0	0	0	0	0
	8:45 AM	2	3	0	0	1	0	5	0	0	0	0	0	11	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	14	0	0	4	6	34	0	7	0	0	0	68	0	0	0	0	0
	APPROACH %	18%	82%	0%	0%	40%	60%	83%	0%	17%	0%	0%	0%						
	APP/DEPART	17	/	48	10	/	11	41	/	0	0	/	9	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	4	0	0	2	3	23	0	4	0	0	0	36					
	APPROACH %	0%	100%	0%	0%	40%	60%	85%	0%	15%	0%	0%	0%						
	PEAK HR FACTOR		0.200			0.417			0.675			0.000		0.692					
	APP/DEPART	4	/	27	5	/	6	27	/	0	0	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	0	0	0	0	4	0	0	0	0	0	6	0	0	0	0	0
	4:15 PM	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	3	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	2	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	10	0	0	0	3	10	0	0	0	0	0	23	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	10	/	20	3	/	0	10	/	0	0	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	7	0	0	0	2	6	0	0	0	0	0	15					
	APPROACH %	0%	100%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.583			0.250			0.375			0.000		0.625					
	APP/DEPART	7	/	13	2	/	0	6	/	0	0	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

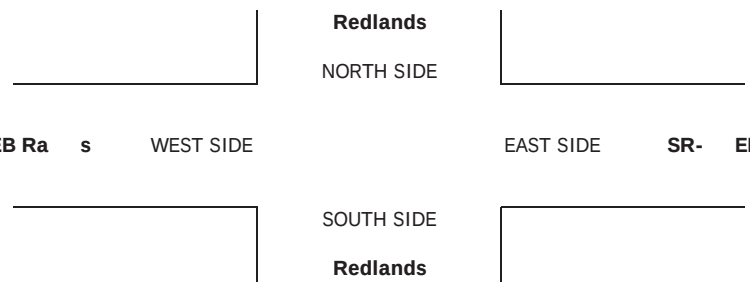
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	43
THURSDAY	EAST & WEST:	SR 60 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND SR 60 EB Ramps			WESTBOUND SR 60 EB Ramps				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:30 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.250					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

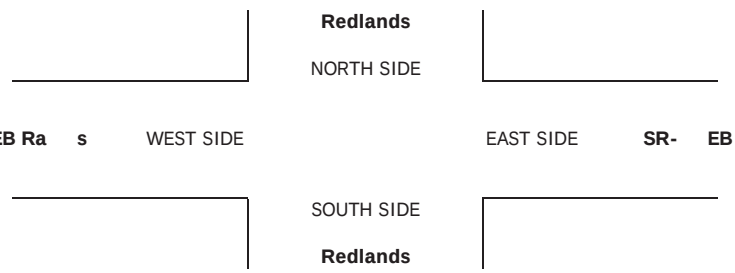
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	43
THURSDAY	EAST & WEST:	SR 60 EB Ramps	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND SR 60 EB Ramps			WESTBOUND SR 60 EB Ramps				U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	1	1	X	X	1	1	1	X	1	X	X	X						
AM																		
7:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	4	0	0	1	0	1	0	2	0	0	0	8	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	33%	0%	67%	0%	0%	0%						
APP/DEPART	4	/	5	1	/	3	3	/	0	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	4	0	0	0	0	0	0	2	0	0	0	6					
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
PEAK HR FACTOR		0.333			0.000			0.500			0.000		0.500					
APP/DEPART	4	/	4	0	/	2	2	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
APP/DEPART	0	/	0	1	/	2	1	/	0	0	/	0	0					
BEGIN PEAK HR		3:15 PM																
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					



DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Redlands	LOCATION #:	44
	EAST & WEST:	Cottonwood	CONTROL:	SIGNAL

NOTES:

PCE VOLUMES

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Cotton ood			WESTBOUND Cotton ood			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	1	1	X	X	1	1	1	X	1	X	X	X	
AM	7:00 AM	5	126	0	0	53	5	15	0	5	0	0	0	209
	7:15 AM	4	106	0	0	50	10	14	0	9	0	0	0	193
	7:30 AM	11	104	0	0	97	9	8	0	11	0	0	0	240
	7:45 AM	13	107	0	0	98	7	8	0	31	0	0	0	264
	8:00 AM	7	92	0	0	51	16	7	0	5	0	0	0	178
	8:15 AM	5	107	0	0	49	5	8	0	0	0	0	0	174
	8:30 AM	2	89	0	0	44	4	7	0	0	0	0	0	146
	8:45 AM	3	65	0	0	36	7	3	0	2	0	0	0	116
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	33	443	0	0	298	31	45	0	56	0	0	0	906
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	73	0	0	83	12	8	0	10	0	0	0	190
	4:15 PM	3	60	0	0	77	6	7	0	8	0	0	0	161
	4:30 PM	7	63	0	0	124	13	7	0	2	0	0	0	216
	4:45 PM	7	70	0	0	86	12	3	0	9	0	0	0	187
	5:00 PM	4	62	0	0	98	10	9	0	8	0	0	0	191
	5:15 PM	5	73	0	0	91	15	7	0	4	0	0	0	195
	5:30 PM	5	72	0	0	129	17	3	0	8	0	0	0	234
	5:45 PM	7	65	0	0	114	12	1	0	5	0	0	0	204
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	21	272	0	0	432	54	20	0	25	0	0	0	824

INTERSECTION TURNING MOVEMENT COUNTS

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

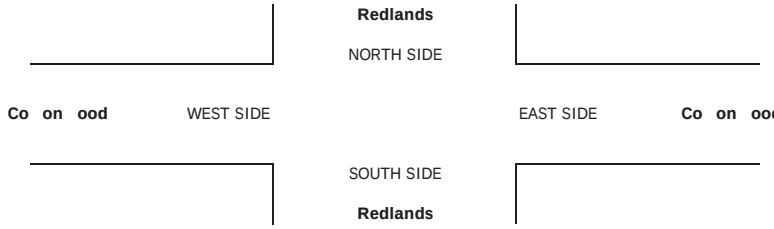
DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
Thu, May 7, 15	NORTH & SOUTH:	Redlands	LOCATION #:	44
	EAST & WEST:	Cottonwood	CONTROL:	SIGNAL

NOTES:

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

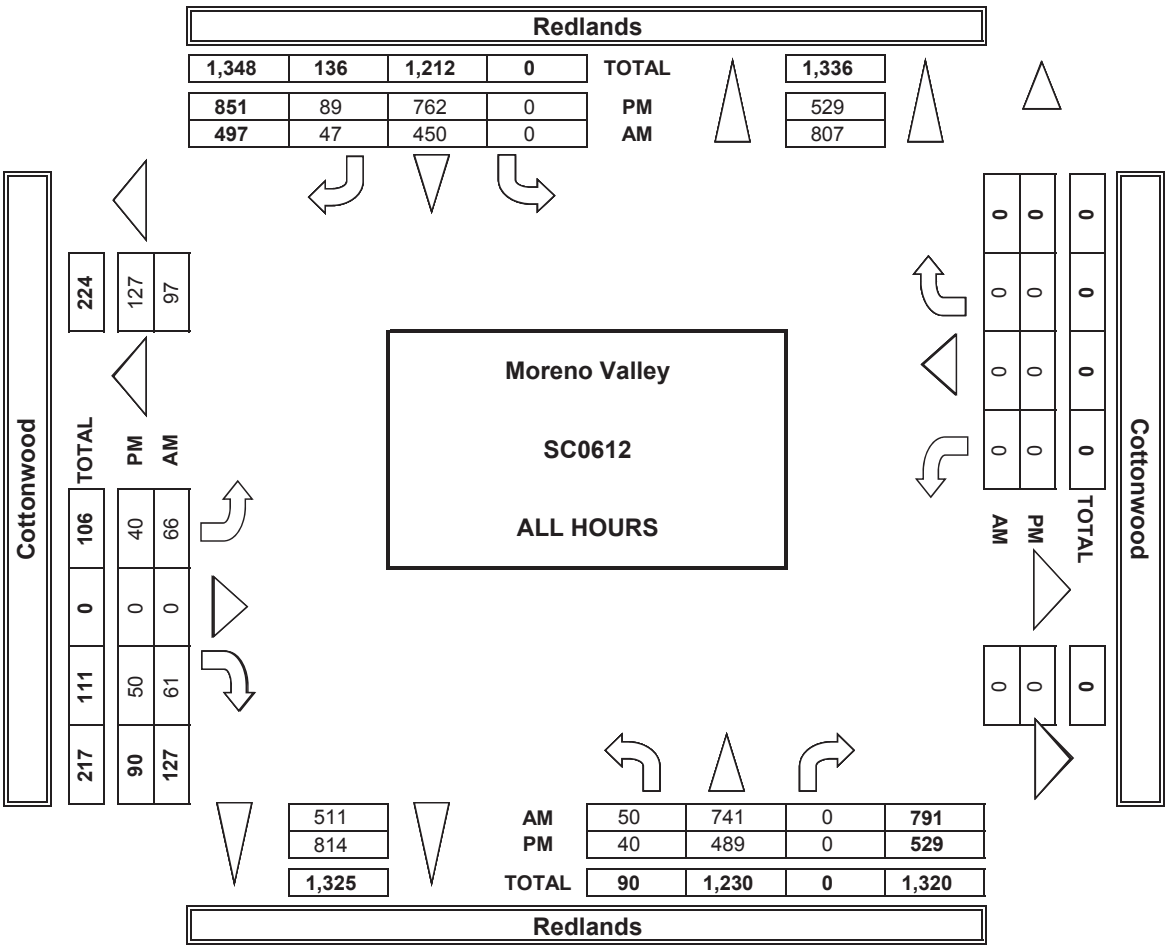
Add U-Turns to Left Turns

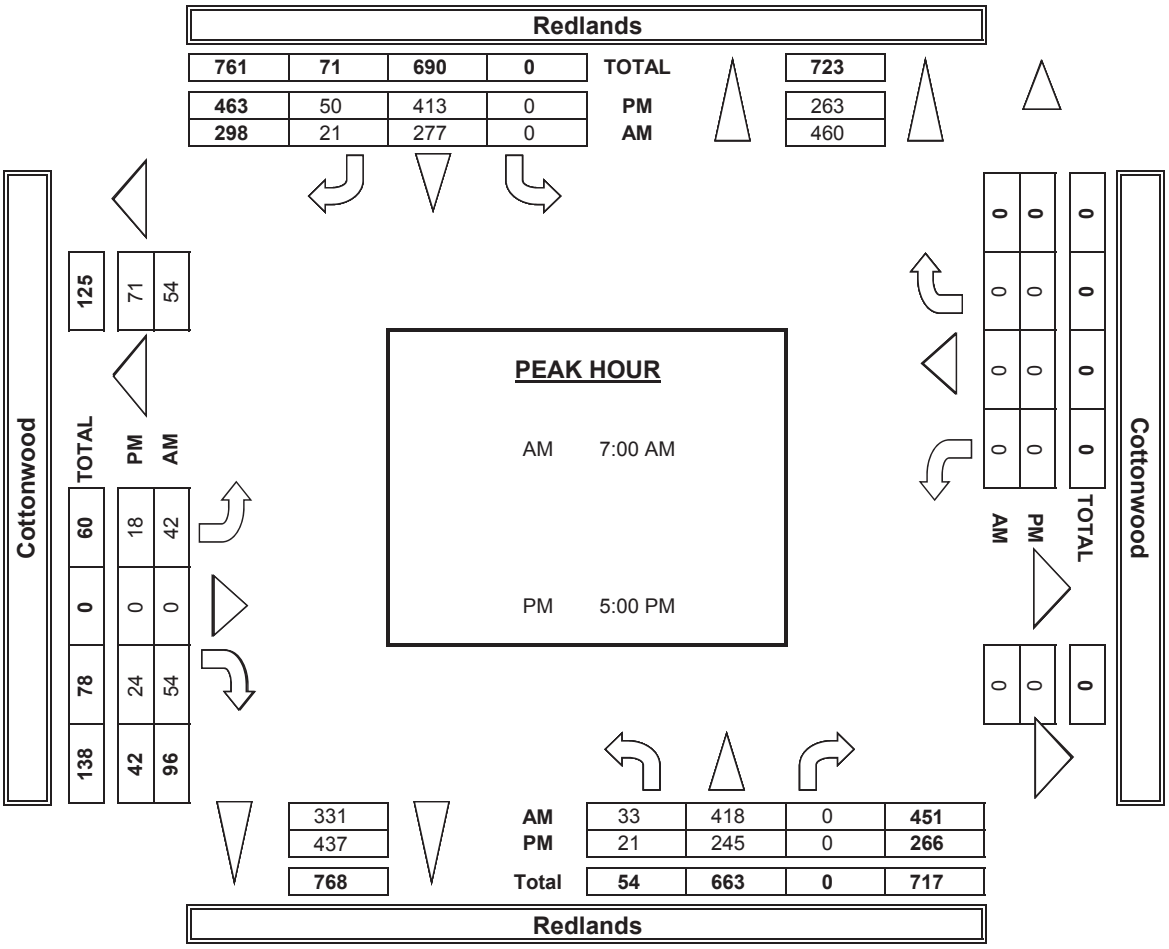
		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Cotton ood			WESTBOUND Cotton ood				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	5	124	0	0	51	3	15	0	5	0	0	0	203	0	0	0	0	0
	7:15 AM	4	102	0	0	47	6	11	0	8	0	0	0	178	0	0	0	0	0
	7:30 AM	11	98	0	0	91	8	8	0	11	0	0	0	227	0	0	0	0	0
	7:45 AM	13	94	0	0	88	4	8	0	30	0	0	0	237	0	0	0	0	0
	8:00 AM	7	87	0	0	49	13	7	0	5	0	0	0	168	0	0	0	0	0
	8:15 AM	5	97	0	0	45	4	8	0	0	0	0	0	159	0	0	0	0	0
	8:30 AM	2	80	0	0	44	4	6	0	0	0	0	0	136	0	0	0	0	0
	8:45 AM	3	59	0	0	35	5	3	0	2	0	0	0	107	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	50	741	0	0	450	47	66	0	61	0	0	0	1,415	0	0	0	0	0
	APPROACH %	6%	94%	0%	0%	91%	9%	52%	0%	48%	0%	0%	0%						
	APP/DEPART	791	/	807	497	/	511	127	/	0	0	/	97	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	33	418	0	0	277	21	42	0	54	0	0	0	845					
	APPROACH %	7%	93%	0%	0%	93%	7%	44%	0%	56%	0%	0%	0%						
	PEAK HR FACTOR		0.874			0.753			0.632			0.000		0.891					
	APP/DEPART	451	/	460	298	/	331	96	/	0	0	/	54	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	66	0	0	75	9	6	0	9	0	0	0	169	1	0	0	0	1
	4:15 PM	3	55	0	0	73	5	7	0	7	0	0	0	150	0	0	0	0	0
	4:30 PM	5	58	0	0	118	13	6	0	2	0	0	0	202	1	0	0	0	1
	4:45 PM	7	65	0	0	83	12	3	0	8	0	0	0	178	0	0	0	0	0
	5:00 PM	4	57	0	0	97	10	8	0	8	0	0	0	184	0	0	0	0	0
	5:15 PM	5	69	0	0	85	13	6	0	4	0	0	0	182	0	0	0	0	0
	5:30 PM	5	63	0	0	126	16	3	0	7	0	0	0	220	0	0	0	0	0
	5:45 PM	7	56	0	0	105	11	1	0	5	0	0	0	185	0	0	0	0	0
	VOLUMES	40	489	0	0	762	89	40	0	50	0	0	0	1,470	2	0	0	0	2
	APPROACH %	8%	92%	0%	0%	90%	10%	44%	0%	56%	0%	0%	0%						
	APP/DEPART	529	/	529	851	/	814	90	/	0	0	/	127	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	21	245	0	0	413	50	18	0	24	0	0	0	771					
	APPROACH %	8%	92%	0%	0%	89%	11%	43%	0%	57%	0%	0%	0%						
	PEAK HR FACTOR		0.899			0.815			0.656			0.000		0.876					
	APP/DEPART	266	/	263	463	/	437	42	/	0	0	/	71	0					



AimTD LLC

TURNING MOVEMENT COUNTS





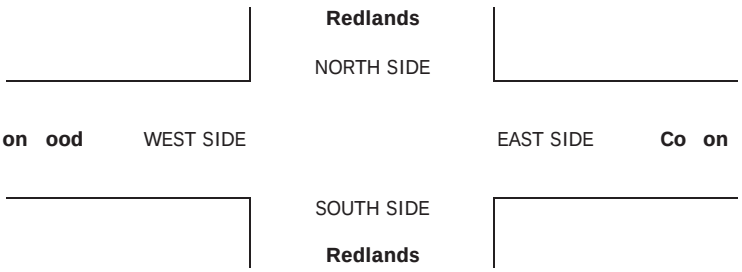
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:					
5/7/15	LOCATION:	Mo eno Valley	PROJECT #:	SC0612	
THURSDAY	NORTH & SOUTH:	Redlands	LOCATION #:	44	
	EAST & WEST:	Cotton ood	CONTROL:	SIGNAL	

C ASS	NOTES	AM		▲ N	
PASSENGER VEHICLES		PM			
		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Cotton ood			WESTBOUND Cotton ood				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	5	122	0	0	49	1	15	0	5	0	0	0	197	0	0	0	0	0
	7:15 AM	4	99	0	0	45	4	8	0	7	0	0	0	167	0	0	0	0	0
	7:30 AM	11	93	0	0	86	7	8	0	11	0	0	0	216	0	0	0	0	0
	7:45 AM	13	84	0	0	80	2	8	0	29	0	0	0	216	0	0	0	0	0
	8:00 AM	7	82	0	0	47	11	7	0	5	0	0	0	159	0	0	0	0	0
	8:15 AM	5	88	0	0	41	3	8	0	0	0	0	0	145	0	0	0	0	0
	8:30 AM	2	72	0	0	44	4	5	0	0	0	0	0	127	0	0	0	0	0
	8:45 AM	3	54	0	0	34	4	3	0	2	0	0	0	100	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	50	694	0	0	426	36	62	0	59	0	0	0	1,327	0	0	0	0	0
	APPROACH %	7%	93%	0%	0%	92%	8%	51%	0%	49%	0%	0%	0%						
	APP/DEPART	744	/	756	462	/	485	121	/	0	0	/	86	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	33	398	0	0	260	14	39	0	52	0	0	0	796					
	APPROACH %	8%	92%	0%	0%	95%	5%	43%	0%	57%	0%	0%	0%						
	PEAK HR FACTOR		0.848			0.737			0.615			0.000		0.921					
	APP/DEPART	431	/	437	274	/	312	91	/	0	0	/	47	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	60	0	0	68	7	4	0	8	0	0	0	151	1	0	0	0	1
	4:15 PM	3	50	0	0	69	4	7	0	6	0	0	0	139	0	0	0	0	0
	4:30 PM	4	54	0	0	113	13	5	0	2	0	0	0	191	1	0	0	0	1
	4:45 PM	7	60	0	0	80	12	3	0	7	0	0	0	169	0	0	0	0	0
	5:00 PM	4	53	0	0	96	10	7	0	8	0	0	0	178	0	0	0	0	0
	5:15 PM	5	65	0	0	80	12	5	0	4	0	0	0	171	0	0	0	0	0
	5:30 PM	5	56	0	0	123	15	3	0	6	0	0	0	208	0	0	0	0	0
	5:45 PM	7	48	0	0	98	10	1	0	5	0	0	0	169	0	0	0	0	0
	VOLUMES	39	446	0	0	727	83	35	0	46	0	0	0	1,376	2	0	0	0	2
	APPROACH %	8%	92%	0%	0%	90%	10%	43%	0%	57%	0%	0%	0%						
	APP/DEPART	485	/	481	810	/	775	81	/	0	0	/	120	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	21	222	0	0	397	47	16	0	23	0	0	0	726					
	APPROACH %	9%	91%	0%	0%	89%	11%	41%	0%	59%	0%	0%	0%						
	PEAK HR FACTOR		0.868			0.804			0.650			0.000		0.873					
	APP/DEPART	243	/	238	444	/	420	39	/	0	0	/	68	0					



INTERSECTION TURNING MOVEMENT COUNTS

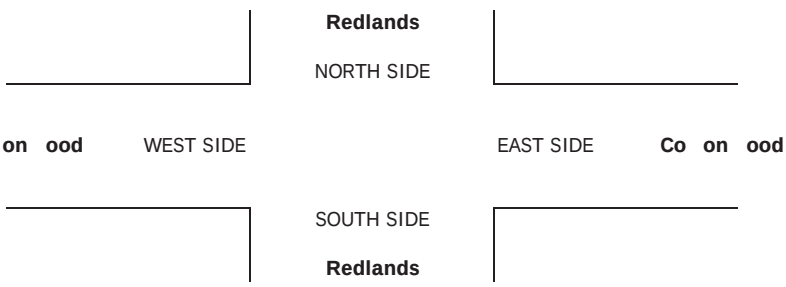
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	44
THURSDAY	EAST & WEST:	Cotton ood	CONTROL:	SIGNAL

C ASS	NOTES
2 AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Cotton ood			WESTBOUND Cotton ood				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	2	2	0	0	0	0	0	0	6	0	0	0	0	0
	7:15 AM	0	2	0	0	1	0	3	0	0	0	0	0	6	0	0	0	0	0
	7:30 AM	0	4	0	0	3	1	0	0	0	0	0	0	8	0	0	0	0	0
	7:45 AM	0	5	0	0	5	1	0	0	1	0	0	0	12	0	0	0	0	0
	8:00 AM	0	5	0	0	2	1	0	0	0	0	0	0	8	0	0	0	0	0
	8:15 AM	0	8	0	0	3	0	0	0	0	0	0	0	11	0	0	0	0	0
	8:30 AM	0	6	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
	8:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	36	0	0	17	5	4	0	1	0	0	0	63	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	77%	23%	80%	0%	20%	0%	0%	0%						
	APP/DEPART	36	/	40	22	/	18	5	/	0	0	/	5	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	22	0	0	13	3	0	0	1	0	0	0	39					
	APPROACH %	0%	100%	0%	0%	81%	19%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.688			0.667			0.250			0.000		0.813					
	APP/DEPART	22	/	22	16	/	14	1	/	0	0	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	5	0	0	5	0	2	0	1	0	0	0	13	0	0	0	0	0
	4:15 PM	0	5	0	0	4	0	0	0	1	0	0	0	10	0	0	0	0	0
	4:30 PM	0	3	0	0	3	0	1	0	0	0	0	0	7	0	0	0	0	0
	4:45 PM	0	5	0	0	3	0	0	0	1	0	0	0	9	0	0	0	0	0
	5:00 PM	0	3	0	0	1	0	1	0	0	0	0	0	5	0	0	0	0	0
	5:15 PM	0	4	0	0	3	0	1	0	0	0	0	0	8	0	0	0	0	0
	5:30 PM	0	5	0	0	3	1	0	0	1	0	0	0	10	0	0	0	0	0
	5:45 PM	0	7	0	0	4	1	0	0	0	0	0	0	12	0	0	0	0	0
	VOLUMES	0	37	0	0	26	2	5	0	4	0	0	0	74	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	93%	7%	56%	0%	44%	0%	0%	0%						
	APP/DEPART	37	/	42	28	/	30	9	/	0	0	/	2	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	18	0	0	15	0	3	0	3	0	0	0	39					
	APPROACH %	0%	100%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.900			0.750			0.500			0.000		0.750					
	APP/DEPART	18	/	21	15	/	18	6	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

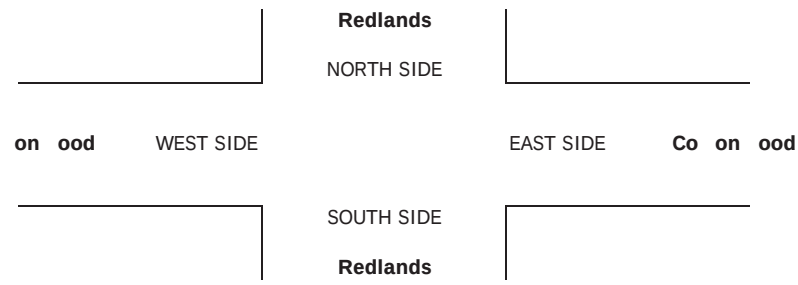
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	44
THURSDAY	EAST & WEST:	Cotton ood	CONTROL:	SIGNAL

C ASS	NOTES
3 AXLE TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Cotton ood			WESTBOUND Cotton ood				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	1	0	0	2	1	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	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	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	2	2	0	0	0	0	0	0	7	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	3	4	/	2	0	/	0	0	/	2	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	3	0	0	2	1	0	0	0	0	0	0	6					
	APPROACH %	0%	100%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.250			0.000			0.000		0.375					
	APP/DEPART	3	/	3	3	/	2	0	/	0	0	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	2	0	0	6	1	0	0	0	0	0	0	10	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	86%	14%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	2	7	/	6	0	/	0	0	/	2	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	2	0	0	3	0	0	0	0	0	0	0	5					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.000			0.000		0.417					
	APP/DEPART	2	/	2	3	/	3	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

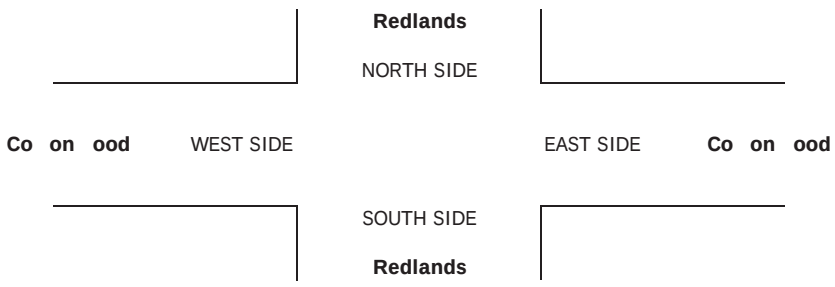
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	44
THURSDAY	EAST & WEST:	Cotton ood	CONTROL:	SIGNAL

C ASS	NOTES
4 OR MORE AXLE TRUCKS	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Cotton ood			WESTBOUND Cotton ood				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	1	2	0	0	0	0	0	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	0	0	3	3	0	0	0	0	0	0	11	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	5	/	5	6	/	3	0	/	0	0	/	3	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	3	0	0	3	3	0	0	0	0	0	0	9					
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.500			0.000			0.000		0.563					
	APP/DEPART	3	/	3	6	/	3	0	/	0	0	/	3	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	4	0	0	1	1	0	0	0	0	0	0	6	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	4	/	4	2	/	1	0	/	0	0	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	2	0	0	1	1	0	0	0	0	0	0	4					
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.500			0.000			0.000		0.500					
	APP/DEPART	2	/	2	2	/	1	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

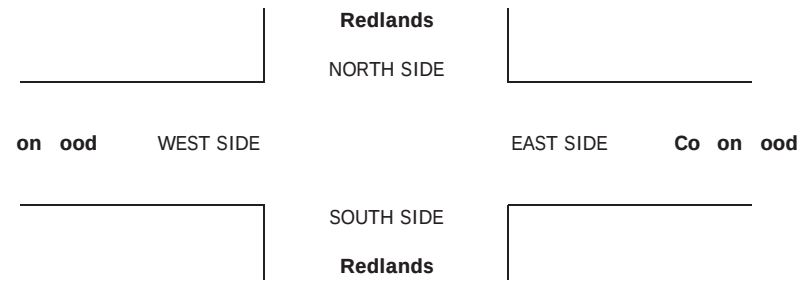
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	44
THURSDAY	EAST & WEST:	Cotton ood	CONTROL:	SIGNAL

C ASS	NOTES
RV	

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

		NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Cotton ood			WESTBOUND Cotton ood				U-TURNS				
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:45 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

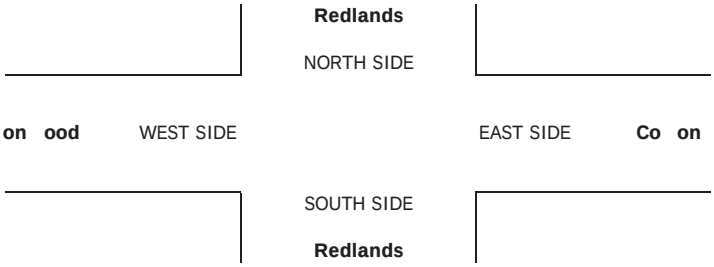
PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Mo eno Valley	PROJECT #:	SC0612
5/7/15	NORTH & SOUTH:	Redlands	LOCATION #:	44
THURSDAY	EAST & WEST:	Cotton ood	CONTROL:	SIGNAL

C ASS	NOTES
BUSES	

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

	NORTHBOUND Redlands			SOUTHBOUND Redlands			EASTBOUND Cotton ood			WESTBOUND Cotton ood				U-TURNS				
LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	2	0	0	1	1	0	0	1	0	0	0	5	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	100%	0%	0%	0%						
APP/DEPART	2	/	2	2	/	2	1	/	0	0	/	1	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	2	0	0	1	1	0	0	0	0	0	0	4					
APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.500			0.000			0.000		0.500					
APP/DEPART	2	/	2	2	/	1	0	/	0	0	/	1	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	1	2	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	33%	67%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	3	/	1	0	/	0	0	/	2	0					
BEGIN PEAK HR		3:30 PM																
VOLUMES	0	0	0	0	0	2	0	0	0	0	0	0	2					
APPROACH %	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.500			0.000			0.000		0.500					
APP/DEPART	0	/	0	2	/	0	0	/	0	0	/	2	0					



WEDNESDAY MAY 13, 2014 CITY: ADELANTO PROJECT: NL15 0508 0101

ADT1 RANCHO E-O KOALA Prepared by: Field Data Services of Arizona, Inc.

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00			7	8		12:00			25	40	
00:15			6	8		12:15			21	29	
00:30			4	5		12:30			30	42	
00:45			12 29	15 36	65	12:45			23 99	30 141	240
01:00			4	4		13:00			14	14	
01:15			6	5		13:15			34	37	
01:30			4	6		13:30			25	20	
01:45			7 21	1 16	37	13:45			30 103	37 108	211
02:00			3	3		14:00			22	25	
02:15			9	10		14:15			14	14	
02:30			8	8		14:30			38	46	
02:45			6 26	7 28	54	14:45			31 105	22 107	212
03:00			3	2		15:00			22	31	
03:15			6	6		15:15			23	27	
03:30			5	3		15:30			39	57	
03:45			17 31	16 27	58	15:45			16 100	18 133	233
04:00			8	11		16:00			15	21	
04:15			20	22		16:15			14	17	
04:30			32	27		16:30			24	24	
04:45			47 107	38 98	205	16:45			24 77	29 91	168
05:00			22	22		17:00			14	14	
05:15			14	16		17:15			16	21	
05:30			40	25		17:30			14	16	
05:45			54 130	35 98	228	17:45			18 62	19 70	132
06:00			23	19		18:00			25	36	
06:15			48	49		18:15			10	7	
06:30			60	42		18:30			12	15	
06:45			94 225	91 201	426	18:45			18 65	25 83	148
07:00			50	39		19:00			15	14	
07:15			31	31		19:15			14	13	
07:30			29	28		19:30			8	10	
07:45			33 143	26 124	267	19:45			16 53	25 62	115
08:00			21	14		20:00			15	13	
08:15			25	27		20:15			5	7	
08:30			32	22		20:30			8	9	
08:45			32 110	32 95	205	20:45			7 35	9 38	73
09:00			38	36		21:00			13	12	
09:15			32	19		21:15			8	9	
09:30			37	28		21:30			12	11	
09:45			33 140	14 97	237	21:45			8 41	9 41	82
10:00			41	20		22:00			10	14	
10:15			49	47		22:15			6	4	
10:30			37	28		22:30			15	13	
10:45			45 172	30 125	297	22:45			4 35	4 35	70
11:00			48	22		23:00			3	2	
11:15			35	21		23:15			6	9	
11:30			53	27		23:30			2	2	
11:45			26 162	41 111	273	23:45			9 20	9 22	42
Total Vol			1296	1056					795	931	

Daily Totals

NB	SB	EB	WB	Combined
		2091	1987	

	AM		PM	
Split	55.1%	44.9%	46.1%	53.9%
Peak Hour	06:15	06:15	14:45	12:00
Volume	252	221	115	141
PHF	0.67	0.61	0.74	0.84

WEDNESDAY MAY 13, 2014 CITY: VICTORVILLE PROJECT: NL15 0508 0101

ADT2 PALMDALE W-O BALDY MESA Prepared by: Field Data Services of Arizona, Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			10		14			12:00			75		65		
00:15			12		10			12:15			71		69		
00:30			9		11			12:30			73		72		
00:45			7	38	12	47	85	12:45			52	271	59	265	536
01:00			8		9			13:00			70		70		
01:15			6		7			13:15			79		86		
01:30			9		5			13:30			73		69		
01:45			7	30	8	29	59	13:45			85	307	78	303	610
02:00			5		6			14:00			66		87		
02:15			8		3			14:15			77		91		
02:30			4		5			14:30			84		70		
02:45			2	19	2	16	35	14:45			78	305	80	328	633
03:00			3		4			15:00			85		94		
03:15			1		4			15:15			91		89		
03:30			2		1			15:30			94		100		
03:45			3	9	3	12	21	15:45			115	385	122	405	790
04:00			5		3			16:00			123		145		
04:15			8		5			16:15			109		137		
04:30			11		9			16:30			117		128		
04:45			13	37	10	27	64	16:45			99	448	151	561	1009
05:00			22		13			17:00			98		144		
05:15			25		15			17:15			100		138		
05:30			33		18			17:30			106		141		
05:45			37	117	21	67	184	17:45			110	414	129	552	966
06:00			45		25			18:00			97		122		
06:15			39		27			18:15			102		117		
06:30			51		31			18:30			94		111		
06:45			58	193	35	118	311	18:45			88	381	96	446	827
07:00			66		41			19:00			75		92		
07:15			75		54			19:15			71		84		
07:30			94		68			19:30			66		78		
07:45			113	348	71	234	582	19:45			62	274	74	328	602
08:00			97		66			20:00			57		67		
08:15			85		70			20:15			51		64		
08:30			79		49			20:30			45		52		
08:45			77	338	63	248	586	20:45			42	195	46	229	424
09:00			66		48			21:00			37		42		
09:15			76		50			21:15			35		38		
09:30			87		47			21:30			32		35		
09:45			64	293	46	191	484	21:45			29	133	31	146	279
10:00			65		55			22:00			24		26		
10:15			43		53			22:15			19		22		
10:30			95		47			22:30			22		27		
10:45			48	251	44	199	450	22:45			18	83	21	96	179
11:00			90		52			23:00			15		18		
11:15			59		60			23:15			12		15		
11:30			88		49			23:30			13		11		
11:45			78	315	46	207	522	23:45			11	51	9	53	104
Total Vol				1988		1395						3247		3712	

Daily Totals

NB	SB	EB	WB	Combined
		5235	5107	

	AM		PM	
Split	58.8%	41.2%	46.7%	53.3%
Peak Hour	07:30	07:30	15:45	16:45
Volume	389	275	464	574
PHF	0.86	0.97	0.94	0.95

TUESDAY MAY 19, 2014 CITY: VICTORVILLE PROJECT: NL15 0508 0101

ADT3 BALDY MESA N-O BEAR VALLEY Prepared by: Field Data Services of Arizona, Inc.

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	0		0					12:00	2		1				
00:15	0		0					12:15	1		2				
00:30	0		1					12:30	0		4				
00:45	0	0	0	1			1	12:45	2	5	2	9			14
01:00	0		0					13:00	3		2				
01:15	0		0					13:15	0		3				
01:30	0		0					13:30	1		5				
01:45	0	0	0	0				13:45	2	6	2	12			18
02:00	0		0					14:00	2		1				
02:15	0		0					14:15	3		2				
02:30	0		0					14:30	3		3				
02:45	0	0	0	0				14:45	2	10	2	8			18
03:00	0		0					15:00	4		2				
03:15	0		0					15:15	4		4				
03:30	0		0					15:30	2		3				
03:45	0	0	0	0				15:45	5	15	3	12			27
04:00	0		1					16:00	4		2				
04:15	1		0					16:15	3		3				
04:30	0		1					16:30	3		2				
04:45	3	4	0	2			6	16:45	4	14	2	9			23
05:00	0		1					17:00	1		2				
05:15	1		0					17:15	2		2				
05:30	0		1					17:30	4		2				
05:45	0	1	1	3			4	17:45	3	10	1	7			17
06:00	1		0					18:00	4		3				
06:15	3		3					18:15	2		2				
06:30	1		2					18:30	2		2				
06:45	2	7	2	7			14	18:45	1	9	1	8			17
07:00	0		3					19:00	1		2				
07:15	1		3					19:15	2		2				
07:30	2		4					19:30	4		2				
07:45	2	5	5	15			20	19:45	2	9	1	7			16
08:00	2		2					20:00	0		1				
08:15	3		2					20:15	3		2				
08:30	2		3					20:30	1		0				
08:45	2	9	2	9			18	20:45	1	5	1	4			9
09:00	1		1					21:00	1		1				
09:15	2		1					21:15	1		0				
09:30	3		3					21:30	2		0				
09:45	1	7	2	7			14	21:45	0	4	1	2			6
10:00	1		2					22:00	1		0				
10:15	2		1					22:15	0		1				
10:30	1		2					22:30	0		0				
10:45	1	5	3	8			13	22:45	1	2	0	1			3
11:00	1		2					23:00	1		0				
11:15	2		2					23:15	0		0				
11:30	2		1					23:30	0		1				
11:45	0	5	2	7			12	23:45	0	1	1	2			3
To al Vol		43		59						90		81			

a ly To als

NB	SB	EB	WB	**Co ned**
133	140			

	AM		PM	
S I	42.2%	57.8%	52.6%	47.4%
Pea o	07:30	07:00	15:00	12:45
Vol e	9	15	15	12
P	0.75	0.75	0.75	0.60

TUESDAY MAY 19, 2014 CITY: VICTORVILLE PROJECT: NL15 0508 0101

ADT4 DUNCAN E-O BALDY MESA Prepared by: Field Data Services of Arizona, Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		1			12:00			10		8		
00:15			0		1			12:15			7		9		
00:30			0		1			12:30			12		9		
00:45			0	1	1	4	5	12:45			8	37	7	33	70
01:00			1		0			13:00			6		10		
01:15			1		0			13:15			9		13		
01:30			1		0			13:30			5		7		
01:45			0	3	1	1	4	13:45			8	28	8	38	66
02:00			1		0			14:00			11		6		
02:15			1		0			14:15			7		9		
02:30			0		0			14:30			13		12		
02:45			1	3	0	0	3	14:45			9	40	12	39	79
03:00			1		0			15:00			10		8		
03:15			1		0			15:15			8		11		
03:30			1		0			15:30			12		13		
03:45			0	3	1	1	4	15:45			10	40	12	44	84
04:00			1		1			16:00			14		15		
04:15			1		0			16:15			13		17		
04:30			2		0			16:30			16		14		
04:45			1	5	0	1	6	16:45			12	55	18	64	119
05:00			1		1			17:00			9		13		
05:15			3		1			17:15			11		12		
05:30			5		2			17:30			14		15		
05:45			3	12	2	6	18	17:45			10	44	11	51	95
06:00			4		7			18:00			12		8		
06:15			7		8			18:15			6		4		
06:30			8		8			18:30			8		6		
06:45			7	26	3	26	52	18:45			8	34	2	20	54
07:00			11		4			19:00			9		5		
07:15			13		9			19:15			7		9		
07:30			11		18			19:30			5		7		
07:45			16	51	24	55	106	19:45			2	23	6	27	50
08:00			19		13			20:00			2		3		
08:15			16		14			20:15			3		1		
08:30			15		15			20:30			0		0		
08:45			19	69	17	59	128	20:45			1	6	2	6	12
09:00			15		16			21:00			0		1		
09:15			5		12			21:15			2		0		
09:30			6		11			21:30			0		1		
09:45			6	32	9	48	80	21:45			1	3	3	5	8
10:00			5		13			22:00			1		0		
10:15			9		7			22:15			0		1		
10:30			6		3			22:30			0		1		
10:45			7	27	5	28	55	22:45			0	1	0	2	3
11:00			5		8			23:00			1		0		
11:15			9		10			23:15			0		0		
11:30			8		7			23:30			0		1		
11:45			5	27	5	30	57	23:45			0	1	0	1	2
Total Vol				259		259						312		330	

Daily Totals

NB	SB	EB	WB	Combined
		571	589	

	AM		PM	
Split	50.0%	50.0%	48.6%	51.4%
Peak	08:00	07:30	16:00	16:00
Volume	69	69	55	64
PHF	0.91	0.72	0.86	0.89

WEDNESDAY MAY 13, 2014 CITY: VICTORVILLE PROJECT: NL15 0508 0101

ADT5 BALDY MESA N-O 5TH Prepared by: Field Data Services of Arizona, Inc.

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	4		3				12:00	22		42				
00:15	1		0				12:15	37		31				
00:30	4		1				12:30	27		30				
00:45	3	12	1	5		17	12:45	31	117	31	134			251
01:00	0		2				13:00	35		34				
01:15	5		1				13:15	27		31				
01:30	1		3				13:30	34		29				
01:45	4	10	2	8		18	13:45	51	147	38	132			279
02:00	6		4				14:00	52		52				
02:15	2		0				14:15	70		49				
02:30	0		0				14:30	96		40				
02:45	2	10	1	5		15	14:45	88	306	78	219			525
03:00	1		4				15:00	45		103				
03:15	4		2				15:15	75		43				
03:30	1		4				15:30	71		40				
03:45	3	9	2	12		21	15:45	67	258	140	326			584
04:00	3		2				16:00	60		70				
04:15	5		1				16:15	49		66				
04:30	6		5				16:30	45		42				
04:45	4	18	7	15		33	16:45	47	201	51	229			430
05:00	10		6				17:00	45		59				
05:15	9		3				17:15	48		45				
05:30	9		13				17:30	54		54				
05:45	19	47	17	39		86	17:45	69	216	43	201			417
06:00	14		33				18:00	52		32				
06:15	42		27				18:15	36		43				
06:30	40		29				18:30	31		35				
06:45	37	133	35	124		257	18:45	39	158	15	125			283
07:00	51		36				19:00	35		21				
07:15	46		41				19:15	29		21				
07:30	75		54				19:30	28		65				
07:45	134	306	69	200		506	19:45	32	124	31	138			262
08:00	73		121				20:00	20		9				
08:15	56		59				20:15	23		20				
08:30	76		70				20:30	13		19				
08:45	65	270	64	314		584	20:45	26	82	17	65			147
09:00	29		61				21:00	22		15				
09:15	15		35				21:15	20		21				
09:30	26		35				21:30	18		13				
09:45	20	90	22	153		243	21:45	14	74	7	56			130
10:00	20		26				22:00	14		5				
10:15	21		24				22:15	12		8				
10:30	26		31				22:30	10		4				
10:45	36	103	27	108		211	22:45	15	51	6	23			74
11:00	44		37				23:00	5		6				
11:15	46		49				23:15	9		4				
11:30	32		43				23:30	5		1				
11:45	24	146	51	180		326	23:45	2	21	2	13			34
Total Vol		1154		1163				1755		1661				

Daily Totals

NB	SB	EB	WB	**Combined**
2909	2824			

	AM		PM	
Split	49.8%	50.2%	51.4%	48.6%
Peak Hour	07:45	07:45	14:00	15:00
Volume	339	319	306	326
PHF	0.63	0.66	0.82	0.58

WEDNESDAY MAY 13, 2014 CITY: PHELAN PROJECT: NL15 0508 0101

ADT6 PHELAN E-O BALDY MESA Prepared by: Field Data Services of Arizona, Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			8		9			12:00			111		96		
00:15			9		7			12:15			97		102		
00:30			7		6			12:30			97		98		
00:45			8	32	8	30	62	12:45			98	403	101	397	800
01:00			5		7			13:00			97		92		
01:15			3		5			13:15			112		105		
01:30			11		9			13:30			87		97		
01:45			6	25	7	28	53	13:45			94	390	115	409	799
02:00			7		10			14:00			119		121		
02:15			9		4			14:15			103		128		
02:30			8		6			14:30			113		151		
02:45			6	30	4	24	54	14:45			158	493	131	531	1024
03:00			11		6			15:00			135		102		
03:15			14		4			15:15			116		151		
03:30			17		7			15:30			150		141		
03:45			21	63	9	26	89	15:45			137	538	155	549	1087
04:00			29		13			16:00			142		136		
04:15			44		13			16:15			108		143		
04:30			45		17			16:30			135		161		
04:45			47	165	13	56	221	16:45			107	492	145	585	1077
05:00			52		38			17:00			101		154		
05:15			50		23			17:15			87		143		
05:30			64		28			17:30			104		149		
05:45			77	243	37	126	369	17:45			90	382	137	583	965
06:00			91		48			18:00			95		125		
06:15			101		50			18:15			76		116		
06:30			121		55			18:30			74		111		
06:45			126	439	67	220	659	18:45			49	294	97	449	743
07:00			134		75			19:00			56		92		
07:15			168		98			19:15			64		86		
07:30			155		118			19:30			49		82		
07:45			184	641	86	377	1018	19:45			35	204	61	321	525
08:00			165		94			20:00			46		71		
08:15			143		81			20:15			40		73		
08:30			162		93			20:30			41		73		
08:45			146	616	75	343	959	20:45			29	156	67	284	440
09:00			120		68			21:00			35		57		
09:15			101		66			21:15			35		65		
09:30			97		75			21:30			19		55		
09:45			95	413	72	281	694	21:45			19	108	47	224	332
10:00			102		70			22:00			11		40		
10:15			96		64			22:15			14		33		
10:30			99		78			22:30			16		27		
10:45			110	407	84	296	703	22:45			13	54	18	118	172
11:00			105		92			23:00			6		19		
11:15			90		93			23:15			8		23		
11:30			97		84			23:30			9		16		
11:45			87	379	90	359	738	23:45			6	29	13	71	100
Total Vol			3453		2166						3543		4521		

Daily Totals

NB	SB	EB	WB	Combined
		6996	6687	

	AM		PM	
Split	61.5%	38.5%	43.9%	56.1%
Peak Hour	07:15	07:15	14:45	16:15
Volume	672	396	559	603
PHF	0.91	0.84	0.88	0.94

WEDNESDAY MAY 13, 2014 CITY: HESPERIA PROJECT: NL15 0508 0101

ADT7 MESQUITE E-O BALDY MESA Prepared by: Field Data Services of Arizona, Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		2			12:00			12		9		
00:15			2		0			12:15			7		7		
00:30			2		2			12:30			10		13		
00:45			1	5	0	4	9	12:45			13	42	5	34	76
01:00			1		2			13:00			9		7		
01:15			1		0			13:15			3		11		
01:30			1		0			13:30			14		12		
01:45			0	3	1	3	6	13:45			8	34	7	37	71
02:00			0		0			14:00			11		11		
02:15			1		0			14:15			11		11		
02:30			1		0			14:30			14		22		
02:45			0	2	0	0	2	14:45			16	52	12	56	108
03:00			1		3			15:00			38		16		
03:15			0		0			15:15			10		7		
03:30			4		0			15:30			8		20		
03:45			2	7	0	3	10	15:45			23	79	11	54	133
04:00			0		1			16:00			14		18		
04:15			3		0			16:15			9		19		
04:30			2		0			16:30			18		17		
04:45			6	11	2	3	14	16:45			13	54	8	62	116
05:00			5		8			17:00			12		7		
05:15			4		4			17:15			7		21		
05:30			6		6			17:30			11		15		
05:45			5	20	5	23	43	17:45			6	36	13	56	92
06:00			8		6			18:00			15		11		
06:15			11		10			18:15			9		18		
06:30			7		8			18:30			15		6		
06:45			6	32	22	46	78	18:45			12	51	10	45	96
07:00			18		23			19:00			6		7		
07:15			9		20			19:15			13		2		
07:30			13		17			19:30			11		9		
07:45			17	57	43	103	160	19:45			9	39	10	28	67
08:00			19		11			20:00			13		7		
08:15			15		6			20:15			3		8		
08:30			4		22			20:30			6		13		
08:45			17	55	10	49	104	20:45			1	23	4	32	55
09:00			9		10			21:00			6		8		
09:15			6		6			21:15			10		5		
09:30			7		7			21:30			8		3		
09:45			4	26	6	29	55	21:45			12	36	2	18	54
10:00			7		9			22:00			1		2		
10:15			7		2			22:15			1		2		
10:30			4		5			22:30			0		3		
10:45			9	27	8	24	51	22:45			3	5	1	8	13
11:00			5		12			23:00			1		1		
11:15			7		9			23:15			1		3		
11:30			13		5			23:30			1		2		
11:45			5	30	6	32	62	23:45			1	4	0	6	10
Total Vol				275		319						455		436	

Daily Totals

NB	SB	EB	WB	Combined
		730	755	

	AM		PM	
Split	46.3%	53.7%	51.1%	48.9%
Peak Hour	07:30	07:00	14:15	15:30
Volume	64	103	79	68
PHF	0.84	0.60	0.52	0.85

WEDNESDAY MAY 13, 2014 CITY: PHELAN PROJECT: NL15 0508 0101

ADT8 SR-138 E-O WAGON TRAIN Prepared by: Field Data Services of Arizona, Inc.

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			5		2			12:00			11		16		
00:15			7		3			12:15			13		17		
00:30			3		0			12:30			16		17		
00:45			2	17	3	8	25	12:45			16	56	20	70	126
01:00			7		2			13:00			19		16		
01:15			1		0			13:15			19		15		
01:30			0		0			13:30			18		27		
01:45			1	9	1	3	12	13:45			24	80	18	76	156
02:00			2		3			14:00			27		21		
02:15			2		1			14:15			34		12		
02:30			2		1			14:30			34		33		
02:45			2	8	7	12	20	14:45			41	136	21	87	223
03:00			2		5			15:00			54		30		
03:15			1		4			15:15			47		29		
03:30			1		9			15:30			53		28		
03:45			5	9	12	30	39	15:45			44	198	18	105	303
04:00			7		12			16:00			50		16		
04:15			3		19			16:15			62		12		
04:30			4		25			16:30			56		9		
04:45			3	17	31	87	104	16:45			53	221	10	47	268
05:00			6		37			17:00			74		9		
05:15			4		44			17:15			63		19		
05:30			8		36			17:30			47		21		
05:45			5	23	42	159	182	17:45			46	230	13	62	292
06:00			10		45			18:00			41		11		
06:15			5		56			18:15			35		17		
06:30			7		58			18:30			33		11		
06:45			8	30	60	219	249	18:45			21	130	7	46	176
07:00			9		66			19:00			18		9		
07:15			13		82			19:15			21		15		
07:30			15		44			19:30			23		9		
07:45			12	49	48	240	289	19:45			17	79	8	41	120
08:00			11		38			20:00			13		5		
08:15			16		20			20:15			10		2		
08:30			13		18			20:30			8		9		
08:45			12	52	20	96	148	20:45			8	39	8	24	63
09:00			9		31			21:00			12		5		
09:15			9		23			21:15			9		7		
09:30			16		18			21:30			7		2		
09:45			12	46	17	89	135	21:45			6	34	5	19	53
10:00			16		15			22:00			8		4		
10:15			11		12			22:15			9		2		
10:30			29		22			22:30			2		0		
10:45			28	84	11	60	144	22:45			7	26	3	9	35
11:00			15		26			23:00			8		2		
11:15			12		15			23:15			11		1		
11:30			15		12			23:30			3		2		
11:45			17	59	23	76	135	23:45			5	27	3	8	35
Total Vol				403		1079						1256		594	

Daily Totals

NB	SB	EB	WB	Combined
		1659	1673	

	AM		PM	
Split	27.2%	72.8%	67.9%	32.1%
Peak Hour	10:00	06:30	16:30	14:30
Volume	84	266	246	113
PHF	0.72	0.81	0.83	0.86

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT9 Cajon west of I-15 SB Ramps. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		13		13			12:00	0		0		17		15		
0:15	0		0		5		170			12:15	0		0		12		10		
0:30	0		0		12		204			12:30	0		0		15		8		
0:45	0	0	0	0	10	40	189	576	616	12:45	0	0	0	0	10	54	12	45	99
1:00	0		0		14		179			13:00	0		0		11		10		
1:15	0		0		5		181			13:15	0		0		26		20		
1:30	0		0		20		100			13:30	0		0		28		11		
1:45	0	0	0	0	29	68	5	465	533	13:45	0	0	0	0	22	87	15	56	143
2:00	0		0		15		2			14:00	0		0		24		24		
2:15	0		0		1		0			14:15	0		0		37		10		
2:30	0		0		2		1			14:30	0		0		41		15		
2:45	0	0	0	0	0	18	1	4	22	14:45	0	0	0	0	37	139	12	61	200
3:00	0		0		2		1			15:00	0		0		50		12		
3:15	0		0		2		7			15:15	0		0		71		16		
3:30	0		0		3		3			15:30	0		0		65		8		
3:45	0	0	0	0	1	8	9	20	28	15:45	0	0	0	0	70	256	15	51	307
4:00	0		0		1		6			16:00	0		0		93		12		
4:15	0		0		3		7			16:15	0		0		134		11		
4:30	0		0		4		23			16:30	0		0		134		15		
4:45	0	0	0	0	4	12	28	64	76	16:45	0	0	0	0	144	505	10	48	553
5:00	0		0		6		31			17:00	0		0		177		8		
5:15	0		0		5		40			17:15	0		0		124		8		
5:30	0		0		1		29			17:30	0		0		173		6		
5:45	0	0	0	0	15	27	37	137	164	17:45	0	0	0	0	159	633	7	29	662
6:00	0		0		18		28			18:00	0		0		94		7		
6:15	0		0		33		61			18:15	0		0		75		6		
6:30	0		0		23		45			18:30	0		0		64		5		
6:45	0	0	0	0	42	116	39	173	289	18:45	0	0	0	0	44	277	6	24	301
7:00	0		0		28		39			19:00	0		0		228		4		
7:15	0		0		11		28			19:15	0		0		245		6		
7:30	0		0		11		26			19:30	0		0		216		7		
7:45	0	0	0	0	6	56	11	104	160	19:45	0	0	0	0	150	839	3	20	859
8:00	0		0		6		8			20:00	0		0		63		7		
8:15	0		0		5		8			20:15	0		0		51		4		
8:30	0		0		5		13			20:30	0		0		30		10		
8:45	0	0	0	0	2	18	11	40	58	20:45	0	0	0	0	29	173	9	30	203
9:00	0		0		5		10			21:00	0		0		22		14		
9:15	0		0		7		6			21:15	0		0		22		13		
9:30	0		0		5		7			21:30	0		0		14		15		
9:45	0	0	0	0	4	21	9	32	53	21:45	0	0	0	0	27	85	22	64	149
10:00	0		0		2		6			22:00	0		0		32		23		
10:15	0		0		8		16			22:15	0		0		29		16		
10:30	0		0		7		7			22:30	0		0		32		19		
10:45	0	0	0	0	7	24	8	37	61	22:45	0	0	0	0	26	119	14	72	191
11:00	0		0		13		16			23:00	0		0		25		19		
11:15	0		0		7		16			23:15	0		0		15		10		
11:30	0		0		14		8			23:30	0		0		18		10		
11:45	0	0	0	0	10	44	8	48	92	23:45	0	0	0	0	19	77	8	47	124
To al Vol						452		1700								3244		547	

a ly To als

NB F ont SB	EB Side	WB	**Co ned**
	3696	2247	

	AM		**PM**	
S I	21.0%	79.0%	85.6%	14.4%
Pea o	6:15	0:30	19:00	21:45
Vol e	126	753	839	80
P	0.75	0.92	0.86	0.87

0:30 0:30

pacific@aimtd.com Tell. 714 253 7888

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT10 Kenwood east of Cajon. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		10		10			12:00	0		0		12		14		
0:15	0		0		80		7			12:15	0		0		17		18		
0:30	0		0		128		13			12:30	0		0		10		14		
0:45	0	0	0	0	105	323	9	39	362	12:45	0	0	0	0	12	51	14	60	111
1:00	0		0		127		7			13:00	0		0		15		23		
1:15	0		0		94		8			13:15	0		0		16		26		
1:30	0		0		98		5			13:30	0		0		20		20		
1:45	0	0	0	0	131	450	5	25	475	13:45	0	0	0	0	14	65	30	99	164
2:00	0		0		141		3			14:00	0		0		16		39		
2:15	0		0		46		4			14:15	0		0		22		33		
2:30	0		0		3		1			14:30	0		0		13		52		
2:45	0	0	0	0	1	191	1	9	200	14:45	0	0	0	0	20	71	48	172	243
3:00	0		0		0		2			15:00	0		0		14		63		
3:15	0		0		3		2			15:15	0		0		18		60		
3:30	0		0		8		3			15:30	0		0		13		64		
3:45	0	0	0	0	4	15	3	10	25	15:45	0	0	0	0	16	61	87	274	335
4:00	0		0		9		2			16:00	0		0		10		120		
4:15	0		0		4		5			16:15	0		0		12		132		
4:30	0		0		23		3			16:30	0		0		15		139		
4:45	0	0	0	0	27	63	5	15	78	16:45	0	0	0	0	15	52	165	556	608
5:00	0		0		38		5			17:00	0		0		13		151		
5:15	0		0		39		5			17:15	0		0		8		152		
5:30	0		0		34		7			17:30	0		0		9		159		
5:45	0	0	0	0	32	143	25	42	185	17:45	0	0	0	0	7	37	118	580	617
6:00	0		0		25		14			18:00	0		0		10		93		
6:15	0		0		48		38			18:15	0		0		8		73		
6:30	0		0		59		37			18:30	0		0		5		47		
6:45	0	0	0	0	34	166	37	126	292	18:45	0	0	0	0	8	31	56	269	300
7:00	0		0		49		17			19:00	0		0		7		208		
7:15	0		0		34		11			19:15	0		0		11		232		
7:30	0		0		25		13			19:30	0		0		10		154		
7:45	0	0	0	0	14	122	9	50	172	19:45	0	0	0	0	6	34	91	685	719
8:00	0		0		8		6			20:00	0		0		8		63		
8:15	0		0		9		11			20:15	0		0		9		24		
8:30	0		0		11		5			20:30	0		0		7		31		
8:45	0	0	0	0	14	42	7	29	71	20:45	0	0	0	0	11	35	32	150	185
9:00	0		0		8		8			21:00	0		0		20		20		
9:15	0		0		14		4			21:15	0		0		7		17		
9:30	0		0		8		4			21:30	0		0		17		23		
9:45	0	0	0	0	8	38	5	21	59	21:45	0	0	0	0	19	63	32	92	155
10:00	0		0		9		9			22:00	0		0		29		34		
10:15	0		0		18		11			22:15	0		0		16		33		
10:30	0		0		6		7			22:30	0		0		11		30		
10:45	0	0	0	0	12	45	11	38	83	22:45	0	0	0	0	13	69	21	118	187
11:00	0		0		13		13			23:00	0		0		16		17		
11:15	0		0		17		13			23:15	0		0		12		15		
11:30	0		0		8		14			23:30	0		0		13		19		
11:45	0	0	0	0	8	46	19	59	105	23:45	0	0	0	0	6	47	13	64	111
To al Vol						1644		463								616		3119	

a ly To als

NB F ont SB	EB Side	WB	**Co ned**
	2260	3582	

	AM		**PM**	
S l	78.0%	22.0%	16.5%	83.5%
Pea o	1:15	6:15	21:30	19:00
Vol e	464	129	81	685
P	0.82	0.85	0.70	0.74

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT11 Glen Helen south of Cajon. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	45		4		0		0			12:00	31		14		0		0		
0:15	23		6		0		0			12:15	24		12		0		0		
0:30	18		4		0		0			12:30	30		21		0		0		
0:45	32	118	3	17	0	0	0	0	135	12:45	18	103	9	56	0	0	0	0	159
1:00	24		4		0		0			13:00	21		16		0		0		
1:15	14		6		0		0			13:15	30		16		0		0		
1:30	22		8		0		0			13:30	27		16		0		0		
1:45	44	104	6	24	0	0	0	0	128	13:45	31	109	18	66	0	0	0	0	175
2:00	61		6		0		0			14:00	48		14		0		0		
2:15	46		9		0		0			14:15	28		16		0		0		
2:30	39		14		0		0			14:30	44		27		0		0		
2:45	33	179	12	41	0	0	0	0	220	14:45	46	166	27	84	0	0	0	0	250
3:00	45		6		0		0			15:00	42		24		0		0		
3:15	55		10		0		0			15:15	42		15		0		0		
3:30	14		8		0		0			15:30	43		30		0		0		
3:45	6	120	13	37	0	0	0	0	157	15:45	48	175	21	90	0	0	0	0	265
4:00	15		9		0		0			16:00	65		20		0		0		
4:15	14		8		0		0			16:15	56		23		0		0		
4:30	9		15		0		0			16:30	57		16		0		0		
4:45	8	46	11	43	0	0	0	0	89	16:45	92	270	15	74	0	0	0	0	344
5:00	11		17		0		0			17:00	61		21		0		0		
5:15	26		21		0		0			17:15	71		24		0		0		
5:30	43		13		0		0			17:30	80		21		0		0		
5:45	30	110	24	75	0	0	0	0	185	17:45	72	284	23	89	0	0	0	0	373
6:00	35		13		0		0			18:00	43		23		0		0		
6:15	36		17		0		0			18:15	36		11		0		0		
6:30	26		21		0		0			18:30	43		20		0		0		
6:45	39	136	18	69	0	0	0	0	205	18:45	51	173	15	69	0	0	0	0	242
7:00	20		20		0		0			19:00	165		15		0		0		
7:15	28		22		0		0			19:15	162		27		0		0		
7:30	42		26		0		0			19:30	155		20		0		0		
7:45	32	122	19	87	0	0	0	0	209	19:45	47	529	15	77	0	0	0	0	606
8:00	26		18		0		0			20:00	28		26		0		0		
8:15	26		21		0		0			20:15	31		21		0		0		
8:30	45		29		0		0			20:30	25		19		0		0		
8:45	21	118	32	100	0	0	0	0	218	20:45	26	110	28	94	0	0	0	0	204
9:00	16		11		0		0			21:00	32		24		0		0		
9:15	13		13		0		0			21:15	65		21		0		0		
9:30	18		11		0		0			21:30	89		19		0		0		
9:45	22	69	11	46	0	0	0	0	115	21:45	87	273	17	81	0	0	0	0	354
10:00	11		17		0		0			22:00	71		9		0		0		
10:15	29		11		0		0			22:15	65		4		0		0		
10:30	23		10		0		0			22:30	77		15		0		0		
10:45	34	97	13	51	0	0	0	0	148	22:45	60	273	5	33	0	0	0	0	306
11:00	22		21		0		0			23:00	60		10		0		0		
11:15	25		23		0		0			23:15	67		11		0		0		
11:30	24		16		0		0			23:30	67		10		0		0		
11:45	23	94	13	73	0	0	0	0	167	23:45	42	236	4	35	0	0	0	0	271
To al Vol		1313		663								2701		848					

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
4014		1511				

	AM				PM	
S l	66.4%	33.6%			76.1%	23.9%
Pea o	1:45	8:00	0:30	0:30	18:45	14:45
Vol e	190	100			533	96
P	0.78	0.78			0.82	0.80

pacific@aimtd.com | Tell. 714 253 7888

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT12 Kendall north of Little Leaque. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	6		4		0		0			12:00	23		20		0		0		
0:15	5		2		0		0			12:15	22		23		0		0		
0:30	6		5		0		0			12:30	23		19		0		0		
0:45	3	20	8	19	0	0	0	0	39	12:45	20	88	15	77	0	0	0	0	165
1:00	5		5		0		0			13:00	13		14		0		0		
1:15	6		4		0		0			13:15	27		17		0		0		
1:30	3		7		0		0			13:30	33		20		0		0		
1:45	4	18	7	23	0	0	0	0	41	13:45	20	93	21	72	0	0	0	0	165
2:00	1		8		0		0			14:00	20		41		0		0		
2:15	4		8		0		0			14:15	33		34		0		0		
2:30	6		10		0		0			14:30	45		44		0		0		
2:45	5	16	6	32	0	0	0	0	48	14:45	39	137	22	141	0	0	0	0	278
3:00	6		6		0		0			15:00	31		35		0		0		
3:15	4		6		0		0			15:15	27		26		0		0		
3:30	6		3		0		0			15:30	38		36		0		0		
3:45	8	24	3	18	0	0	0	0	42	15:45	34	130	40	137	0	0	0	0	267
4:00	3		3		0		0			16:00	36		33		0		0		
4:15	5		2		0		0			16:15	37		29		0		0		
4:30	8		3		0		0			16:30	29		32		0		0		
4:45	6	22	5	13	0	0	0	0	35	16:45	31	133	30	124	0	0	0	0	257
5:00	14		12		0		0			17:00	26		31		0		0		
5:15	15		8		0		0			17:15	42		40		0		0		
5:30	30		7		0		0			17:30	44		42		0		0		
5:45	32	91	11	38	0	0	0	0	129	17:45	42	154	45	158	0	0	0	0	312
6:00	15		23		0		0			18:00	27		27		0		0		
6:15	20		15		0		0			18:15	25		20		0		0		
6:30	37		19		0		0			18:30	32		28		0		0		
6:45	43	115	33	90	0	0	0	0	205	18:45	33	117	24	99	0	0	0	0	216
7:00	14		23		0		0			19:00	25		24		0		0		
7:15	19		20		0		0			19:15	24		21		0		0		
7:30	44		22		0		0			19:30	22		24		0		0		
7:45	21	98	24	89	0	0	0	0	187	19:45	21	92	20	89	0	0	0	0	181
8:00	16		13		0		0			20:00	13		14		0		0		
8:15	18		25		0		0			20:15	15		17		0		0		
8:30	17		19		0		0			20:30	25		16		0		0		
8:45	24	75	21	78	0	0	0	0	153	20:45	24	77	11	58	0	0	0	0	135
9:00	17		24		0		0			21:00	13		13		0		0		
9:15	21		16		0		0			21:15	24		15		0		0		
9:30	13		11		0		0			21:30	16		10		0		0		
9:45	11	62	16	67	0	0	0	0	129	21:45	19	72	12	50	0	0	0	0	122
10:00	16		13		0		0			22:00	7		19		0		0		
10:15	17		13		0		0			22:15	12		9		0		0		
10:30	19		16		0		0			22:30	20		14		0		0		
10:45	15	67	9	51	0	0	0	0	118	22:45	7	46	13	55	0	0	0	0	101
11:00	20		17		0		0			23:00	4		15		0		0		
11:15	19		17		0		0			23:15	3		4		0		0		
11:30	27		11		0		0			23:30	5		12		0		0		
11:45	18	84	19	64	0	0	0	0	148	23:45	8	20	10	41	0	0	0	0	61
To al Vol		692		582							1159		1101						

a ly To als

NB	F ont	SB	EB	Side	WB	**Co**	**ned**
1851		1683					

	AM				PM	
S l	54.3%	45.7%			51.3%	48.7%
Pea o	6:45	6:45	0:30	0:30	17:15	17:00
Vol e	120	98			155	158
P	0.68	0.74			0.97	0.88

pacific@aimtd.com | Tell. 714 253 7888

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT13 Little League east of Kendall. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		0		2			12:00	0		0		9		15		
0:15	0		0		1		0			12:15	0		0		11		15		
0:30	0		0		2		3			12:30	0		0		3		9		
0:45	0	0	0	0	3	6	1	6	12	12:45	0	0	0	0	8	31	6	45	76
1:00	0		0		2		2			13:00	0		0		6		8		
1:15	0		0		2		1			13:15	0		0		7		11		
1:30	0		0		2		0			13:30	0		0		7		10		
1:45	0	0	0	0	2	8	2	5	13	13:45	0	0	0	0	14	34	5	34	68
2:00	0		0		3		1			14:00	0		0		18		8		
2:15	0		0		1		1			14:15	0		0		17		37		
2:30	0		0		1		0			14:30	0		0		14		15		
2:45	0	0	0	0	2	7	1	3	10	14:45	0	0	0	0	13	62	13	73	135
3:00	0		0		1		2			15:00	0		0		18		16		
3:15	0		0		2		2			15:15	0		0		18		9		
3:30	0		0		0		4			15:30	0		0		17		39		
3:45	0	0	0	0	0	3	1	9	12	15:45	0	0	0	0	15	68	24	88	156
4:00	0		0		0		1			16:00	0		0		18		18		
4:15	0		0		0		2			16:15	0		0		15		14		
4:30	0		0		0		2			16:30	0		0		18		14		
4:45	0	0	0	0	0	0	4	9	9	16:45	0	0	0	0	19	70	9	55	125
5:00	0		0		1		5			17:00	0		0		23		11		
5:15	0		0		3		8			17:15	0		0		25		13		
5:30	0		0		0		1			17:30	0		0		19		16		
5:45	0	0	0	0	2	6	8	22	28	17:45	0	0	0	0	35	102	15	55	157
6:00	0		0		2		8			18:00	0		0		19		6		
6:15	0		0		4		8			18:15	0		0		11		13		
6:30	0		0		6		17			18:30	0		0		17		7		
6:45	0	0	0	0	7	19	21	54	73	18:45	0	0	0	0	16	63	16	42	105
7:00	0		0		23		12			19:00	0		0		13		15		
7:15	0		0		21		33			19:15	0		0		9		11		
7:30	0		0		19		55			19:30	0		0		12		17		
7:45	0	0	0	0	9	72	13	113	185	19:45	0	0	0	0	9	43	11	54	97
8:00	0		0		7		9			20:00	0		0		7		9		
8:15	0		0		17		21			20:15	0		0		10		6		
8:30	0		0		9		27			20:30	0		0		11		16		
8:45	0	0	0	0	15	48	25	82	130	20:45	0	0	0	0	6	34	12	43	77
9:00	0		0		13		10			21:00	0		0		11		4		
9:15	0		0		7		10			21:15	0		0		2		8		
9:30	0		0		3		8			21:30	0		0		3		3		
9:45	0	0	0	0	4	27	9	37	64	21:45	0	0	0	0	4	20	3	18	38
10:00	0		0		10		7			22:00	0		0		4		2		
10:15	0		0		5		15			22:15	0		0		0		2		
10:30	0		0		5		10			22:30	0		0		5		6		
10:45	0	0	0	0	6	26	5	37	63	22:45	0	0	0	0	3	12	2	12	24
11:00	0		0		4		5			23:00	0		0		2		1		
11:15	0		0		6		11			23:15	0		0		1		0		
11:30	0		0		9		11			23:30	0		0		3		1		
11:45	0	0	0	0	6	25	10	37	62	23:45	0	0	0	0	3	9	6	8	17
To al Vol						247		414								548		527	

a ly To als

NB	F ont	SB	EB	Side	WB	Co ned
			795		941	

	AM				PM	
S I			37.4%	62.6%	51.0%	49.0%
Pea o	0:30	0:30	7:00	6:45	17:00	15:30
Vol e			72	121	102	95
P			0.78	0.55	0.73	0.61

pacific@aimtd.com Tell. 714 253 7888

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT14 Palm east of Kendall. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		27		4			12:00	0		0		70		70		
0:15	0		0		9		7			12:15	0		0		68		90		
0:30	0		0		13		9			12:30	0		0		61		66		
0:45	0	0	0	0	16	65	7	27	92	12:45	0	0	0	0	69	268	71	297	565
1:00	0		0		14		5			13:00	0		0		59		53		
1:15	0		0		11		4			13:15	0		0		83		81		
1:30	0		0		7		8			13:30	0		0		88		81		
1:45	0	0	0	0	8	40	4	21	61	13:45	0	0	0	0	117	347	77	292	639
2:00	0		0		2		8			14:00	0		0		134		83		
2:15	0		0		8		6			14:15	0		0		134		200		
2:30	0		0		10		5			14:30	0		0		109		104		
2:45	0	0	0	0	2	22	5	24	46	14:45	0	0	0	0	126	503	89	476	979
3:00	0		0		13		10			15:00	0		0		160		103		
3:15	0		0		7		18			15:15	0		0		194		71		
3:30	0		0		7		21			15:30	0		0		141		189		
3:45	0	0	0	0	6	33	23	72	105	15:45	0	0	0	0	171	666	141	504	1170
4:00	0		0		3		20			16:00	0		0		154		129		
4:15	0		0		5		42			16:15	0		0		165		122		
4:30	0		0		8		40			16:30	0		0		164		107		
4:45	0	0	0	0	5	21	31	133	154	16:45	0	0	0	0	189	672	99	457	1129
5:00	0		0		6		40			17:00	0		0		210		115		
5:15	0		0		8		52			17:15	0		0		191		108		
5:30	0		0		10		80			17:30	0		0		252		117		
5:45	0	0	0	0	19	43	78	250	293	17:45	0	0	0	0	200	853	145	485	1338
6:00	0		0		20		82			18:00	0		0		152		104		
6:15	0		0		29		133			18:15	0		0		168		84		
6:30	0		0		39		133			18:30	0		0		120		83		
6:45	0	0	0	0	57	145	169	517	662	18:45	0	0	0	0	103	543	78	349	892
7:00	0		0		124		227			19:00	0		0		137		85		
7:15	0		0		177		247			19:15	0		0		114		83		
7:30	0		0		147		249			19:30	0		0		129		61		
7:45	0	0	0	0	81	529	180	903	1432	19:45	0	0	0	0	123	503	53	282	785
8:00	0		0		62		134			20:00	0		0		108		53		
8:15	0		0		114		156			20:15	0		0		102		56		
8:30	0		0		133		185			20:30	0		0		95		53		
8:45	0	0	0	0	43	352	164	639	991	20:45	0	0	0	0	87	392	59	221	613
9:00	0		0		61		120			21:00	0		0		75		57		
9:15	0		0		51		94			21:15	0		0		71		37		
9:30	0		0		43		84			21:30	0		0		61		22		
9:45	0	0	0	0	37	192	101	399	591	21:45	0	0	0	0	53	260	37	153	413
10:00	0		0		39		74			22:00	0		0		52		25		
10:15	0		0		50		73			22:15	0		0		51		25		
10:30	0		0		48		71			22:30	0		0		41		12		
10:45	0	0	0	0	52	189	67	285	474	22:45	0	0	0	0	40	184	22	84	268
11:00	0		0		41		77			23:00	0		0		29		14		
11:15	0		0		69		71			23:15	0		0		29		15		
11:30	0		0		68		68			23:30	0		0		28		10		
11:45	0	0	0	0	72	250	65	281	531	23:45	0	0	0	0	24	110	6	45	155
To al Vol						1881		3551								5301		3645	

a ly To als

NB	F ont	SB	EB	Side	WB	Co ned
			7182		7196	

	AM		PM	
S I	34.6%	65.4%	59.3%	40.7%
Pea o	7:00	7:00	17:00	15:30
Vol e	529	903	853	581
P	0.75	0.91	0.85	0.77

Pea o	0:30 0:30

pacific@aimtd.com Tell. 714 253 7888

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT15 Pine Avenue (New Pine Avenue) east of Kendall Drive | **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			2		13			12:00			35		36		
00:15			4		10			12:15			53		47		
00:30			3		5			12:30			36		44		
00:45			2	11	12	40	51	12:45			46	170	47	174	344
01:00			4		5			13:00			41		54		
01:15			3		2			13:15			29		36		
01:30			5		7			13:30			30		37		
01:45			1	13	4	18	31	13:45			38	138	60	187	325
02:00			2		4			14:00			40		39		
02:15			2		3			14:15			85		47		
02:30			1		2			14:30			67		56		
02:45			2	7	7	16	23	14:45			43	235	93	235	470
03:00			3		2			15:00			66		58		
03:15			3		1			15:15			57		68		
03:30			2		5			15:30			109		71		
03:45			6	14	4	12	26	15:45			65	297	65	262	559
04:00			9		3			16:00			32		75		
04:15			10		4			16:15			47		70		
04:30			16		1			16:30			46		74		
04:45			21	56	2	10	66	16:45			56	181	86	305	486
05:00			19		0			17:00			66		78		
05:15			16		4			17:15			53		98		
05:30			41		3			17:30			51		90		
05:45			28	104	1	8	112	17:45			60	230	90	356	586
06:00			27		14			18:00			57		86		
06:15			33		13			18:15			42		85		
06:30			60		18			18:30			48		80		
06:45			80	200	24	69	269	18:45			55	202	68	319	521
07:00			138		46			19:00			46		71		
07:15			142		60			19:15			43		71		
07:30			143		50			19:30			37		61		
07:45			107	530	40	196	726	19:45			30	156	79	282	438
08:00			72		29			20:00			31		70		
08:15			72		38			20:15			30		58		
08:30			53		46			20:30			24		59		
08:45			60	257	33	146	403	20:45			20	105	49	236	341
09:00			33		23			21:00			20		49		
09:15			44		22			21:15			24		49		
09:30			34		32			21:30			16		37		
09:45			28	139	20	97	236	21:45			15	75	31	166	241
10:00			35		29			22:00			10		20		
10:15			40		25			22:15			13		30		
10:30			28		26			22:30			18		23		
10:45			46	149	18	98	247	22:45			9	50	21	94	144
11:00			39		29			23:00			10		19		
11:15			33		32			23:15			8		10		
11:30			35		36			23:30			5		15		
11:45			34	141	28	125	266	23:45			7	30	14	58	88
To al Vol				1621		835						1869		2674	

a ly To als

NB	SB	EB	WB	**Co ned**
		3490	3509	

	AM		**PM**	
S l	66.0%	34.0%	41.1%	58.9%
Pea o	07:00	07:00	15:00	17:15
Vol e	530	196	297	364
P	0.93	0.82	0.68	0.93

00:30 00:30

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT16 Campus Parkway east of Kendall Drive **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			2		6			12:00			27		37		
00:15			4		4			12:15			31		22		
00:30			4		5			12:30			24		26		
00:45			1	11	2	17	28	12:45			34	116	22	107	223
01:00			4		3			13:00			29		29		
01:15			6		2			13:15			23		45		
01:30			2		1			13:30			22		36		
01:45			1	13	0	6	19	13:45			17	91	43	153	244
02:00			2		0			14:00			18		54		
02:15			2		0			14:15			28		36		
02:30			1		0			14:30			29		60		
02:45			2	7	2	2	9	14:45			31	106	77	227	333
03:00			1		2			15:00			29		42		
03:15			0		2			15:15			32		43		
03:30			2		0			15:30			48		52		
03:45			0	3	2	6	9	15:45			32	141	73	210	351
04:00			2		2			16:00			35		63		
04:15			1		4			16:15			20		44		
04:30			3		5			16:30			22		54		
04:45			1	7	2	13	20	16:45			24	101	39	200	301
05:00			4		3			17:00			16		66		
05:15			1		4			17:15			33		67		
05:30			2		5			17:30			39		60		
05:45			3	10	2	14	24	17:45			39	127	101	294	421
06:00			7		6			18:00			27		88		
06:15			11		9			18:15			16		31		
06:30			10		19			18:30			15		39		
06:45			21	49	15	49	98	18:45			18	76	28	186	262
07:00			33		27			19:00			17		43		
07:15			45		52			19:15			25		30		
07:30			78		32			19:30			21		33		
07:45			90	246	23	134	380	19:45			14	77	67	173	250
08:00			45		21			20:00			14		58		
08:15			41		21			20:15			11		33		
08:30			59		21			20:30			11		18		
08:45			84	229	15	78	307	20:45			10	46	23	132	178
09:00			66		14			21:00			21		25		
09:15			51		15			21:15			11		12		
09:30			31		16			21:30			13		13		
09:45			31	179	8	53	232	21:45			4	49	23	73	122
10:00			36		20			22:00			10		15		
10:15			39		20			22:15			12		18		
10:30			36		33			22:30			9		11		
10:45			17	128	21	94	222	22:45			5	36	10	54	90
11:00			17		15			23:00			2		4		
11:15			25		19			23:15			6		5		
11:30			49		36			23:30			7		5		
11:45			42	133	45	115	248	23:45			3	18	5	19	37
To al Vol				1015		581						984		1828	

a ly To als

NB	SB	EB	WB	**Co ned**
		1999	2409	

			AM				**PM**	
S I			63.6%	36.4%			35.0%	65.0%
Pea o	00:30	00:30	08:30	11:30			15:15	17:15
Vol e			260	140			147	316
P			0.77	0.78			0.77	0.78

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT17 University Parkway west of Kendall Drive **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			34		36			12:00			210		286		
00:15			40		34			12:15			179		221		
00:30			32		16			12:30			208		189		
00:45			35	141	25	111	252	12:45			250	847	200	896	1743
01:00			21		14			13:00			229		273		
01:15			22		13			13:15			257		394		
01:30			16		18			13:30			212		234		
01:45			12	71	14	59	130	13:45			227	925	291	1192	2117
02:00			18		17			14:00			207		226		
02:15			9		15			14:15			229		225		
02:30			17		9			14:30			233		384		
02:45			14	58	12	53	111	14:45			216	885	275	1110	1995
03:00			12		19			15:00			242		272		
03:15			7		20			15:15			249		241		
03:30			14		19			15:30			281		321		
03:45			5	38	26	84	122	15:45			283	1055	366	1200	2255
04:00			9		28			16:00			220		342		
04:15			11		40			16:15			200		229		
04:30			16		42			16:30			202		235		
04:45			20	56	43	153	209	16:45			221	843	254	1060	1903
05:00			13		52			17:00			180		292		
05:15			22		48			17:15			259		296		
05:30			21		59			17:30			351		358		
05:45			40	96	63	222	318	17:45			290	1080	388	1334	2414
06:00			43		72			18:00			201		342		
06:15			52		80			18:15			211		231		
06:30			107		120			18:30			177		235		
06:45			144	346	111	383	729	18:45			151	740	273	1081	1821
07:00			139		145			19:00			157		220		
07:15			234		203			19:15			170		216		
07:30			314		180			19:30			196		282		
07:45			332	1019	164	692	1711	19:45			171	694	361	1079	1773
08:00			207		136			20:00			153		366		
08:15			252		117			20:15			141		223		
08:30			296		156			20:30			130		227		
08:45			384	1139	149	558	1697	20:45			121	545	187	1003	1548
09:00			363		125			21:00			125		196		
09:15			250		177			21:15			107		199		
09:30			203		136			21:30			115		155		
09:45			227	1043	135	573	1616	21:45			77	424	221	771	1195
10:00			247		132			22:00			83		158		
10:15			318		135			22:15			87		110		
10:30			234		244			22:30			76		98		
10:45			183	982	181	692	1674	22:45			67	313	59	425	738
11:00			182		173			23:00			61		59		
11:15			243		179			23:15			66		62		
11:30			300		197			23:30			59		62		
11:45			298	1023	320	869	1892	23:45			66	252	44	227	479
To al Vol				6012		4449						8603		11378	

	NB	SB	EB	WB	Co ned
a ly To als			14615	15827	

	AM				PM			
S I			57.5%	42.5%			43.1%	56.9%
Pea o	00:30	00:30	08:15	11:30			17:15	17:15
Vol e			1295	1024			1101	1384
P			0.84	0.80			0.78	0.89

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT18 Kendall Drive south of Pine Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	13		15					12:00	97		99				
00:15	12		11					12:15	123		105				
00:30	9		10					12:30	73		118				
00:45	4	38	15	51			89	12:45	103	396	87	409			805
01:00	10		9					13:00	75		90				
01:15	5		3					13:15	83		103				
01:30	4		7					13:30	74		102				
01:45	2	21	4	23			44	13:45	85	317	132	427			744
02:00	7		5					14:00	76		137				
02:15	2		1					14:15	167		121				
02:30	2		6					14:30	122		144				
02:45	6	17	9	21			38	14:45	82	447	183	585			1032
03:00	7		6					15:00	110		125				
03:15	1		2					15:15	101		158				
03:30	5		5					15:30	198		114				
03:45	2	15	6	19			34	15:45	153	562	165	562			1124
04:00	8		11					16:00	98		142				
04:15	4		9					16:15	89		139				
04:30	12		13					16:30	105		137				
04:45	9	33	10	43			76	16:45	107	399	138	556			955
05:00	17		17					17:00	95		154				
05:15	8		14					17:15	124		161				
05:30	18		27					17:30	133		160				
05:45	34	77	23	81			158	17:45	147	499	210	685			1184
06:00	33		30					18:00	114		187				
06:15	36		38					18:15	89		151				
06:30	55		57					18:30	87		146				
06:45	83	207	67	192			399	18:45	113	403	113	597			1000
07:00	136		113					19:00	100		132				
07:15	179		170					19:15	85		107				
07:30	210		122					19:30	56		109				
07:45	173	698	86	491			1189	19:45	62	303	144	492			795
08:00	115		77					20:00	65		159				
08:15	116		106					20:15	64		94				
08:30	134		113					20:30	68		89				
08:45	166	531	71	367			898	20:45	42	239	81	423			662
09:00	140		50					21:00	57		83				
09:15	93		45					21:15	42		79				
09:30	81		57					21:30	34		46				
09:45	74	388	51	203			591	21:45	35	168	62	270			438
10:00	85		61					22:00	36		39				
10:15	97		54					22:15	35		49				
10:30	79		64					22:30	32		37				
10:45	78	339	40	219			558	22:45	22	125	35	160			285
11:00	95		64					23:00	17		25				
11:15	88		71					23:15	20		20				
11:30	113		98					23:30	18		22				
11:45	98	394	107	340			734	23:45	8	63	25	92			155
To al Vol		2758		2050					3921		5258				

a ly To als

NB	SB	EB	WB	**Co ned**
6679	7308			

	AM		**PM**	
S l	57.4%	42.6%	42.7%	57.3%
Pea o	07:00	07:00	15:00	17:15
Vol e	698	491	562	718
P	0.83	0.72	0.77	0.85

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT19 Kendall Drive south of University Parkway **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	17		22					12:00	121		116				
00:15	29		20					12:15	136		142				
00:30	24		18					12:30	103		126				
00:45	13	83	17	77			160	12:45	125	485	137	521			1006
01:00	20		11					13:00	124		124				
01:15	13		8					13:15	128		118				
01:30	14		13					13:30	106		124				
01:45	4	51	14	46			97	13:45	116	474	152	518			992
02:00	8		12					14:00	125		133				
02:15	2		14					14:15	178		144				
02:30	7		5					14:30	179		154				
02:45	6	23	20	51			74	14:45	143	625	190	621			1246
03:00	16		4					15:00	139		155				
03:15	6		18					15:15	151		160				
03:30	5		12					15:30	168		169				
03:45	6	33	20	54			87	15:45	190	648	168	652			1300
04:00	3		18					16:00	156		148				
04:15	9		26					16:15	155		153				
04:30	7		35					16:30	162		149				
04:45	15	34	34	113			147	16:45	153	626	119	569			1195
05:00	13		40					17:00	169		146				
05:15	11		32					17:15	143		145				
05:30	13		34					17:30	166		171				
05:45	29	66	51	157			223	17:45	155	633	169	631			1264
06:00	34		45					18:00	157		154				
06:15	32		58					18:15	157		144				
06:30	59		74					18:30	146		134				
06:45	77	202	100	277			479	18:45	123	583	129	561			1144
07:00	108		144					19:00	141		114				
07:15	171		197					19:15	122		140				
07:30	144		164					19:30	125		140				
07:45	129	552	127	632			1184	19:45	123	511	133	527			1038
08:00	78		89					20:00	112		139				
08:15	116		120					20:15	112		110				
08:30	107		154					20:30	93		113				
08:45	105	406	107	470			876	20:45	91	408	95	457			865
09:00	94		82					21:00	94		77				
09:15	95		100					21:15	74		82				
09:30	81		100					21:30	65		77				
09:45	81	351	93	375			726	21:45	61	294	59	295			589
10:00	82		83					22:00	73		57				
10:15	87		87					22:15	64		57				
10:30	76		92					22:30	51		41				
10:45	92	337	91	353			690	22:45	48	236	51	206			442
11:00	97		91					23:00	47		38				
11:15	103		114					23:15	41		35				
11:30	96		127					23:30	26		26				
11:45	95	391	128	460			851	23:45	29	143	25	124			267
To al Vol		2529		3065					5666		5682				

a ly To als

NB	SB	EB	WB	**Co ned**
8195	8747			

	AM		**PM**	
S l	45.2%	54.8%	49.9%	50.1%
Pea o	07:00	07:00	15:30	14:45
Vol e	552	632	669	674
P	0.81	0.80	0.88	0.89

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT20 40th west of Electric. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		14		10			12:00	0		0		81		99		
0:15	0		0		8		15			12:15	0		0		84		78		
0:30	0		0		5		7			12:30	0		0		84		83		
0:45	0	0	0	0	13	40	1	33	73	12:45	0	0	0	0	94	343	74	334	677
1:00	0		0		5		6			13:00	0		0		81		115		
1:15	0		0		3		3			13:15	0		0		66		71		
1:30	0		0		3		6			13:30	0		0		71		93		
1:45	0	0	0	0	8	19	5	20	39	13:45	0	0	0	0	83	301	95	374	675
2:00	0		0		3		7			14:00	0		0		89		94		
2:15	0		0		3		4			14:15	0		0		97		99		
2:30	0		0		4		5			14:30	0		0		101		98		
2:45	0	0	0	0	3	13	4	20	33	14:45	0	0	0	0	129	416	99	390	806
3:00	0		0		2		4			15:00	0		0		98		104		
3:15	0		0		4		5			15:15	0		0		85		101		
3:30	0		0		3		3			15:30	0		0		111		90		
3:45	0	0	0	0	6	15	5	17	32	15:45	0	0	0	0	137	431	135	430	861
4:00	0		0		3		2			16:00	0		0		106		102		
4:15	0		0		2		8			16:15	0		0		98		87		
4:30	0		0		2		3			16:30	0		0		105		90		
4:45	0	0	0	0	8	15	11	24	39	16:45	0	0	0	0	110	419	108	387	806
5:00	0		0		10		4			17:00	0		0		104		109		
5:15	0		0		16		6			17:15	0		0		114		123		
5:30	0		0		22		11			17:30	0		0		106		113		
5:45	0	0	0	0	22	70	26	47	117	17:45	0	0	0	0	116	440	103	448	888
6:00	0		0		31		17			18:00	0		0		111		95		
6:15	0		0		24		35			18:15	0		0		109		107		
6:30	0		0		41		28			18:30	0		0		88		90		
6:45	0	0	0	0	52	148	40	120	268	18:45	0	0	0	0	89	397	102	394	791
7:00	0		0		53		55			19:00	0		0		89		90		
7:15	0		0		80		89			19:15	0		0		64		96		
7:30	0		0		110		65			19:30	0		0		82		66		
7:45	0	0	0	0	65	308	58	267	575	19:45	0	0	0	0	77	312	102	354	666
8:00	0		0		50		49			20:00	0		0		76		78		
8:15	0		0		84		80			20:15	0		0		62		79		
8:30	0		0		86		82			20:30	0		0		72		53		
8:45	0	0	0	0	88	308	67	278	586	20:45	0	0	0	0	63	273	64	274	547
9:00	0		0		73		67			21:00	0		0		50		60		
9:15	0		0		58		68			21:15	0		0		55		41		
9:30	0		0		43		61			21:30	0		0		44		50		
9:45	0	0	0	0	75	249	70	266	515	21:45	0	0	0	0	46	195	49	200	395
10:00	0		0		63		58			22:00	0		0		28		39		
10:15	0		0		63		56			22:15	0		0		31		26		
10:30	0		0		69		69			22:30	0		0		28		33		
10:45	0	0	0	0	64	259	76	259	518	22:45	0	0	0	0	25	112	22	120	232
11:00	0		0		73		68			23:00	0		0		24		26		
11:15	0		0		84		67			23:15	0		0		17		20		
11:30	0		0		96		65			23:30	0		0		10		16		
11:45	0	0	0	0	80	333	108	308	641	23:45	0	0	0	0	13	64	19	81	145
To al Vol						1777		1659								3703		3786	

a ly To als

NB F ont SB	EB Side	WB	**Co ned**
	5480	5445	

	AM		**PM**	
S I	51.7%	48.3%	49.4%	50.6%
Pea o	11:15	11:45	15:30	16:45
Vol e	341	368	452	453
P	0.89	0.85	0.82	0.92

0:30 0:30

pacific@aimtd.com Tell. 714 253 7888

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT21 Electric north of 40th. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	8		11		0		0			12:00	67		68		0		0		
0:15	13		3		0		0			12:15	68		66		0		0		
0:30	7		6		0		0			12:30	61		66		0		0		
0:45	7	35	5	25	0	0	0	0	60	12:45	48	244	61	261	0	0	0	0	505
1:00	8		4		0		0			13:00	67		65		0		0		
1:15	12		4		0		0			13:15	66		58		0		0		
1:30	4		5		0		0			13:30	57		77		0		0		
1:45	4	28	0	13	0	0	0	0	41	13:45	80	270	92	292	0	0	0	0	562
2:00	3		6		0		0			14:00	84		98		0		0		
2:15	4		6		0		0			14:15	104		55		0		0		
2:30	5		7		0		0			14:30	108		93		0		0		
2:45	1	13	4	23	0	0	0	0	36	14:45	95	391	147	393	0	0	0	0	784
3:00	2		1		0		0			15:00	90		80		0		0		
3:15	2		6		0		0			15:15	131		82		0		0		
3:30	2		9		0		0			15:30	119		124		0		0		
3:45	6	12	4	20	0	0	0	0	32	15:45	89	429	131	417	0	0	0	0	846
4:00	2		9		0		0			16:00	88		86		0		0		
4:15	1		19		0		0			16:15	109		83		0		0		
4:30	1		14		0		0			16:30	95		82		0		0		
4:45	13	17	13	55	0	0	0	0	72	16:45	111	403	73	324	0	0	0	0	727
5:00	5		15		0		0			17:00	104		82		0		0		
5:15	5		27		0		0			17:15	113		93		0		0		
5:30	10		32		0		0			17:30	121		91		0		0		
5:45	9	29	32	106	0	0	0	0	135	17:45	112	450	120	386	0	0	0	0	836
6:00	10		43		0		0			18:00	102		102		0		0		
6:15	19		48		0		0			18:15	85		102		0		0		
6:30	24		59		0		0			18:30	79		67		0		0		
6:45	34	87	87	237	0	0	0	0	324	18:45	84	350	62	333	0	0	0	0	683
7:00	73		97		0		0			19:00	91		57		0		0		
7:15	117		145		0		0			19:15	77		62		0		0		
7:30	94		127		0		0			19:30	69		71		0		0		
7:45	109	393	127	496	0	0	0	0	889	19:45	60	297	65	255	0	0	0	0	552
8:00	81		76		0		0			20:00	54		74		0		0		
8:15	95		105		0		0			20:15	59		57		0		0		
8:30	90		111		0		0			20:30	55		44		0		0		
8:45	62	328	119	411	0	0	0	0	739	20:45	67	235	48	223	0	0	0	0	458
9:00	48		65		0		0			21:00	42		41		0		0		
9:15	63		61		0		0			21:15	47		34		0		0		
9:30	64		51		0		0			21:30	37		34		0		0		
9:45	75	250	58	235	0	0	0	0	485	21:45	32	158	36	145	0	0	0	0	303
10:00	59		61		0		0			22:00	31		35		0		0		
10:15	58		53		0		0			22:15	25		28		0		0		
10:30	47		58		0		0			22:30	30		22		0		0		
10:45	48	212	62	234	0	0	0	0	446	22:45	26	112	14	99	0	0	0	0	211
11:00	36		49		0		0			23:00	20		19		0		0		
11:15	62		60		0		0			23:15	22		11		0		0		
11:30	74		54		0		0			23:30	21		5		0		0		
11:45	64	236	66	229	0	0	0	0	465	23:45	15	78	8	43	0	0	0	0	121
To al Vol		1640		2084								3417		3171					

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
5057		5255				

	AM				PM	
S l	44.0%	56.0%			51.9%	48.1%
Pea o	7:15	7:00	0:30	0:30	17:00	14:45
Vol e	401	496			450	433
P	0.86	0.86			0.95	0.74

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT22 Electric south of 40th. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	8		1		0		0			12:00	39		37		0		0		
0:15	8		1		0		0			12:15	41		39		0		0		
0:30	4		3		0		0			12:30	23		52		0		0		
0:45	5	25	1	6	0	0	0	0	31	12:45	25	128	50	178	0	0	0	0	306
1:00	1		4		0		0			13:00	45		41		0		0		
1:15	2		2		0		0			13:15	34		41		0		0		
1:30	3		3		0		0			13:30	27		51		0		0		
1:45	1	7	2	11	0	0	0	0	18	13:45	35	141	52	185	0	0	0	0	326
2:00	1		4		0		0			14:00	35		58		0		0		
2:15	1		4		0		0			14:15	54		37		0		0		
2:30	1		6		0		0			14:30	60		52		0		0		
2:45	0	3	1	15	0	0	0	0	18	14:45	62	211	94	241	0	0	0	0	452
3:00	1		2		0		0			15:00	61		52		0		0		
3:15	1		6		0		0			15:15	75		54		0		0		
3:30	1		6		0		0			15:30	68		79		0		0		
3:45	2	5	3	17	0	0	0	0	22	15:45	75	279	87	272	0	0	0	0	551
4:00	2		8		0		0			16:00	58		51		0		0		
4:15	0		12		0		0			16:15	53		43		0		0		
4:30	1		12		0		0			16:30	53		59		0		0		
4:45	10	13	10	42	0	0	0	0	55	16:45	69	233	45	198	0	0	0	0	431
5:00	2		13		0		0			17:00	73		54		0		0		
5:15	1		21		0		0			17:15	67		64		0		0		
5:30	5		22		0		0			17:30	72		63		0		0		
5:45	4	12	17	73	0	0	0	0	85	17:45	70	282	59	240	0	0	0	0	522
6:00	4		23		0		0			18:00	60		46		0		0		
6:15	16		34		0		0			18:15	51		54		0		0		
6:30	9		46		0		0			18:30	40		44		0		0		
6:45	19	48	64	167	0	0	0	0	215	18:45	45	196	43	187	0	0	0	0	383
7:00	28		75		0		0			19:00	42		31		0		0		
7:15	73		89		0		0			19:15	49		21		0		0		
7:30	43		81		0		0			19:30	35		33		0		0		
7:45	38	182	92	337	0	0	0	0	519	19:45	30	156	33	118	0	0	0	0	274
8:00	36		39		0		0			20:00	24		33		0		0		
8:15	55		78		0		0			20:15	26		25		0		0		
8:30	50		89		0		0			20:30	31		25		0		0		
8:45	31	172	76	282	0	0	0	0	454	20:45	24	105	33	116	0	0	0	0	221
9:00	23		49		0		0			21:00	19		15		0		0		
9:15	34		37		0		0			21:15	18		19		0		0		
9:30	22		41		0		0			21:30	19		14		0		0		
9:45	37	116	34	161	0	0	0	0	277	21:45	21	77	14	62	0	0	0	0	139
10:00	30		36		0		0			22:00	16		14		0		0		
10:15	30		28		0		0			22:15	12		13		0		0		
10:30	18		42		0		0			22:30	14		16		0		0		
10:45	27	105	44	150	0	0	0	0	255	22:45	11	53	12	55	0	0	0	0	108
11:00	21		34		0		0			23:00	8		7		0		0		
11:15	27		51		0		0			23:15	8		6		0		0		
11:30	35		41		0		0			23:30	11		2		0		0		
11:45	34	117	30	156	0	0	0	0	273	23:45	12	39	5	20	0	0	0	0	59
To al Vol		805		1417							1900		1872						

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
2705		3289				

	AM				PM	
S l	36.2%	63.8%			50.4%	49.6%
Pea o	7:15	7:00	0:30	0:30	17:00	14:45
Vol e	190	337			282	279
P	0.65	0.92			0.97	0.74

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT23 Sierra north of 40th. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	12		4		0		0			12:00	70		80		0		0		
0:15	8		7		0		0			12:15	78		73		0		0		
0:30	12		6		0		0			12:30	69		80		0		0		
0:45	2	34	3	20	0	0	0	0	54	12:45	68	285	72	305	0	0	0	0	590
1:00	7		8		0		0			13:00	60		93		0		0		
1:15	2		4		0		0			13:15	76		85		0		0		
1:30	2		7		0		0			13:30	69		70		0		0		
1:45	10	21	5	24	0	0	0	0	45	13:45	61	266	81	329	0	0	0	0	595
2:00	3		6		0		0			14:00	83		63		0		0		
2:15	2		1		0		0			14:15	69		85		0		0		
2:30	4		2		0		0			14:30	67		101		0		0		
2:45	2	11	4	13	0	0	0	0	24	14:45	85	304	89	338	0	0	0	0	642
3:00	5		1		0		0			15:00	68		70		0		0		
3:15	2		4		0		0			15:15	105		90		0		0		
3:30	3		3		0		0			15:30	94		99		0		0		
3:45	3	13	2	10	0	0	0	0	23	15:45	63	330	62	321	0	0	0	0	651
4:00	0		6		0		0			16:00	77		95		0		0		
4:15	0		9		0		0			16:15	101		76		0		0		
4:30	3		4		0		0			16:30	107		103		0		0		
4:45	7	10	7	26	0	0	0	0	36	16:45	96	381	74	348	0	0	0	0	729
5:00	9		7		0		0			17:00	107		94		0		0		
5:15	9		17		0		0			17:15	95		81		0		0		
5:30	4		15		0		0			17:30	107		86		0		0		
5:45	9	31	24	63	0	0	0	0	94	17:45	94	403	70	331	0	0	0	0	734
6:00	6		38		0		0			18:00	91		75		0		0		
6:15	6		34		0		0			18:15	72		74		0		0		
6:30	20		33		0		0			18:30	65		70		0		0		
6:45	20	52	54	159	0	0	0	0	211	18:45	61	289	76	295	0	0	0	0	584
7:00	46		59		0		0			19:00	71		72		0		0		
7:15	37		62		0		0			19:15	56		80		0		0		
7:30	37		66		0		0			19:30	65		64		0		0		
7:45	40	160	43	230	0	0	0	0	390	19:45	62	254	64	280	0	0	0	0	534
8:00	47		56		0		0			20:00	46		51		0		0		
8:15	48		85		0		0			20:15	45		52		0		0		
8:30	54		52		0		0			20:30	58		52		0		0		
8:45	54	203	51	244	0	0	0	0	447	20:45	48	197	49	204	0	0	0	0	401
9:00	38		59		0		0			21:00	35		34		0		0		
9:15	51		41		0		0			21:15	33		27		0		0		
9:30	61		50		0		0			21:30	23		25		0		0		
9:45	48	198	69	219	0	0	0	0	417	21:45	28	119	24	110	0	0	0	0	229
10:00	44		73		0		0			22:00	27		25		0		0		
10:15	52		63		0		0			22:15	14		21		0		0		
10:30	60		59		0		0			22:30	17		17		0		0		
10:45	70	226	77	272	0	0	0	0	498	22:45	19	77	19	82	0	0	0	0	159
11:00	60		66		0		0			23:00	16		18		0		0		
11:15	59		60		0		0			23:15	18		11		0		0		
11:30	69		91		0		0			23:30	18		14		0		0		
11:45	82	270	77	294	0	0	0	0	564	23:45	9	61	5	48	0	0	0	0	109
To al Vol		1229		1574								2966		2991					

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
	4195	4565				

	AM				PM	
S l	43.8%	56.2%			49.8%	50.2%
Pea o	11:30	11:30	0:30	0:30	16:15	16:30
Vol e	299	321			411	352
P	0.91	0.88			0.93	0.85

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT24 Sierra south of 40th. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	9		6		0		0			12:00	64		63		0		0		
0:15	9		8		0		0			12:15	74		73		0		0		
0:30	11		11		0		0			12:30	77		68		0		0		
0:45	2	31	6	31	0	0	0	0	62	12:45	74	289	73	277	0	0	0	0	566
1:00	5		7		0		0			13:00	64		54		0		0		
1:15	8		6		0		0			13:15	72		73		0		0		
1:30	4		7		0		0			13:30	63		70		0		0		
1:45	5	22	3	23	0	0	0	0	45	13:45	70	269	64	261	0	0	0	0	530
2:00	2		5		0		0			14:00	72		70		0		0		
2:15	3		4		0		0			14:15	103		59		0		0		
2:30	3		3		0		0			14:30	74		70		0		0		
2:45	4	12	2	14	0	0	0	0	26	14:45	65	314	82	281	0	0	0	0	595
3:00	2		2		0		0			15:00	92		80		0		0		
3:15	2		3		0		0			15:15	80		64		0		0		
3:30	2		2		0		0			15:30	115		80		0		0		
3:45	1	7	3	10	0	0	0	0	17	15:45	111	398	86	310	0	0	0	0	708
4:00	0		5		0		0			16:00	85		65		0		0		
4:15	0		6		0		0			16:15	103		92		0		0		
4:30	5		7		0		0			16:30	99		78		0		0		
4:45	5	10	8	26	0	0	0	0	36	16:45	131	418	92	327	0	0	0	0	745
5:00	11		7		0		0			17:00	114		76		0		0		
5:15	6		16		0		0			17:15	121		80		0		0		
5:30	9		19		0		0			17:30	106		67		0		0		
5:45	9	35	29	71	0	0	0	0	106	17:45	106	447	77	300	0	0	0	0	747
6:00	18		32		0		0			18:00	89		63		0		0		
6:15	15		30		0		0			18:15	86		59		0		0		
6:30	18		30		0		0			18:30	74		63		0		0		
6:45	32	83	40	132	0	0	0	0	215	18:45	79	328	64	249	0	0	0	0	577
7:00	40		58		0		0			19:00	63		61		0		0		
7:15	76		73		0		0			19:15	65		73		0		0		
7:30	58		73		0		0			19:30	73		58		0		0		
7:45	44	218	68	272	0	0	0	0	490	19:45	61	262	53	245	0	0	0	0	507
8:00	43		39		0		0			20:00	51		45		0		0		
8:15	59		61		0		0			20:15	57		56		0		0		
8:30	58		77		0		0			20:30	59		58		0		0		
8:45	62	222	64	241	0	0	0	0	463	20:45	52	219	40	199	0	0	0	0	418
9:00	50		52		0		0			21:00	35		32		0		0		
9:15	53		58		0		0			21:15	41		33		0		0		
9:30	56		35		0		0			21:30	32		30		0		0		
9:45	52	211	46	191	0	0	0	0	402	21:45	39	147	31	126	0	0	0	0	273
10:00	49		55		0		0			22:00	19		18		0		0		
10:15	49		53		0		0			22:15	20		19		0		0		
10:30	47		47		0		0			22:30	21		21		0		0		
10:45	54	199	67	222	0	0	0	0	421	22:45	20	80	21	79	0	0	0	0	159
11:00	66		51		0		0			23:00	15		17		0		0		
11:15	63		46		0		0			23:15	16		8		0		0		
11:30	58		41		0		0			23:30	17		7		0		0		
11:45	71	258	61	199	0	0	0	0	457	23:45	8	56	10	42	0	0	0	0	98
To al Vol		1308		1432							3227		2696						

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
4535		4128				

	AM				PM	
S l	47.7%	52.3%			54.5%	45.5%
Pea o	11:45	7:00	0:30	0:30	16:45	16:15
Vol e	286	272			472	338
P	0.93	0.93			0.93	0.92

Friday, May 15, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT25 Waterman south of 40th. | Prepared by: Field Data Services of Arizon | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	29		21		0		0			12:00	139		136		0		0		
0:15	34		17		0		0			12:15	145		158		0		0		
0:30	22		9		0		0			12:30	136		163		0		0		
0:45	17	102	13	60	0	0	0	0	162	12:45	146	566	119	576	0	0	0	0	1142
1:00	17		10		0		0			13:00	126		143		0		0		
1:15	19		12		0		0			13:15	132		164		0		0		
1:30	11		10		0		0			13:30	147		147		0		0		
1:45	24	71	11	43	0	0	0	0	114	13:45	132	537	151	605	0	0	0	0	1142
2:00	15		6		0		0			14:00	181		154		0		0		
2:15	10		11		0		0			14:15	194		148		0		0		
2:30	11		14		0		0			14:30	169		171		0		0		
2:45	16	52	13	44	0	0	0	0	96	14:45	176	720	145	618	0	0	0	0	1338
3:00	12		10		0		0			15:00	172		174		0		0		
3:15	9		19		0		0			15:15	193		133		0		0		
3:30	12		28		0		0			15:30	204		164		0		0		
3:45	13	46	44	101	0	0	0	0	147	15:45	238	807	132	603	0	0	0	0	1410
4:00	7		48		0		0			16:00	230		137		0		0		
4:15	9		55		0		0			16:15	203		133		0		0		
4:30	9		84		0		0			16:30	203		137		0		0		
4:45	27	52	71	258	0	0	0	0	310	16:45	229	865	150	557	0	0	0	0	1422
5:00	8		93		0		0			17:00	223		129		0		0		
5:15	37		111		0		0			17:15	252		100		0		0		
5:30	37		137		0		0			17:30	229		134		0		0		
5:45	38	120	133	474	0	0	0	0	594	17:45	241	945	124	487	0	0	0	0	1432
6:00	52		172		0		0			18:00	230		133		0		0		
6:15	47		188		0		0			18:15	205		108		0		0		
6:30	47		212		0		0			18:30	212		137		0		0		
6:45	82	228	240	812	0	0	0	0	1040	18:45	171	818	106	484	0	0	0	0	1302
7:00	98		277		0		0			19:00	170		95		0		0		
7:15	99		211		0		0			19:15	186		102		0		0		
7:30	104		332		0		0			19:30	157		78		0		0		
7:45	124	425	217	1037	0	0	0	0	1462	19:45	155	668	74	349	0	0	0	0	1017
8:00	85		187		0		0			20:00	129		72		0		0		
8:15	91		233		0		0			20:15	130		63		0		0		
8:30	117		204		0		0			20:30	138		70		0		0		
8:45	140	433	176	800	0	0	0	0	1233	20:45	134	531	75	280	0	0	0	0	811
9:00	114		188		0		0			21:00	105		51		0		0		
9:15	117		185		0		0			21:15	114		65		0		0		
9:30	118		179		0		0			21:30	106		55		0		0		
9:45	118	467	189	741	0	0	0	0	1208	21:45	94	419	46	217	0	0	0	0	636
10:00	113		173		0		0			22:00	86		53		0		0		
10:15	117		177		0		0			22:15	78		38		0		0		
10:30	132		174		0		0			22:30	78		22		0		0		
10:45	136	498	166	690	0	0	0	0	1188	22:45	55	297	32	145	0	0	0	0	442
11:00	128		144		0		0			23:00	57		20		0		0		
11:15	133		143		0		0			23:15	67		22		0		0		
11:30	140		178		0		0			23:30	40		21		0		0		
11:45	154	555	150	615	0	0	0	0	1170	23:45	32	196	29	92	0	0	0	0	288
To al Vol		3049		5675								7369		5013					

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
10418		10688				

	AM				**PM**	
S l	34.9%	65.1%			59.5%	40.5%
Pea o	11:30	6:45	0:30	0:30	17:15	14:15
Vol e	578	1060			952	638
P	0.94	0.80			0.96	0.92

pacific@aimtd.com | Tell. 714 253 7888

Wednesday, May 27, 2015 CITY: San Be na dino PROJECT: SC0612

ADT26 Valencia Avenue south of 40th Street **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	4		7					12:00	47		40				
00:15	1		3					12:15	46		0				
00:30	5		2					12:30	37		0				
00:45	4	14	0	12			26	12:45	47	177	19	59			236
01:00	3		1					13:00	44		26				
01:15	3		0					13:15	50		43				
01:30	2		1					13:30	52		31				
01:45	0	8	1	3			11	13:45	40	186	39	139			325
02:00	1		1					14:00	40		28				
02:15	2		0					14:15	46		25				
02:30	1		0					14:30	50		33				
02:45	0	4	1	2			6	14:45	55	191	26	112			303
03:00	0		1					15:00	38		26				
03:15	3		1					15:15	37		38				
03:30	1		1					15:30	52		37				
03:45	1	5	1	4			9	15:45	42	169	25	126			295
04:00	4		3					16:00	39		24				
04:15	1		6					16:15	37		18				
04:30	1		6					16:30	41		35				
04:45	3	9	5	20			29	16:45	73	190	36	113			303
05:00	6		2					17:00	59		32				
05:15	1		8					17:15	67		33				
05:30	5		7					17:30	62		42				
05:45	9	21	11	28			49	17:45	48	236	49	156			392
06:00	8		14					18:00	36		37				
06:15	5		20					18:15	48		21				
06:30	7		23					18:30	45		32				
06:45	26	46	28	85			131	18:45	45	174	41	131			305
07:00	28		47					19:00	33		21				
07:15	31		51					19:15	36		27				
07:30	43		60					19:30	37		25				
07:45	26	128	56	214			342	19:45	20	126	29	102			228
08:00	25		39					20:00	26		22				
08:15	37		34					20:15	34		22				
08:30	34		51					20:30	34		12				
08:45	35	131	52	176			307	20:45	35	129	18	74			203
09:00	28		27					21:00	41		28				
09:15	18		33					21:15	22		21				
09:30	20		37					21:30	20		17				
09:45	26	92	31	128			220	21:45	14	97	13	79			176
10:00	29		32					22:00	13		11				
10:15	23		31					22:15	7		12				
10:30	26		27					22:30	11		8				
10:45	24	102	20	110			212	22:45	5	36	3	34			70
11:00	41		23					23:00	3		8				
11:15	32		27					23:15	9		4				
11:30	45		26					23:30	8		0				
11:45	38	156	36	112			268	23:45	9	29	3	15			44
To al Vol		716		894					1740		1140				

a ly To als

NB	SB	EB	WB	**Co ned**
2456	2034			

	AM		PM	
S l	44.5%	55.5%	60.4%	39.6%
Pea o	11:30	07:00	16:45	17:15
Vol e	176	214	261	161
P	0.94	0.89	0.91	0.82

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT27 Lynwood east of Valencia. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		0		0			12:00	0		0		0		1		
0:15	0		0		0		1			12:15	0		0		2		0		
0:30	0		0		0		0			12:30	0		0		0		1		
0:45	0	0	0	0	0	0	0	1	1	12:45	0	0	0	0	3	5	1	3	8
1:00	0		0		0		0			13:00	0		0		0		1		
1:15	0		0		0		0			13:15	0		0		0		2		
1:30	0		0		0		0			13:30	0		0		2		1		
1:45	0	0	0	0	0	0	0	0		13:45	0	0	0	0	1	3	1	5	8
2:00	0		0		0		0			14:00	0		0		1		1		
2:15	0		0		0		0			14:15	0		0		1		0		
2:30	0		0		0		1			14:30	0		0		1		0		
2:45	0	0	0	0	0	0	0	1	1	14:45	0	0	0	0	3	6	0	1	7
3:00	0		0		1		0			15:00	0		0		2		0		
3:15	0		0		0		0			15:15	0		0		1		2		
3:30	0		0		0		0			15:30	0		0		1		1		
3:45	0	0	0	0	0	1	0	0	1	15:45	0	0	0	0	1	5	0	3	8
4:00	0		0		0		0			16:00	0		0		1		1		
4:15	0		0		0		0			16:15	0		0		1		1		
4:30	0		0		0		0			16:30	0		0		4		0		
4:45	0	0	0	0	1	1	0	0	1	16:45	0	0	0	0	2	8	2	4	12
5:00	0		0		0		1			17:00	0		0		2		1		
5:15	0		0		0		0			17:15	0		0		4		1		
5:30	0		0		0		0			17:30	0		0		2		0		
5:45	0	0	0	0	1	1	0	1	2	17:45	0	0	0	0	2	10	0	2	12
6:00	0		0		0		0			18:00	0		0		2		0		
6:15	0		0		0		0			18:15	0		0		1		1		
6:30	0		0		2		0			18:30	0		0		2		0		
6:45	0	0	0	0	0	2	1	1	3	18:45	0	0	0	0	1	6	0	1	7
7:00	0		0		2		2			19:00	0		0		2		2		
7:15	0		0		2		1			19:15	0		0		1		0		
7:30	0		0		0		2			19:30	0		0		1		1		
7:45	0	0	0	0	1	5	1	6	11	19:45	0	0	0	0	0	4	1	4	8
8:00	0		0		5		0			20:00	0		0		0		0		
8:15	0		0		0		1			20:15	0		0		3		0		
8:30	0		0		1		0			20:30	0		0		0		0		
8:45	0	0	0	0	3	9	1	2	11	20:45	0	0	0	0	0	3	0	0	3
9:00	0		0		0		2			21:00	0		0		0		1		
9:15	0		0		2		1			21:15	0		0		1		1		
9:30	0		0		1		0			21:30	0		0		0		0		
9:45	0	0	0	0	3	6	2	5	11	21:45	0	0	0	0	0	1	0	2	3
10:00	0		0		1		0			22:00	0		0		0		0		
10:15	0		0		1		3			22:15	0		0		0		0		
10:30	0		0		1		0			22:30	0		0		2		1		
10:45	0	0	0	0	1	4	1	4	8	22:45	0	0	0	0	0	2	0	1	3
11:00	0		0		1		0			23:00	0		0		0		0		
11:15	0		0		0		1			23:15	0		0		0		0		
11:30	0		0		1		0			23:30	0		0		0		0		
11:45	0	0	0	0	1	3	0	1	4	23:45	0	0	0	0	0	0	0	0	
To al Vol					32		22								53		26		

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
			85		48	

	AM		PM	
S I	59.3%	40.7%	67.1%	32.9%
Pea o	8:00	6:45	16:30	12:30
Vol e	9	6	12	5
P	0.45	0.75	0.75	0.63

0:30 0:30

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT28 Golden north of Highland. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	5		9		0		0			12:00	49		40		0		0		
0:15	10		5		0		0			12:15	52		46		0		0		
0:30	4		6		0		0			12:30	60		49		0		0		
0:45	2	21	2	22	0	0	0	0	43	12:45	52	213	50	185	0	0	0	0	398
1:00	7		2		0		0			13:00	54		46		0		0		
1:15	1		2		0		0			13:15	50		53		0		0		
1:30	3		4		0		0			13:30	51		54		0		0		
1:45	4	15	0	8	0	0	0	0	23	13:45	49	204	51	204	0	0	0	0	408
2:00	2		3		0		0			14:00	49		35		0		0		
2:15	1		0		0		0			14:15	47		55		0		0		
2:30	2		3		0		0			14:30	35		61		0		0		
2:45	2	7	3	9	0	0	0	0	16	14:45	75	206	53	204	0	0	0	0	410
3:00	3		3		0		0			15:00	64		45		0		0		
3:15	2		6		0		0			15:15	82		57		0		0		
3:30	0		3		0		0			15:30	65		67		0		0		
3:45	2	7	1	13	0	0	0	0	20	15:45	52	263	72	241	0	0	0	0	504
4:00	7		6		0		0			16:00	72		51		0		0		
4:15	4		7		0		0			16:15	53		50		0		0		
4:30	1		6		0		0			16:30	95		54		0		0		
4:45	4	16	3	22	0	0	0	0	38	16:45	70	290	53	208	0	0	0	0	498
5:00	3		4		0		0			17:00	81		63		0		0		
5:15	2		3		0		0			17:15	73		47		0		0		
5:30	8		14		0		0			17:30	56		50		0		0		
5:45	6	19	12	33	0	0	0	0	52	17:45	62	272	53	213	0	0	0	0	485
6:00	6		7		0		0			18:00	57		52		0		0		
6:15	9		20		0		0			18:15	59		42		0		0		
6:30	12		16		0		0			18:30	57		52		0		0		
6:45	16	43	19	62	0	0	0	0	105	18:45	42	215	33	179	0	0	0	0	394
7:00	19		62		0		0			19:00	38		52		0		0		
7:15	46		81		0		0			19:15	43		40		0		0		
7:30	56		58		0		0			19:30	39		38		0		0		
7:45	23	144	69	270	0	0	0	0	414	19:45	48	168	26	156	0	0	0	0	324
8:00	37		46		0		0			20:00	39		32		0		0		
8:15	36		48		0		0			20:15	51		33		0		0		
8:30	45		69		0		0			20:30	47		26		0		0		
8:45	46	164	57	220	0	0	0	0	384	20:45	28	165	19	110	0	0	0	0	275
9:00	36		50		0		0			21:00	28		18		0		0		
9:15	32		29		0		0			21:15	39		23		0		0		
9:30	34		39		0		0			21:30	26		14		0		0		
9:45	34	136	35	153	0	0	0	0	289	21:45	29	122	23	78	0	0	0	0	200
10:00	28		28		0		0			22:00	21		20		0		0		
10:15	34		43		0		0			22:15	15		15		0		0		
10:30	40		34		0		0			22:30	18		16		0		0		
10:45	40	142	38	143	0	0	0	0	285	22:45	11	65	9	60	0	0	0	0	125
11:00	42		40		0		0			23:00	24		12		0		0		
11:15	35		45		0		0			23:15	10		9		0		0		
11:30	62		43		0		0			23:30	9		7		0		0		
11:45	50	189	34	162	0	0	0	0	351	23:45	5	48	2	30	0	0	0	0	78
To al Vol		903		1117								2231		1868					

a ly To als

NB	F ont	SB	EB	Side	WB	**Co**	**ned**
3134		2985					

	AM				PM	
S l	44.7%	55.3%			54.4%	45.6%
Pea o	11:30	7:00	0:30	0:30	16:30	15:15
Vol e	213	270			319	247
P	0.86	0.83			0.86	0.86

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT29 Highland east of Golden. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		35		24			12:00	0		0		171		154		
0:15	0		0		16		27			12:15	0		0		173		177		
0:30	0		0		22		18			12:30	0		0		184		179		
0:45	0	0	0	0	11	84	21	90	174	12:45	0	0	0	0	143	671	181	691	1362
1:00	0		0		13		10			13:00	0		0		131		155		
1:15	0		0		5		8			13:15	0		0		129		160		
1:30	0		0		15		9			13:30	0		0		129		157		
1:45	0	0	0	0	9	42	14	41	83	13:45	0	0	0	0	153	542	145	617	1159
2:00	0		0		18		8			14:00	0		0		140		182		
2:15	0		0		8		6			14:15	0		0		163		144		
2:30	0		0		9		5			14:30	0		0		164		167		
2:45	0	0	0	0	4	39	4	23	62	14:45	0	0	0	0	129	596	166	659	1255
3:00	0		0		8		9			15:00	0		0		203		156		
3:15	0		0		12		14			15:15	0		0		171		169		
3:30	0		0		7		8			15:30	0		0		158		164		
3:45	0	0	0	0	3	30	7	38	68	15:45	0	0	0	0	217	749	177	666	1415
4:00	0		0		7		8			16:00	0		0		174		175		
4:15	0		0		9		5			16:15	0		0		173		149		
4:30	0		0		8		6			16:30	0		0		147		156		
4:45	0	0	0	0	6	30	20	39	69	16:45	0	0	0	0	161	655	151	631	1286
5:00	0		0		9		10			17:00	0		0		189		157		
5:15	0		0		14		12			17:15	0		0		167		156		
5:30	0		0		25		16			17:30	0		0		154		148		
5:45	0	0	0	0	18	66	22	60	126	17:45	0	0	0	0	141	651	147	608	1259
6:00	0		0		22		24			18:00	0		0		179		160		
6:15	0		0		21		24			18:15	0		0		151		126		
6:30	0		0		33		24			18:30	0		0		138		132		
6:45	0	0	0	0	43	119	35	107	226	18:45	0	0	0	0	130	598	108	526	1124
7:00	0		0		85		68			19:00	0		0		142		133		
7:15	0		0		84		80			19:15	0		0		121		107		
7:30	0		0		94		96			19:30	0		0		117		119		
7:45	0	0	0	0	96	359	113	357	716	19:45	0	0	0	0	106	486	118	477	963
8:00	0		0		68		85			20:00	0		0		99		111		
8:15	0		0		93		77			20:15	0		0		102		110		
8:30	0		0		105		142			20:30	0		0		81		92		
8:45	0	0	0	0	112	378	113	417	795	20:45	0	0	0	0	85	367	80	393	760
9:00	0		0		96		94			21:00	0		0		81		83		
9:15	0		0		117		103			21:15	0		0		71		83		
9:30	0		0		97		119			21:30	0		0		68		82		
9:45	0	0	0	0	121	431	108	424	855	21:45	0	0	0	0	53	273	56	304	577
10:00	0		0		129		122			22:00	0		0		54		63		
10:15	0		0		137		115			22:15	0		0		51		50		
10:30	0		0		110		137			22:30	0		0		50		52		
10:45	0	0	0	0	123	499	134	508	1007	22:45	0	0	0	0	38	193	48	213	406
11:00	0		0		135		125			23:00	0		0		41		47		
11:15	0		0		159		135			23:15	0		0		28		25		
11:30	0		0		159		144			23:30	0		0		25		27		
11:45	0	0	0	0	142	595	167	571	1166	23:45	0	0	0	0	38	132	23	122	254
To al Vol					2672		2675								5913		5907		

a ly To als

NB F ont	SB	EB Side	WB	**Co ned**
		8585	8582	

	AM				PM			
S I			50.0%	50.0%			50.0%	50.0%
Pea o	0:30	0:30	11:45	11:45			15:00	12:15
Vol e			670	677			749	692
P			0.91	0.95			0.86	0.96

Wednesday, May 27, 2015 CITY: San Be na dino PROJECT: SC0612

ADT30 Del Rosa Avenue north of Baseline Street **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	9		8					12:00	86		98				
00:15	14		11					12:15	106		92				
00:30	14		14					12:30	82		97				
00:45	10	47	13	46			93	12:45	81	355	90	377			732
01:00	10		15					13:00	80		113				
01:15	9		9					13:15	88		92				
01:30	3		12					13:30	73		92				
01:45	2	24	8	44			68	13:45	89	330	78	375			705
02:00	9		2					14:00	86		87				
02:15	5		18					14:15	73		91				
02:30	6		5					14:30	89		84				
02:45	5	25	11	36			61	14:45	102	350	82	344			694
03:00	10		3					15:00	71		91				
03:15	1		10					15:15	92		96				
03:30	5		2					15:30	106		76				
03:45	6	22	7	22			44	15:45	47	316	84	347			663
04:00	5		10					16:00	86		86				
04:15	13		9					16:15	71		79				
04:30	28		7					16:30	85		90				
04:45	22	68	17	43			111	16:45	92	334	86	341			675
05:00	20		10					17:00	117		107				
05:15	21		22					17:15	108		114				
05:30	19		42					17:30	91		146				
05:45	19	79	44	118			197	17:45	104	420	115	482			902
06:00	21		26					18:00	86		93				
06:15	25		36					18:15	74		78				
06:30	19		61					18:30	77		64				
06:45	30	95	72	195			290	18:45	64	301	86	321			622
07:00	51		124					19:00	69		83				
07:15	78		104					19:15	98		89				
07:30	75		101					19:30	83		58				
07:45	39	243	97	426			669	19:45	90	340	43	273			613
08:00	53		76					20:00	77		50				
08:15	61		76					20:15	50		53				
08:30	60		70					20:30	60		54				
08:45	59	233	90	312			545	20:45	45	232	45	202			434
09:00	48		78					21:00	44		42				
09:15	68		43					21:15	24		42				
09:30	57		72					21:30	43		44				
09:45	54	227	62	255			482	21:45	35	146	38	166			312
10:00	66		62					22:00	35		33				
10:15	64		78					22:15	25		46				
10:30	63		52					22:30	22		36				
10:45	67	260	66	258			518	22:45	26	108	20	135			243
11:00	59		77					23:00	18		30				
11:15	62		75					23:15	11		25				
11:30	83		75					23:30	13		16				
11:45	84	288	79	306			594	23:45	17	59	15	86			145
To al Vol		1611		2061					3291		3449				

a ly To als

NB	SB	EB	WB	**Co ned**
4902	5510			

	AM		**PM**	
S l	43.9%	56.1%	48.8%	51.2%
Pea o	11:30	07:00	17:00	17:00
Vol e	359	426	420	482
P	0.85	0.86	0.87	0.83

Wednesday, May 27, 2015 CITY: San Be na dino PROJECT: SC0612

ADT31 Pacific Street east of Del Rosa Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			8		5			12:00			83		66		
00:15			13		8			12:15			75		96		
00:30			3		6			12:30			88		76		
00:45			9	33	5	24	57	12:45			51	297	75	313	610
01:00			6		3			13:00			70		71		
01:15			2		6			13:15			79		82		
01:30			9		4			13:30			75		59		
01:45			6	23	4	17	40	13:45			47	271	83	295	566
02:00			3		5			14:00			66		40		
02:15			1		8			14:15			64		59		
02:30			3		4			14:30			56		56		
02:45			8	15	4	21	36	14:45			51	237	49	204	441
03:00			4		3			15:00			66		53		
03:15			2		4			15:15			71		70		
03:30			1		0			15:30			67		56		
03:45			3	10	4	11	21	15:45			65	269	62	241	510
04:00			4		4			16:00			73		59		
04:15			4		6			16:15			71		62		
04:30			4		4			16:30			90		74		
04:45			5	17	5	19	36	16:45			75	309	56	251	560
05:00			6		9			17:00			100		67		
05:15			4		8			17:15			89		72		
05:30			10		10			17:30			103		51		
05:45			11	31	12	39	70	17:45			105	397	71	261	658
06:00			15		9			18:00			92		56		
06:15			8		22			18:15			59		42		
06:30			25		18			18:30			63		60		
06:45			27	75	48	97	172	18:45			94	308	59	217	525
07:00			53		65			19:00			100		48		
07:15			80		83			19:15			68		53		
07:30			54		73			19:30			78		45		
07:45			42	229	62	283	512	19:45			50	296	49	195	491
08:00			33		45			20:00			66		57		
08:15			46		49			20:15			49		46		
08:30			59		65			20:30			42		47		
08:45			51	189	53	212	401	20:45			39	196	25	175	371
09:00			32		48			21:00			46		42		
09:15			31		28			21:15			34		34		
09:30			30		32			21:30			40		29		
09:45			47	140	36	144	284	21:45			22	142	28	133	275
10:00			52		43			22:00			26		20		
10:15			27		40			22:15			19		28		
10:30			48		35			22:30			24		20		
10:45			36	163	38	156	319	22:45			19	88	16	84	172
11:00			41		33			23:00			27		13		
11:15			41		38			23:15			17		13		
11:30			66		52			23:30			16		4		
11:45			88	236	75	198	434	23:45			10	70	16	46	116
To al Vol				1161		1221						2880		2415	

a ly To als

NB	SB	EB	WB	**Co ned**
		4041	3636	

			AM				**PM**	
S I			48.7%	51.3%			54.4%	45.6%
Pea o	00:30	00:30	11:45	11:45			17:00	12:15
Vol e			334	313			397	318
P			0.95	0.82			0.95	0.83

Wednesday, May 27, 2015 CITY: San Be na dino PROJECT: SC0612

ADT32 Pacific Street west of Del Rosa Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			9		14			12:00			114		89		
00:15			14		16			12:15			100		108		
00:30			4		11			12:30			94		103		
00:45			11	38	5	46	84	12:45			91	399	115	415	814
01:00			11		10			13:00			118		88		
01:15			6		14			13:15			120		89		
01:30			8		6			13:30			101		71		
01:45			7	32	6	36	68	13:45			78	417	98	346	763
02:00			1		4			14:00			98		69		
02:15			4		10			14:15			86		75		
02:30			2		4			14:30			83		69		
02:45			10	17	7	25	42	14:45			65	332	74	287	619
03:00			7		6			15:00			89		88		
03:15			7		8			15:15			85		100		
03:30			4		3			15:30			76		86		
03:45			7	25	5	22	47	15:45			102	352	83	357	709
04:00			11		5			16:00			79		88		
04:15			9		5			16:15			87		95		
04:30			11		7			16:30			109		111		
04:45			10	41	8	25	66	16:45			93	368	98	392	760
05:00			15		7			17:00			124		88		
05:15			17		9			17:15			109		96		
05:30			27		11			17:30			106		69		
05:45			27	86	14	41	127	17:45			118	457	86	339	796
06:00			26		11			18:00			119		84		
06:15			21		23			18:15			88		64		
06:30			36		28			18:30			77		69		
06:45			39	122	62	124	246	18:45			133	417	81	298	715
07:00			89		94			19:00			130		64		
07:15			121		127			19:15			78		55		
07:30			85		90			19:30			82		63		
07:45			63	358	75	386	744	19:45			54	344	69	251	595
08:00			45		63			20:00			82		76		
08:15			60		75			20:15			66		62		
08:30			88		87			20:30			57		71		
08:45			67	260	68	293	553	20:45			52	257	61	270	527
09:00			44		63			21:00			53		69		
09:15			50		63			21:15			34		62		
09:30			48		45			21:30			48		51		
09:45			63	205	54	225	430	21:45			33	168	37	219	387
10:00			71		63			22:00			32		41		
10:15			54		62			22:15			35		35		
10:30			72		43			22:30			30		41		
10:45			58	255	57	225	480	22:45			30	127	34	151	278
11:00			50		40			23:00			31		26		
11:15			52		44			23:15			21		21		
11:30			71		67			23:30			20		17		
11:45			105	278	99	250	528	23:45			16	88	19	83	171
To al Vol				1717		1698						3726		3408	

	NB	SB	EB	WB	Co ned
a ly To als			5443	5106	

	AM				PM			
S I			50.3%	49.7%			52.2%	47.8%
Pea o	00:30	00:30	11:45	11:45			17:00	12:00
Vol e			413	399			457	415
P			0.91	0.92			0.92	0.90

pacific@aimtd.com Tell. 951 249 3226

Friday, May 22, 2015 CITY: San Be na dino PROJECT: SC0612

ADT33 Baseline Street east of Tippecanoe Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			27		18			12:00			133		103		
00:15			28		19			12:15			137		115		
00:30			22		15			12:30			128		110		
00:45			16	93	15	67	160	12:45			126	524	111	439	963
01:00			20		12			13:00			110		120		
01:15			14		6			13:15			105		128		
01:30			16		13			13:30			119		120		
01:45			18	68	15	46	114	13:45			124	458	119	487	945
02:00			9		10			14:00			153		113		
02:15			7		13			14:15			158		118		
02:30			9		9			14:30			151		139		
02:45			14	39	18	50	89	14:45			175	637	128	498	1135
03:00			12		10			15:00			163		152		
03:15			15		11			15:15			159		113		
03:30			8		12			15:30			171		135		
03:45			15	50	20	53	103	15:45			194	687	129	529	1216
04:00			11		15			16:00			199		141		
04:15			10		22			16:15			153		141		
04:30			13		29			16:30			181		105		
04:45			13	47	30	96	143	16:45			196	729	127	514	1243
05:00			21		35			17:00			185		114		
05:15			23		42			17:15			185		120		
05:30			22		40			17:30			195		129		
05:45			26	92	46	163	255	17:45			173	738	120	483	1221
06:00			33		45			18:00			177		123		
06:15			27		35			18:15			141		107		
06:30			29		46			18:30			156		96		
06:45			32	121	63	189	310	18:45			140	614	93	419	1033
07:00			42		75			19:00			159		101		
07:15			80		101			19:15			132		85		
07:30			96		108			19:30			114		97		
07:45			93	311	142	426	737	19:45			112	517	95	378	895
08:00			80		108			20:00			129		89		
08:15			82		96			20:15			109		68		
08:30			111		105			20:30			102		85		
08:45			137	410	118	427	837	20:45			93	433	79	321	754
09:00			96		96			21:00			93		62		
09:15			97		83			21:15			75		66		
09:30			91		87			21:30			92		74		
09:45			80	364	84	350	714	21:45			78	338	62	264	602
10:00			98		98			22:00			67		65		
10:15			89		109			22:15			62		44		
10:30			84		119			22:30			59		47		
10:45			102	373	117	443	816	22:45			53	241	40	196	437
11:00			99		88			23:00			50		22		
11:15			118		99			23:15			44		22		
11:30			122		97			23:30			35		21		
11:45			119	458	98	382	840	23:45			31	160	22	87	247
To al Vol				2426		2692						6076		4615	

	NB	SB	**a ly To als** EB	WB	**Co ned**
			8502	7307	

	AM		**PM**	
S I	47.4%	52.6%	56.8%	43.2%
Pea o	11:45	07:15	16:45	15:30
Vol e	517	459	761	546
P	0.94	0.81	0.97	0.97

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT34 Tippecanoe Avenue south of 9th Street | **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	11		14					12:00	67		52				
00:15	10		15					12:15	70		88				
00:30	5		13					12:30	79		87				
00:45	5	31	15	57			88	12:45	81	297	87	314			611
01:00	4		11					13:00	88		75				
01:15	5		12					13:15	91		73				
01:30	2		4					13:30	86		91				
01:45	6	17	14	41			58	13:45	92	357	113	352			709
02:00	2		7					14:00	77		100				
02:15	5		10					14:15	69		113				
02:30	7		7					14:30	87		89				
02:45	11	25	7	31			56	14:45	106	339	157	459			798
03:00	8		7					15:00	99		149				
03:15	3		15					15:15	82		125				
03:30	13		8					15:30	88		142				
03:45	9	33	10	40			73	15:45	110	379	156	572			951
04:00	7		9					16:00	111		140				
04:15	16		13					16:15	88		135				
04:30	22		9					16:30	86		104				
04:45	48	93	29	60			153	16:45	98	383	135	514			897
05:00	33		22					17:00	82		130				
05:15	34		36					17:15	91		127				
05:30	32		13					17:30	93		115				
05:45	68	167	20	91			258	17:45	92	358	126	498			856
06:00	63		26					18:00	80		120				
06:15	32		20					18:15	84		113				
06:30	44		33					18:30	69		98				
06:45	97	236	31	110			346	18:45	56	289	83	414			703
07:00	100		55					19:00	51		86				
07:15	106		90					19:15	55		65				
07:30	138		127					19:30	58		56				
07:45	111	455	83	355			810	19:45	48	212	69	276			488
08:00	111		87					20:00	54		75				
08:15	82		87					20:15	43		61				
08:30	73		95					20:30	38		68				
08:45	113	379	98	367			746	20:45	43	178	67	271			449
09:00	95		67					21:00	45		47				
09:15	55		66					21:15	36		48				
09:30	50		64					21:30	40		69				
09:45	73	273	50	247			520	21:45	37	158	44	208			366
10:00	60		71					22:00	30		41				
10:15	72		62					22:15	24		47				
10:30	59		57					22:30	28		41				
10:45	71	262	53	243			505	22:45	23	105	44	173			278
11:00	65		70					23:00	16		36				
11:15	58		67					23:15	20		32				
11:30	70		81					23:30	17		34				
11:45	82	275	77	295			570	23:45	12	65	30	132			197
To al Vol		2246		1937					3120		4183				

a ly To als

NB	SB	EB	WB	**Co ned**
5366	6120			

	AM		PM	
S I	53.7%	46.3%	42.7%	57.3%
Pea o	07:15	07:15	15:30	14:45
Vol e	466	387	397	573
P	0.84	0.76	0.95	0.91

pacific@aimtd.com Tell. 951 249 3226

Friday, May 22, 2015 CITY: San Be na dino PROJECT: SC0612

ADT35 5th Street west of Tippecanoe Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			11		4			12:00			43		37		
00:15			4		5			12:15			56		41		
00:30			2		2			12:30			58		40		
00:45			2	19	4	15	34	12:45			53	210	38	156	366
01:00			2		4			13:00			48		34		
01:15			4		3			13:15			57		47		
01:30			2		1			13:30			62		39		
01:45			2	10	3	11	21	13:45			54	221	46	166	387
02:00			0		1			14:00			58		51		
02:15			3		1			14:15			68		37		
02:30			3		4			14:30			59		39		
02:45			3	9	2	8	17	14:45			72	257	50	177	434
03:00			5		3			15:00			67		51		
03:15			2		2			15:15			73		48		
03:30			0		2			15:30			80		51		
03:45			3	10	4	11	21	15:45			96	316	54	204	520
04:00			6		10			16:00			71		50		
04:15			4		11			16:15			76		52		
04:30			5		11			16:30			89		37		
04:45			8	23	5	37	60	16:45			118	354	34	173	527
05:00			8		8			17:00			90		40		
05:15			5		20			17:15			117		49		
05:30			16		15			17:30			96		39		
05:45			17	46	11	54	100	17:45			102	405	51	179	584
06:00			14		13			18:00			72		41		
06:15			17		14			18:15			83		36		
06:30			24		18			18:30			49		21		
06:45			26	81	39	84	165	18:45			56	260	36	134	394
07:00			39		29			19:00			60		12		
07:15			44		69			19:15			48		21		
07:30			61		92			19:30			40		22		
07:45			28	172	69	259	431	19:45			29	177	23	78	255
08:00			36		78			20:00			31		26		
08:15			37		38			20:15			32		17		
08:30			41		48			20:30			43		24		
08:45			52	166	53	217	383	20:45			29	135	29	96	231
09:00			39		33			21:00			25		18		
09:15			38		30			21:15			25		15		
09:30			39		38			21:30			23		18		
09:45			40	156	33	134	290	21:45			26	99	13	64	163
10:00			46		34			22:00			21		14		
10:15			39		32			22:15			14		15		
10:30			44		34			22:30			7		6		
10:45			43	172	30	130	302	22:45			13	55	17	52	107
11:00			58		31			23:00			15		3		
11:15			46		35			23:15			15		12		
11:30			41		31			23:30			4		3		
11:45			47	192	34	131	323	23:45			6	40	4	22	62
To al Vol				1056		1091						2529		1501	

	NB	SB	**a ly To als** EB	WB	**Co ned**
			3585	2592	

	AM		**PM**	
S I	49.2%	50.8%	62.8%	37.2%
Pea o	00:30	00:30	11:45	07:15	16:45	15:30
Vol e			204	308	421	207
P			0.88	0.84	0.89	0.96

pacific@aimtd.com Tell. 951 249 3226

Friday, May 22, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT36 Rialto Avenue west of Tippecanoe Avenue | **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			6		2			12:00			11		17		
00:15			2		4			12:15			20		24		
00:30			3		4			12:30			23		19		
00:45			1	12	2	12	24	12:45			24	78	19	79	157
01:00			5		2			13:00			30		31		
01:15			0		2			13:15			23		13		
01:30			4		2			13:30			21		28		
01:45			1	10	5	11	21	13:45			35	109	22	94	203
02:00			3		3			14:00			25		20		
02:15			3		2			14:15			30		22		
02:30			2		2			14:30			17		26		
02:45			1	9	1	8	17	14:45			28	100	30	98	198
03:00			1		1			15:00			34		26		
03:15			1		1			15:15			39		31		
03:30			4		0			15:30			17		32		
03:45			3	9	1	3	12	15:45			40	130	41	130	260
04:00			2		4			16:00			28		39		
04:15			2		4			16:15			34		27		
04:30			4		5			16:30			39		17		
04:45			4	12	8	21	33	16:45			28	129	16	99	228
05:00			4		8			17:00			39		19		
05:15			3		7			17:15			45		35		
05:30			9		14			17:30			33		28		
05:45			12	28	9	38	66	17:45			32	149	23	105	254
06:00			12		15			18:00			31		25		
06:15			10		8			18:15			17		21		
06:30			19		11			18:30			22		13		
06:45			34	75	19	53	128	18:45			21	91	23	82	173
07:00			32		26			19:00			19		15		
07:15			27		34			19:15			24		17		
07:30			31		38			19:30			13		9		
07:45			22	112	32	130	242	19:45			18	74	11	52	126
08:00			25		45			20:00			17		13		
08:15			14		22			20:15			17		14		
08:30			17		25			20:30			13		13		
08:45			21	77	25	117	194	20:45			16	63	8	48	111
09:00			16		19			21:00			9		7		
09:15			12		18			21:15			8		11		
09:30			20		16			21:30			13		4		
09:45			19	67	18	71	138	21:45			6	36	9	31	67
10:00			10		20			22:00			13		11		
10:15			12		13			22:15			9		6		
10:30			10		11			22:30			4		9		
10:45			15	47	17	61	108	22:45			5	31	6	32	63
11:00			13		24			23:00			1		4		
11:15			20		17			23:15			6		5		
11:30			9		19			23:30			5		4		
11:45			21	63	16	76	139	23:45			3	15	4	17	32
To al Vol				521		601						1005		867	

a ly To als

NB	SB	EB	WB	**Co ned**
		1526	1468	

	AM				**PM**	
S I			46.4%	53.6%	53.7%	46.3%
Pea o	00:30	00:30	06:45	07:15	16:30	15:15
Vol e			124	149	151	143
P			0.91	0.83	0.84	0.87

pacific@aimtd.com | Tell. 951 249 3226

Friday, May 22, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT37 Tippecanoe Avenue south of Harry Shepard Boulevard | **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	52		26					12:00	187		194				
00:15	45		26					12:15	176		180				
00:30	43		15					12:30	186		180				
00:45	41	181	9	76			257	12:45	193	742	166	720			1462
01:00	28		16					13:00	223		180				
01:15	20		8					13:15	164		163				
01:30	32		16					13:30	192		192				
01:45	22	102	22	62			164	13:45	189	768	183	718			1486
02:00	38		21					14:00	208		190				
02:15	31		22					14:15	226		182				
02:30	17		39					14:30	241		206				
02:45	16	102	19	101			203	14:45	237	912	163	741			1653
03:00	25		18					15:00	222		219				
03:15	21		25					15:15	226		187				
03:30	25		42					15:30	250		222				
03:45	22	93	58	143			236	15:45	269	967	183	811			1778
04:00	16		38					16:00	243		206				
04:15	20		72					16:15	272		189				
04:30	67		115					16:30	305		214				
04:45	54	157	130	355			512	16:45	243	1063	199	808			1871
05:00	78		72					17:00	277		259				
05:15	73		89					17:15	226		179				
05:30	76		123					17:30	268		182				
05:45	86	313	122	406			719	17:45	223	994	184	804			1798
06:00	76		91					18:00	222		168				
06:15	93		88					18:15	218		160				
06:30	133		168					18:30	162		137				
06:45	187	489	215	562			1051	18:45	153	755	96	561			1316
07:00	138		169					19:00	146		104				
07:15	168		233					19:15	142		100				
07:30	145		224					19:30	135		87				
07:45	191	642	184	810			1452	19:45	133	556	78	369			925
08:00	141		148					20:00	120		73				
08:15	124		144					20:15	105		56				
08:30	127		157					20:30	109		83				
08:45	125	517	175	624			1141	20:45	106	440	69	281			721
09:00	113		134					21:00	95		61				
09:15	124		132					21:15	102		57				
09:30	110		136					21:30	85		64				
09:45	141	488	129	531			1019	21:45	67	349	60	242			591
10:00	124		131					22:00	90		58				
10:15	121		151					22:15	101		72				
10:30	130		142					22:30	98		53				
10:45	131	506	150	574			1080	22:45	74	363	36	219			582
11:00	149		163					23:00	84		40				
11:15	152		132					23:15	57		35				
11:30	184		169					23:30	66		34				
11:45	181	666	198	662			1328	23:45	54	261	29	138			399
To al Vol		4256		4906					8170		6412				

a ly To als

NB	SB	EB	WB	**Co ned**
12426	11318			

	AM		**PM**	
S l	46.5%	53.5%	56.0%	44.0%
Pea o	11:45	06:45	16:15	16:15
Vol e	730	841	1097	861
P	0.98	0.90	0.87	0.83

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Friday, May 22, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT38 Central Avenue west of Tippecanoe Avenue | **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			12		3			12:00			36		63		
00:15			3		10			12:15			25		34		
00:30			6		20			12:30			39		38		
00:45			5	26	9	42	68	12:45			26	126	38	173	299
01:00			10		7			13:00			35		34		
01:15			0		9			13:15			24		43		
01:30			3		7			13:30			67		32		
01:45			9	22	10	33	55	13:45			83	209	50	159	368
02:00			7		4			14:00			41		58		
02:15			8		5			14:15			36		34		
02:30			10		25			14:30			34		41		
02:45			10	35	2	36	71	14:45			27	138	46	179	317
03:00			1		8			15:00			29		61		
03:15			2		2			15:15			43		39		
03:30			5		12			15:30			58		45		
03:45			5	13	29	51	64	15:45			34	164	38	183	347
04:00			9		11			16:00			41		83		
04:15			20		7			16:15			37		39		
04:30			25		7			16:30			80		63		
04:45			34	88	5	30	118	16:45			74	232	51	236	468
05:00			8		59			17:00			76		74		
05:15			9		27			17:15			61		52		
05:30			18		43			17:30			80		67		
05:45			41	76	13	142	218	17:45			94	311	30	223	534
06:00			19		17			18:00			60		151		
06:15			35		8			18:15			49		49		
06:30			60		10			18:30			22		96		
06:45			113	227	14	49	276	18:45			18	149	42	338	487
07:00			90		30			19:00			14		29		
07:15			73		57			19:15			15		19		
07:30			37		42			19:30			14		14		
07:45			66	266	39	168	434	19:45			12	55	11	73	128
08:00			87		50			20:00			22		23		
08:15			44		63			20:15			17		10		
08:30			33		50			20:30			9		11		
08:45			25	189	30	193	382	20:45			13	61	16	60	121
09:00			21		28			21:00			10		10		
09:15			17		22			21:15			14		11		
09:30			25		35			21:30			15		21		
09:45			23	86	28	113	199	21:45			19	58	12	54	112
10:00			26		26			22:00			12		11		
10:15			20		27			22:15			7		9		
10:30			19		25			22:30			7		15		
10:45			27	92	20	98	190	22:45			15	41	8	43	84
11:00			24		26			23:00			5		11		
11:15			26		37			23:15			10		8		
11:30			40		33			23:30			4		7		
11:45			32	122	33	129	251	23:45			4	23	4	30	53
To al Vol				1242		1084						1567		1751	

	NB	SB	**a ly To als** EB	WB	**Co ned**
			2809	2835	

	AM		**PM**	
S I	53.4%	46.6%	47.2%	52.8%
Pea o	06:30	07:45	17:00	18:00
Vol e	336	202	311	338
P	0.74	0.80	0.83	0.56

00:30 00:30

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Friday, May 22, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT39 Tippecanoe Avenue north of Gould Street | **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	39		42					12:00	185		244				
00:15	25		24					12:15	204		181				
00:30	24		23					12:30	213		196				
00:45	22	110	34	123			233	12:45	189	791	181	802			1593
01:00	21		38					13:00	197		197				
01:15	17		28					13:15	172		188				
01:30	24		22					13:30	188		184				
01:45	27	89	17	105			194	13:45	173	730	177	746			1476
02:00	7		20					14:00	180		171				
02:15	16		15					14:15	162		185				
02:30	11		18					14:30	150		202				
02:45	23	57	11	64			121	14:45	171	663	206	764			1427
03:00	18		23					15:00	172		239				
03:15	11		17					15:15	165		186				
03:30	17		30					15:30	167		257				
03:45	28	74	37	107			181	15:45	194	698	197	879			1577
04:00	24		33					16:00	188		193				
04:15	17		47					16:15	172		198				
04:30	29		73					16:30	183		189				
04:45	45	115	81	234			349	16:45	175	718	207	787			1505
05:00	38		87					17:00	206		203				
05:15	65		90					17:15	183		170				
05:30	81		96					17:30	172		204				
05:45	120	304	72	345			649	17:45	171	732	168	745			1477
06:00	72		91					18:00	187		166				
06:15	126		77					18:15	135		110				
06:30	162		96					18:30	130		118				
06:45	228	588	145	409			997	18:45	89	541	116	510			1051
07:00	155		128					19:00	110		106				
07:15	172		179					19:15	99		89				
07:30	154		165					19:30	104		92				
07:45	130	611	210	682			1293	19:45	111	424	96	383			807
08:00	147		197					20:00	105		75				
08:15	128		148					20:15	84		58				
08:30	119		165					20:30	115		79				
08:45	121	515	175	685			1200	20:45	93	397	35	247			644
09:00	135		179					21:00	80		56				
09:15	134		143					21:15	78		60				
09:30	151		142					21:30	56		52				
09:45	158	578	132	596			1174	21:45	53	267	35	203			470
10:00	129		172					22:00	55		49				
10:15	131		161					22:15	66		52				
10:30	158		182					22:30	71		75				
10:45	131	549	171	686			1235	22:45	53	245	46	222			467
11:00	160		167					23:00	38		57				
11:15	149		213					23:15	51		28				
11:30	162		207					23:30	39		50				
11:45	174	645	203	790			1435	23:45	25	153	38	173			326
To al Vol		4235		4826					6359		6461				

a ly To als

NB	SB	EB	WB	**Co ned**
10594	11287			

	AM		**PM**	
S l	46.7%	53.3%	49.6%	50.4%
Pea o	11:45	11:15	12:15	14:45
Vol e	776	867	803	888
P	0.91	0.89	0.93	0.86

pacific@aimtd.com | Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT40 Brier Drive east of Tippecanoe Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			0		0			12:00			13		7		
00:15			1		0			12:15			7		14		
00:30			0		2			12:30			8		10		
00:45			0	1	0	2	3	12:45			13	41	5	36	77
01:00			1		0			13:00			7		8		
01:15			0		0			13:15			11		4		
01:30			0		0			13:30			9		7		
01:45			0	1	0	0	1	13:45			15	42	11	30	72
02:00			1		0			14:00			14		9		
02:15			0		0			14:15			11		7		
02:30			0		0			14:30			5		5		
02:45			1	2	0	0	2	14:45			9	39	8	29	68
03:00			0		1			15:00			15		6		
03:15			0		0			15:15			16		1		
03:30			2		0			15:30			10		18		
03:45			1	3	0	1	4	15:45			13	54	9	34	88
04:00			0		0			16:00			19		11		
04:15			0		1			16:15			8		9		
04:30			3		0			16:30			12		19		
04:45			2	5	0	1	6	16:45			11	50	11	50	100
05:00			2		1			17:00			7		20		
05:15			1		1			17:15			11		14		
05:30			7		1			17:30			12		14		
05:45			5	15	0	3	18	17:45			5	35	10	58	93
06:00			8		1			18:00			11		10		
06:15			7		4			18:15			4		8		
06:30			5		1			18:30			6		5		
06:45			12	32	1	7	39	18:45			5	26	5	28	54
07:00			8		2			19:00			3		7		
07:15			7		1			19:15			5		8		
07:30			8		1			19:30			7		12		
07:45			21	44	5	9	53	19:45			3	18	4	31	49
08:00			29		0			20:00			4		6		
08:15			13		5			20:15			4		9		
08:30			8		1			20:30			2		6		
08:45			11	61	2	8	69	20:45			3	13	2	23	36
09:00			8		3			21:00			8		4		
09:15			4		2			21:15			2		3		
09:30			12		3			21:30			2		4		
09:45			8	32	0	8	40	21:45			1	13	3	14	27
10:00			8		8			22:00			3		2		
10:15			6		5			22:15			4		1		
10:30			9		2			22:30			5		5		
10:45			6	29	2	17	46	22:45			3	15	1	9	24
11:00			10		6			23:00			1		1		
11:15			8		6			23:15			2		3		
11:30			10		3			23:30			2		3		
11:45			14	42	6	21	63	23:45			2	7	0	7	14
To al Vol				267		77						353		349	

a ly To als

NB	SB	EB	WB	**Co ned**
		620	426	

	AM					**PM**	
S I			77.6%	22.4%		50.3%	49.7%
Pea o	00:30	00:30	07:30	11:45		15:15	16:30
Vol e			71	37		58	64
P			0.61	0.66		0.76	0.80

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT41 Hospitality Lane west of Tippecanoe Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			6		1			12:00			165		193		
00:15			4		4			12:15			173		189		
00:30			2		4			12:30			151		151		
00:45			4	16	2	11	27	12:45			141	630	157	690	1320
01:00			3		2			13:00			147		155		
01:15			7		3			13:15			148		164		
01:30			7		1			13:30			125		127		
01:45			4	21	2	8	29	13:45			122	542	122	568	1110
02:00			0		1			14:00			127		151		
02:15			2		2			14:15			96		147		
02:30			2		0			14:30			131		154		
02:45			2	6	0	3	9	14:45			138	492	142	594	1086
03:00			1		1			15:00			129		175		
03:15			2		3			15:15			118		160		
03:30			1		1			15:30			151		147		
03:45			0	4	6	11	15	15:45			136	534	161	643	1177
04:00			2		2			16:00			158		127		
04:15			1		6			16:15			141		157		
04:30			4		6			16:30			134		151		
04:45			6	13	27	41	54	16:45			147	580	142	577	1157
05:00			1		14			17:00			170		150		
05:15			3		7			17:15			139		142		
05:30			10		30			17:30			160		157		
05:45			10	24	39	90	114	17:45			143	612	161	610	1222
06:00			8		30			18:00			155		153		
06:15			19		45			18:15			119		123		
06:30			22		72			18:30			124		138		
06:45			40	89	105	252	341	18:45			108	506	118	532	1038
07:00			27		61			19:00			112		132		
07:15			25		94			19:15			84		104		
07:30			42		87			19:30			111		116		
07:45			30	124	98	340	464	19:45			106	413	109	461	874
08:00			43		100			20:00			99		80		
08:15			33		91			20:15			86		69		
08:30			33		76			20:30			75		48		
08:45			37	146	92	359	505	20:45			65	325	28	225	550
09:00			44		90			21:00			38		30		
09:15			53		94			21:15			26		16		
09:30			47		110			21:30			18		9		
09:45			38	182	167	461	643	21:45			20	102	6	61	163
10:00			70		145			22:00			13		7		
10:15			98		156			22:15			17		8		
10:30			126		139			22:30			14		3		
10:45			106	400	172	612	1012	22:45			7	51	9	27	78
11:00			121		162			23:00			4		6		
11:15			131		193			23:15			4		3		
11:30			151		198			23:30			3		3		
11:45			141	544	179	732	1276	23:45			1	12	3	15	27
To al Vol				1569		2920						4799		5003	

	NB	SB	**a ly To als** EB	WB	**Co ned**
			6368	7923	
			PM		
S I			49.0%	51.0%	
Pea o	00:30	00:30	12:00	12:00	
Vol e			630	690	
P			0.91	0.89	

			AM	
S I			35.0%	65.0%
Pea o	00:30	00:30	11:30	11:15
Vol e			630	763
P			0.91	0.96

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT42 Harriman Place west of Tippecanoe Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			19		2			12:00			129		107		
00:15			13		3			12:15			134		93		
00:30			3		2			12:30			114		98		
00:45			4	39	1	8	47	12:45			110	487	94	392	879
01:00			5		2			13:00			115		88		
01:15			2		1			13:15			114		93		
01:30			4		2			13:30			117		66		
01:45			2	13	1	6	19	13:45			104	450	79	326	776
02:00			3		0			14:00			121		54		
02:15			3		0			14:15			83		64		
02:30			1		6			14:30			78		77		
02:45			3	10	0	6	16	14:45			82	364	77	272	636
03:00			0		1			15:00			96		89		
03:15			1		0			15:15			105		86		
03:30			0		2			15:30			105		74		
03:45			0	1	1	4	5	15:45			116	422	75	324	746
04:00			3		0			16:00			117		80		
04:15			3		0			16:15			107		75		
04:30			0		5			16:30			95		62		
04:45			3	9	10	15	24	16:45			121	440	75	292	732
05:00			4		6			17:00			147		114		
05:15			1		2			17:15			139		106		
05:30			3		8			17:30			105		126		
05:45			5	13	11	27	40	17:45			92	483	121	467	950
06:00			16		16			18:00			111		113		
06:15			17		19			18:15			109		75		
06:30			21		24			18:30			112		83		
06:45			35	89	30	89	178	18:45			87	419	69	340	759
07:00			27		28			19:00			94		93		
07:15			29		36			19:15			98		61		
07:30			31		44			19:30			105		68		
07:45			34	121	36	144	265	19:45			117	414	61	283	697
08:00			34		51			20:00			91		60		
08:15			36		39			20:15			74		57		
08:30			36		39			20:30			81		53		
08:45			41	147	49	178	325	20:45			49	295	35	205	500
09:00			45		47			21:00			56		20		
09:15			56		62			21:15			45		25		
09:30			51		50			21:30			44		19		
09:45			44	196	60	219	415	21:45			19	164	15	79	243
10:00			60		69			22:00			24		18		
10:15			57		77			22:15			36		21		
10:30			65		79			22:30			18		11		
10:45			78	260	69	294	554	22:45			8	86	2	52	138
11:00			76		79			23:00			14		6		
11:15			83		82			23:15			18		7		
11:30			95		98			23:30			9		5		
11:45			99	353	117	376	729	23:45			11	52	7	25	77
To al Vol				1251		1366						4076		3057	

	NB	SB	EB	WB	Co ned
a ly To als			5327	4423	

	AM		PM	
S I	47.8%	52.2%	57.1%	42.9%
Pea o	11:45	11:30	16:45	17:00
Vol e	476	415	512	467
P	0.89	0.89	0.87	0.93

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT43 Redlands east of Gardena. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		10		9			12:00	0		0		118		124		
0:15	0		0		5		7			12:15	0		0		122		134		
0:30	0		0		7		10			12:30	0		0		108		110		
0:45	0	0	0	0	9	31	6	32	63	12:45	0	0	0	0	107	455	118	486	941
1:00	0		0		7		4			13:00	0		0		102		92		
1:15	0		0		5		7			13:15	0		0		84		96		
1:30	0		0		3		7			13:30	0		0		76		92		
1:45	0	0	0	0	9	24	6	24	48	13:45	0	0	0	0	116	378	124	404	782
2:00	0		0		5		8			14:00	0		0		91		94		
2:15	0		0		7		4			14:15	0		0		94		102		
2:30	0		0		3		3			14:30	0		0		103		128		
2:45	0	0	0	0	3	18	8	23	41	14:45	0	0	0	0	92	380	126	450	830
3:00	0		0		3		5			15:00	0		0		84		128		
3:15	0		0		3		4			15:15	0		0		112		117		
3:30	0		0		8		5			15:30	0		0		96		123		
3:45	0	0	0	0	5	19	5	19	38	15:45	0	0	0	0	100	392	129	497	889
4:00	0		0		7		6			16:00	0		0		100		113		
4:15	0		0		6		7			16:15	0		0		132		122		
4:30	0		0		11		5			16:30	0		0		114		121		
4:45	0	0	0	0	10	34	12	30	64	16:45	0	0	0	0	149	495	141	497	992
5:00	0		0		4		18			17:00	0		0		170		126		
5:15	0		0		10		15			17:15	0		0		196		131		
5:30	0		0		22		19			17:30	0		0		206		176		
5:45	0	0	0	0	29	65	23	75	140	17:45	0	0	0	0	139	711	185	618	1329
6:00	0		0		25		25			18:00	0		0		85		108		
6:15	0		0		28		22			18:15	0		0		69		96		
6:30	0		0		44		40			18:30	0		0		69		74		
6:45	0	0	0	0	53	150	42	129	279	18:45	0	0	0	0	60	283	87	365	648
7:00	0		0		60		42			19:00	0		0		45		42		
7:15	0		0		87		66			19:15	0		0		43		64		
7:30	0		0		123		90			19:30	0		0		49		56		
7:45	0	0	0	0	155	425	101	299	724	19:45	0	0	0	0	61	198	49	211	409
8:00	0		0		103		110			20:00	0		0		42		45		
8:15	0		0		88		119			20:15	0		0		32		47		
8:30	0		0		92		96			20:30	0		0		23		40		
8:45	0	0	0	0	95	378	82	407	785	20:45	0	0	0	0	26	123	47	179	302
9:00	0		0		110		73			21:00	0		0		22		31		
9:15	0		0		77		88			21:15	0		0		26		39		
9:30	0		0		100		69			21:30	0		0		27		35		
9:45	0	0	0	0	76	363	78	308	671	21:45	0	0	0	0	24	99	33	138	237
10:00	0		0		77		84			22:00	0		0		27		26		
10:15	0		0		74		82			22:15	0		0		26		31		
10:30	0		0		52		73			22:30	0		0		18		31		
10:45	0	0	0	0	95	298	86	325	623	22:45	0	0	0	0	16	87	23	111	198
11:00	0		0		79		71			23:00	0		0		8		16		
11:15	0		0		87		91			23:15	0		0		13		14		
11:30	0		0		86		93			23:30	0		0		11		14		
11:45	0	0	0	0	119	371	108	363	734	23:45	0	0	0	0	8	40	9	53	93

To al Vol					2176		2034									3641		4009	

a ly To als

	NB	F ont	SB	EB	Side	WB	Co	ned
				5817		6043		

	AM					PM			
S l				51.7%	48.3%			47.6%	52.4%
Pea o	0:30	0:30		7:30	11:45			16:45	17:00
Vol e				469	476			721	618
P				0.76	0.89			0.88	0.84

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT44 Steele Road north of Wier Road **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	9		3					12:00	7		5				
00:15	9		8					12:15	4		5				
00:30	6		7					12:30	9		5				
00:45	14	38	5	23			61	12:45	3	23	4	19			42
01:00	8		7					13:00	4		4				
01:15	4		6					13:15	5		3				
01:30	13		8					13:30	4		4				
01:45	7	32	9	30			62	13:45	2	15	3	14			29
02:00	6		4					14:00	3		3				
02:15	4		5					14:15	3		1				
02:30	8		2					14:30	3		2				
02:45	3	21	11	22			43	14:45	1	10	1	7			17
03:00	7		9					15:00	1		4				
03:15	8		7					15:15	1		0				
03:30	11		9					15:30	0		1				
03:45	8	34	10	35			69	15:45	2	4	2	7			11
04:00	10		9					16:00	4		1				
04:15	9		13					16:15	2		0				
04:30	11		11					16:30	0		1				
04:45	7	37	8	41			78	16:45	2	8	0	2			10
05:00	5		10					17:00	1		1				
05:15	6		10					17:15	4		1				
05:30	8		8					17:30	1		2				
05:45	14	33	10	38			71	17:45	4	10	4	8			18
06:00	21		22					18:00	11		9				
06:15	13		14					18:15	7		13				
06:30	17		13					18:30	5		8				
06:45	17	68	11	60			128	18:45	4	27	5	35			62
07:00	14		16					19:00	5		4				
07:15	19		28					19:15	4		2				
07:30	5		8					19:30	6		4				
07:45	16	54	15	67			121	19:45	8	23	5	15			38
08:00	22		9					20:00	7		3				
08:15	9		13					20:15	6		6				
08:30	15		14					20:30	9		7				
08:45	10	56	5	41			97	20:45	10	32	8	24			56
09:00	9		10					21:00	15		11				
09:15	4		7					21:15	13		8				
09:30	12		10					21:30	12		2				
09:45	1	26	9	36			62	21:45	14	54	8	29			83
10:00	5		8					22:00	14		7				
10:15	4		7					22:15	8		5				
10:30	12		6					22:30	10		4				
10:45	4	25	7	28			53	22:45	14	46	10	26			72
11:00	7		5					23:00	21		8				
11:15	8		6					23:15	8		7				
11:30	10		6					23:30	11		2				
11:45	7	32	10	27			59	23:45	10	50	7	24			74
To al Vol		456		448					302		210				

a ly To als

NB	SB	EB	WB	**Co ned**
758	658			

	AM		PM	
S l	50.4%	49.6%	59.0%	41.0%
Pea o	06:00	06:30	21:00	18:00
Vol e	68	68	54	35
P	0.81	0.61	0.87	0.67

pacific@aimtd.com Tell. 951 249 3226

Friday, May 22, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT45 Wier Road north of Washington Street | **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	1		1					12:00	57		13				
00:15	2		3					12:15	63		10				
00:30	2		0					12:30	54		12				
00:45	0	5	1	5			10	12:45	51	225	8	43			268
01:00	1		0					13:00	42		17				
01:15	1		0					13:15	46		11				
01:30	1		1					13:30	49		11				
01:45	1	4	1	2			6	13:45	38	175	16	55			230
02:00	1		0					14:00	60		10				
02:15	1		0					14:15	42		14				
02:30	1		1					14:30	28		9				
02:45	1	4	1	2			6	14:45	14	144	17	50			194
03:00	0		1					15:00	19		18				
03:15	0		1					15:15	16		19				
03:30	0		0					15:30	20		16				
03:45	1	1	3	5			6	15:45	27	82	13	66			148
04:00	0		0					16:00	11		15				
04:15	0		2					16:15	14		22				
04:30	1		2					16:30	17		28				
04:45	1	2	3	7			9	16:45	32	74	17	82			156
05:00	0		1					17:00	18		18				
05:15	0		1					17:15	36		21				
05:30	1		3					17:30	19		20				
05:45	3	4	1	6			10	17:45	19	92	20	79			171
06:00	0		4					18:00	16		16				
06:15	4		5					18:15	10		10				
06:30	7		6					18:30	17		13				
06:45	11	22	5	20			42	18:45	9	52	14	53			105
07:00	14		11					19:00	15		6				
07:15	32		23					19:15	14		11				
07:30	95		15					19:30	13		14				
07:45	102	243	29	78			321	19:45	15	57	10	41			98
08:00	59		14					20:00	9		9				
08:15	34		17					20:15	14		9				
08:30	58		11					20:30	8		8				
08:45	38	189	20	62			251	20:45	8	39	5	31			70
09:00	47		11					21:00	8		7				
09:15	47		6					21:15	8		2				
09:30	39		9					21:30	9		3				
09:45	35	168	10	36			204	21:45	5	30	7	19			49
10:00	41		15					22:00	8		3				
10:15	49		5					22:15	3		1				
10:30	33		10					22:30	0		2				
10:45	44	167	9	39			206	22:45	2	13	1	7			20
11:00	33		5					23:00	6		3				
11:15	41		10					23:15	1		2				
11:30	53		12					23:30	1		3				
11:45	59	186	12	39			225	23:45	3	11	2	10			21
To al Vol		995		301					994		536				

a ly To als

NB	SB	EB	WB	**Co ned**
1989	837			

	AM		**PM**	
S I	76.8%	23.2%	65.0%	35.0%
Pea o	07:30	07:15	12:00	16:15
Vol e	290	81	225	85
P	0.71	0.70	0.90	0.76

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT46 Washington Street west of Wier Road **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			15		24			12:00			224		208		
00:15			15		21			12:15			204		196		
00:30			21		12			12:30			218		177		
00:45			15	66	15	72	138	12:45			213	859	148	729	1588
01:00			11		11			13:00			214		168		
01:15			8		8			13:15			233		184		
01:30			17		11			13:30			189		191		
01:45			11	47	7	37	84	13:45			206	842	177	720	1562
02:00			11		7			14:00			214		199		
02:15			15		9			14:15			208		202		
02:30			10		11			14:30			241		208		
02:45			21	57	10	37	94	14:45			233	896	195	804	1700
03:00			4		10			15:00			183		205		
03:15			19		9			15:15			240		224		
03:30			28		8			15:30			216		233		
03:45			34	85	14	41	126	15:45			221	860	238	900	1760
04:00			28		13			16:00			194		248		
04:15			34		14			16:15			179		207		
04:30			63		11			16:30			202		274		
04:45			73	198	22	60	258	16:45			224	799	248	977	1776
05:00			44		24			17:00			206		263		
05:15			71		24			17:15			257		86		
05:30			110		26			17:30			245		154		
05:45			163	388	27	101	489	17:45			212	920	190	693	1613
06:00			168		34			18:00			233		196		
06:15			209		49			18:15			200		176		
06:30			266		79			18:30			174		158		
06:45			307	950	86	248	1198	18:45			144	751	180	710	1461
07:00			300		91			19:00			128		154		
07:15			341		122			19:15			119		132		
07:30			386		159			19:30			135		141		
07:45			445	1472	152	524	1996	19:45			112	494	149	576	1070
08:00			271		170			20:00			108		126		
08:15			240		157			20:15			115		127		
08:30			281		151			20:30			102		105		
08:45			276	1068	137	615	1683	20:45			101	426	79	437	863
09:00			248		123			21:00			183		90		
09:15			216		138			21:15			119		65		
09:30			203		124			21:30			83		84		
09:45			209	876	129	514	1390	21:45			81	466	72	311	777
10:00			187		126			22:00			79		66		
10:15			194		163			22:15			85		57		
10:30			208		130			22:30			56		52		
10:45			195	784	148	567	1351	22:45			44	264	37	212	476
11:00			188		142			23:00			49		50		
11:15			194		136			23:15			44		32		
11:30			229		153			23:30			30		50		
11:45			196	807	168	599	1406	23:45			16	139	40	172	311
To al Vol				6798		3415						7716		7241	

a ly To als

NB	SB	EB	WB	**Co ned**
		14514	10656	

	AM		**PM**	
S l	66.6%	33.4%	51.6%	48.4%
Pea o	07:00	11:45	17:15	16:15
Vol e	1472	749	947	992
P	0.83	0.90	0.92	0.91

00:30 00:30

pacific@aimtd.com Tell. 951 249 3226

Friday, May 22, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT47 Reche Canyon Road north of Fern Lane | **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	6		19					12:00	95		79				
00:15	4		15					12:15	86		94				
00:30	11		11					12:30	85		84				
00:45	5	26	10	55			81	12:45	92	358	90	347			705
01:00	0		9					13:00	98		82				
01:15	6		10					13:15	119		108				
01:30	4		5					13:30	88		105				
01:45	1	11	6	30			41	13:45	96	401	131	426			827
02:00	9		4					14:00	74		167				
02:15	5		11					14:15	124		130				
02:30	7		7					14:30	103		199				
02:45	7	28	3	25			53	14:45	103	404	216	712			1116
03:00	6		4					15:00	107		232				
03:15	11		4					15:15	108		231				
03:30	25		11					15:30	134		265				
03:45	27	69	6	25			94	15:45	108	457	308	1036			1493
04:00	17		10					16:00	96		325				
04:15	39		7					16:15	125		399				
04:30	61		12					16:30	111		400				
04:45	42	159	16	45			204	16:45	121	453	401	1525			1978
05:00	50		22					17:00	115		395				
05:15	80		18					17:15	125		403				
05:30	112		24					17:30	128		370				
05:45	131	373	25	89			462	17:45	131	499	345	1513			2012
06:00	138		21					18:00	97		321				
06:15	196		31					18:15	64		353				
06:30	286		37					18:30	79		174				
06:45	295	915	45	134			1049	18:45	77	317	146	994			1311
07:00	338		37					19:00	47		140				
07:15	339		65					19:15	56		118				
07:30	346		75					19:30	63		84				
07:45	327	1350	78	255			1605	19:45	40	206	109	451			657
08:00	227		76					20:00	37		98				
08:15	236		97					20:15	42		77				
08:30	228		84					20:30	45		106				
08:45	211	902	75	332			1234	20:45	30	154	87	368			522
09:00	164		79					21:00	37		66				
09:15	127		67					21:15	27		79				
09:30	127		56					21:30	35		74				
09:45	126	544	50	252			796	21:45	31	130	66	285			415
10:00	91		51					22:00	22		52				
10:15	106		70					22:15	33		62				
10:30	135		85					22:30	25		53				
10:45	103	435	77	283			718	22:45	21	101	35	202			303
11:00	80		74					23:00	14		38				
11:15	112		68					23:15	11		22				
11:30	95		81					23:30	9		22				
11:45	93	380	88	311			691	23:45	16	50	20	102			152
To al Vol		5192		1836					3530		7961				

a ly To als

NB	SB	EB	WB	**Co ned**
8722	9797			

	AM		**PM**	
S l	73.9%	26.1%	30.7%	69.3%
Pea o	07:00	11:45	17:00	16:30
Vol e	1350	345	499	1599
P	0.98	0.92	0.97	0.99

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT48 Reche Vista west of Reche Canyon. Prepared by: Field Data Services of Arizona **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		10		17			12:00	0		0		65		70		
0:15	0		0		5		15			12:15	0		0		73		65		
0:30	0		0		7		5			12:30	0		0		74		58		
0:45	0	0	0	0	4	26	9	46	72	12:45	0	0	0	0	79	291	62	255	546
1:00	0		0		0		12			13:00	0		0		95		52		
1:15	0		0		5		11			13:15	0		0		82		69		
1:30	0		0		3		3			13:30	0		0		71		72		
1:45	0	0	0	0	2	10	8	34	44	13:45	0	0	0	0	64	312	85	278	590
2:00	0		0		8		2			14:00	0		0		87		114		
2:15	0		0		2		11			14:15	0		0		85		104		
2:30	0		0		10		2			14:30	0		0		100		125		
2:45	0	0	0	0	4	24	8	23	47	14:45	0	0	0	0	97	369	175	518	887
3:00	0		0		4		4			15:00	0		0		74		166		
3:15	0		0		16		3			15:15	0		0		131		206		
3:30	0		0		16		5			15:30	0		0		110		192		
3:45	0	0	0	0	16	52	10	22	74	15:45	0	0	0	0	87	402	226	790	1192
4:00	0		0		11		7			16:00	0		0		144		264		
4:15	0		0		33		9			16:15	0		0		115		271		
4:30	0		0		54		11			16:30	0		0		146		282		
4:45	0	0	0	0	21	119	12	39	158	16:45	0	0	0	0	136	541	308	1125	1666
5:00	0		0		39		20			17:00	0		0		113		266		
5:15	0		0		65		19			17:15	0		0		169		354		
5:30	0		0		109		24			17:30	0		0		135		303		
5:45	0	0	0	0	101	314	17	80	394	17:45	0	0	0	0	112	529	343	1266	1795
6:00	0		0		129		22			18:00	0		0		57		273		
6:15	0		0		191		35			18:15	0		0		53		281		
6:30	0		0		310		35			18:30	0		0		66		207		
6:45	0	0	0	0	275	905	36	128	1033	18:45	0	0	0	0	57	233	128	889	1122
7:00	0		0		347		36			19:00	0		0		38		94		
7:15	0		0		324		51			19:15	0		0		42		95		
7:30	0		0		256		61			19:30	0		0		41		73		
7:45	0	0	0	0	210	1137	80	228	1365	19:45	0	0	0	0	35	156	72	334	490
8:00	0		0		263		66			20:00	0		0		37		75		
8:15	0		0		203		91			20:15	0		0		24		56		
8:30	0		0		196		75			20:30	0		0		25		59		
8:45	0	0	0	0	159	821	60	292	1113	20:45	0	0	0	0	23	109	55	245	354
9:00	0		0		131		66			21:00	0		0		32		49		
9:15	0		0		113		56			21:15	0		0		26		38		
9:30	0		0		113		43			21:30	0		0		27		51		
9:45	0	0	0	0	87	444	40	205	649	21:45	0	0	0	0	18	103	31	169	272
10:00	0		0		74		30			22:00	0		0		27		35		
10:15	0		0		99		50			22:15	0		0		29		36		
10:30	0		0		91		37			22:30	0		0		18		30		
10:45	0	0	0	0	65	329	66	183	512	22:45	0	0	0	0	13	87	32	133	220
11:00	0		0		74		46			23:00	0		0		21		29		
11:15	0		0		86		58			23:15	0		0		12		29		
11:30	0		0		81		62			23:30	0		0		15		22		
11:45	0	0	0	0	71	312	54	220	532	23:45	0	0	0	0	4	52	15	95	147
To al Vol						4493		1500								3184		6097	

a ly To als

NB F ont SB	EB Side	WB	**Co ned**
	7677	7597	

	AM			PM	
S I	75.0%	25.0%		34.3%	65.7%
Pea o	0:30	0:30	6:30	16:30	17:15
Vol e	1256	312		564	1273
P	0.90	0.86		0.83	0.90

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT49 Moreno Beach Drive north of Ironwood Avenue **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB		SB		EB	WB		PM Pe iod	NB		SB		EB	WB	
00:00	2		1					12:00	19		19				
00:15	2		1					12:15	23		28				
00:30	1		4					12:30	16		29				
00:45	1	6	1	7			13	12:45	17	75	19	95			170
01:00	2		3					13:00	18		18				
01:15	0		3					13:15	17		25				
01:30	2		2					13:30	15		20				
01:45	0	4	0	8			12	13:45	26	76	21	84			160
02:00	5		0					14:00	23		19				
02:15	0		4					14:15	25		20				
02:30	2		2					14:30	28		34				
02:45	1	8	1	7			15	14:45	21	97	41	114			211
03:00	5		3					15:00	25		35				
03:15	6		1					15:15	31		24				
03:30	5		0					15:30	27		31				
03:45	5	21	3	7			28	15:45	23	106	30	120			226
04:00	3		1					16:00	29		38				
04:15	4		1					16:15	24		35				
04:30	7		1					16:30	26		25				
04:45	7	21	2	5			26	16:45	27	106	40	138			244
05:00	14		3					17:00	22		35				
05:15	11		4					17:15	23		30				
05:30	9		4					17:30	17		26				
05:45	17	51	5	16			67	17:45	28	90	36	127			217
06:00	17		4					18:00	17		40				
06:15	23		5					18:15	12		28				
06:30	27		9					18:30	27		27				
06:45	29	96	12	30			126	18:45	24	80	22	117			197
07:00	29		14					19:00	16		32				
07:15	43		13					19:15	24		19				
07:30	46		17					19:30	14		30				
07:45	40	158	24	68			226	19:45	7	61	20	101			162
08:00	30		22					20:00	14		20				
08:15	32		12					20:15	13		23				
08:30	22		14					20:30	14		28				
08:45	18	102	17	65			167	20:45	7	48	26	97			145
09:00	26		14					21:00	8		17				
09:15	18		13					21:15	8		14				
09:30	30		10					21:30	6		8				
09:45	17	91	11	48			139	21:45	8	30	19	58			88
10:00	12		15					22:00	5		8				
10:15	22		18					22:15	7		15				
10:30	23		22					22:30	5		15				
10:45	15	72	12	67			139	22:45	5	22	8	46			68
11:00	25		11					23:00	1		6				
11:15	17		15					23:15	3		6				
11:30	20		14					23:30	2		4				
11:45	13	75	18	58			133	23:45	1	7	8	24			31
To al Vol		705		386					798		1121				

a ly To als

NB	SB	EB	WB	**Co ned**
1503	1507			

	AM		**PM**	
S l	64.6%	35.4%	41.6%	58.4%
Pea o	07:15	11:45	15:15	16:00
Vol e	159	94	110	138
P	0.86	0.81	0.84	0.86

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 CITY: San Be na dino PROJECT: SC0612

ADT50 Locust Avenue east of Moreno Beach Road **Prepared by AimTD tel. 951 249 3226**

AM Pe iod	NB	SB	EB		WB			PM Pe iod	NB	SB	EB		WB		
00:30			2		2			12:00			8		8		
00:15			1		0			12:15			14		13		
00:30			0		1			12:30			8		13		
00:45			0	3	0	3	6	12:45			4	34	5	39	73
01:00			0		3			13:00			6		8		
01:15			0		1			13:15			4		9		
01:30			1		1			13:30			4		13		
01:45			1	2	0	5	7	13:45			11	25	7	37	62
02:00			1		0			14:00			9		6		
02:15			0		2			14:15			8		5		
02:30			0		1			14:30			13		16		
02:45			1	2	1	4	6	14:45			10	40	26	53	93
03:00			1		0			15:00			12		13		
03:15			3		1			15:15			6		10		
03:30			3		0			15:30			13		13		
03:45			3	10	0	1	11	15:45			12	43	13	49	92
04:00			2		1			16:00			9		13		
04:15			5		1			16:15			12		14		
04:30			1		0			16:30			19		11		
04:45			1	9	1	3	12	16:45			10	50	14	52	102
05:00			2		1			17:00			8		14		
05:15			3		2			17:15			10		18		
05:30			4		3			17:30			9		14		
05:45			7	16	0	6	22	17:45			12	39	14	60	99
06:00			10		2			18:00			5		19		
06:15			5		4			18:15			9		8		
06:30			10		4			18:30			11		13		
06:45			12	37	5	15	52	18:45			7	32	4	44	76
07:00			8		8			19:00			7		16		
07:15			23		10			19:15			13		8		
07:30			19		6			19:30			2		13		
07:45			19	69	11	35	104	19:45			3	25	7	44	69
08:00			13		11			20:00			7		12		
08:15			17		5			20:15			4		15		
08:30			10		6			20:30			9		10		
08:45			7	47	11	33	80	20:45			2	22	12	49	71
09:00			8		4			21:00			4		4		
09:15			10		6			21:15			2		6		
09:30			11		3			21:30			5		4		
09:45			6	35	5	18	53	21:45			4	15	12	26	41
10:00			7		6			22:00			1		4		
10:15			5		8			22:15			3		7		
10:30			11		7			22:30			4		6		
10:45			8	31	8	29	60	22:45			3	11	7	24	35
11:00			8		6			23:00			0		1		
11:15			3		6			23:15			0		4		
11:30			12		6			23:30			1		2		
11:45			8	31	7	25	56	23:45			1	2	4	11	13
To al Vol				292		177						338		488	

a ly To als

NB	SB	EB	WB	**Co ned**
		630	665	

	AM		**PM**	
S I	62.3%	37.7%	40.9%	59.1%
Pea o	07:15	11:45	15:45	14:30
Vol e	74	41	52	65
P	0.80	0.79	0.68	0.63

00:30 00:30

pacific@aimtd.com Tell. 951 249 3226

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT51 Ironwood west of Redlands. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		6		3			12:00	0		0		15		16		
0:15	0		0		0		1			12:15	0		0		11		19		
0:30	0		0		0		2			12:30	0		0		11		18		
0:45	0	0	0	0	5	11	0	6	17	12:45	0	0	0	0	9	46	16	69	115
1:00	0		0		0		0			13:00	0		0		13		20		
1:15	0		0		2		1			13:15	0		0		13		15		
1:30	0		0		0		1			13:30	0		0		19		19		
1:45	0	0	0	0	3	5	2	4	9	13:45	0	0	0	0	21	66	14	68	134
2:00	0		0		1		0			14:00	0		0		19		17		
2:15	0		0		3		0			14:15	0		0		20		31		
2:30	0		0		1		0			14:30	0		0		20		28		
2:45	0	0	0	0	0	5	0	0	5	14:45	0	0	0	0	36	95	32	108	203
3:00	0		0		1		0			15:00	0		0		16		26		
3:15	0		0		0		0			15:15	0		0		29		44		
3:30	0		0		2		1			15:30	0		0		41		34		
3:45	0	0	0	0	2	5	3	4	9	15:45	0	0	0	0	33	119	41	145	264
4:00	0		0		2		0			16:00	0		0		39		44		
4:15	0		0		2		1			16:15	0		0		39		55		
4:30	0		0		9		4			16:30	0		0		39		40		
4:45	0	0	0	0	7	20	2	7	27	16:45	0	0	0	0	40	157	47	186	343
5:00	0		0		5		3			17:00	0		0		43		45		
5:15	0		0		10		3			17:15	0		0		42		31		
5:30	0		0		12		7			17:30	0		0		42		53		
5:45	0	0	0	0	20	47	10	23	70	17:45	0	0	0	0	38	165	36	165	330
6:00	0		0		24		4			18:00	0		0		23		32		
6:15	0		0		21		9			18:15	0		0		19		32		
6:30	0		0		41		14			18:30	0		0		18		20		
6:45	0	0	0	0	43	129	28	55	184	18:45	0	0	0	0	30	90	21	105	195
7:00	0		0		59		23			19:00	0		0		17		27		
7:15	0		0		77		30			19:15	0		0		13		18		
7:30	0		0		42		40			19:30	0		0		15		16		
7:45	0	0	0	0	47	225	29	122	347	19:45	0	0	0	0	16	61	15	76	137
8:00	0		0		43		23			20:00	0		0		10		17		
8:15	0		0		21		17			20:15	0		0		6		16		
8:30	0		0		32		12			20:30	0		0		13		9		
8:45	0	0	0	0	21	117	22	74	191	20:45	0	0	0	0	7	36	15	57	93
9:00	0		0		20		14			21:00	0		0		9		9		
9:15	0		0		15		20			21:15	0		0		7		17		
9:30	0		0		28		7			21:30	0		0		3		10		
9:45	0	0	0	0	13	76	13	54	130	21:45	0	0	0	0	3	22	5	41	63
10:00	0		0		14		15			22:00	0		0		3		12		
10:15	0		0		13		11			22:15	0		0		5		11		
10:30	0		0		12		15			22:30	0		0		8		10		
10:45	0	0	0	0	14	53	16	57	110	22:45	0	0	0	0	4	20	4	37	57
11:00	0		0		9		21			23:00	0		0		6		6		
11:15	0		0		27		17			23:15	0		0		7		7		
11:30	0		0		16		18			23:30	0		0		7		9		
11:45	0	0	0	0	12	64	15	71	135	23:45	0	0	0	0	3	23	5	27	50
To al Vol						757		477								900		1084	

a ly To als

NB F ont	SB	EB Side	WB	**Co ned**
		1657	1561	

	AM		PM	
S I	61.3%	38.7%	45.4%	54.6%
Pea o	7:00	7:00	16:45	16:15
Vol e	225	122	167	187
P	0.73	0.76	0.97	0.85

	AM		PM	
Pea o	0:30	0:30		

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT52 Redlands north of Ironwood. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	12		8		0		0			12:00	80		69		0		0		
0:15	6		10		0		0			12:15	70		70		0		0		
0:30	5		10		0		0			12:30	93		67		0		0		
0:45	9	32	3	31	0	0	0	0	63	12:45	69	312	97	303	0	0	0	0	615
1:00	7		5		0		0			13:00	90		88		0		0		
1:15	5		4		0		0			13:15	88		80		0		0		
1:30	7		3		0		0			13:30	96		86		0		0		
1:45	8	27	2	14	0	0	0	0	41	13:45	104	378	94	348	0	0	0	0	726
2:00	2		6		0		0			14:00	92		74		0		0		
2:15	9		8		0		0			14:15	113		114		0		0		
2:30	6		6		0		0			14:30	121		116		0		0		
2:45	2	19	5	25	0	0	0	0	44	14:45	129	455	144	448	0	0	0	0	903
3:00	7		7		0		0			15:00	112		122		0		0		
3:15	4		3		0		0			15:15	158		198		0		0		
3:30	7		11		0		0			15:30	162		119		0		0		
3:45	11	29	11	32	0	0	0	0	61	15:45	163	595	215	654	0	0	0	0	1249
4:00	18		18		0		0			16:00	174		139		0		0		
4:15	18		34		0		0			16:15	148		209		0		0		
4:30	28		29		0		0			16:30	171		176		0		0		
4:45	29	93	23	104	0	0	0	0	197	16:45	153	646	182	706	0	0	0	0	1352
5:00	27		30		0		0			17:00	166		209		0		0		
5:15	72		34		0		0			17:15	174		207		0		0		
5:30	69		66		0		0			17:30	176		204		0		0		
5:45	88	256	57	187	0	0	0	0	443	17:45	150	666	197	817	0	0	0	0	1483
6:00	125		68		0		0			18:00	127		208		0		0		
6:15	138		107		0		0			18:15	115		214		0		0		
6:30	179		111		0		0			18:30	99		133		0		0		
6:45	175	617	137	423	0	0	0	0	1040	18:45	64	405	114	669	0	0	0	0	1074
7:00	225		115		0		0			19:00	84		96		0		0		
7:15	220		125		0		0			19:15	85		64		0		0		
7:30	155		190		0		0			19:30	71		72		0		0		
7:45	160	760	129	559	0	0	0	0	1319	19:45	73	313	71	303	0	0	0	0	616
8:00	170		135		0		0			20:00	62		63		0		0		
8:15	141		105		0		0			20:15	47		57		0		0		
8:30	132		95		0		0			20:30	46		44		0		0		
8:45	85	528	84	419	0	0	0	0	947	20:45	38	193	40	204	0	0	0	0	397
9:00	111		77		0		0			21:00	36		31		0		0		
9:15	87		94		0		0			21:15	44		35		0		0		
9:30	97		80		0		0			21:30	43		46		0		0		
9:45	79	374	85	336	0	0	0	0	710	21:45	36	159	31	143	0	0	0	0	302
10:00	74		74		0		0			22:00	34		39		0		0		
10:15	62		70		0		0			22:15	36		35		0		0		
10:30	63		69		0		0			22:30	29		34		0		0		
10:45	72	271	71	284	0	0	0	0	555	22:45	29	128	20	128	0	0	0	0	256
11:00	63		75		0		0			23:00	24		22		0		0		
11:15	86		85		0		0			23:15	20		21		0		0		
11:30	85		88		0		0			23:30	18		25		0		0		
11:45	77	311	79	327	0	0	0	0	638	23:45	9	71	16	84	0	0	0	0	155
To al Vol		3317		2741							4321		4807						

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
7638		7548				

	AM				PM	
S I	54.8%	45.2%			47.3%	52.7%
Pea o	6:30	7:15	0:30	0:30	16:45	17:30
Vol e	799	579			669	823
P	0.89	0.76			0.96	0.96

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT53 Theodore south of Cottonwood. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	1		2		0		0			12:00	8		6		0		0		
0:15	0		2		0		0			12:15	6		4		0		0		
0:30	0		1		0		0			12:30	15		10		0		0		
0:45	3	4	0	5	0	0	0	0	9	12:45	6	35	4	24	0	0	0	0	59
1:00	0		0		0		0			13:00	6		6		0		0		
1:15	1		1		0		0			13:15	5		7		0		0		
1:30	0		0		0		0			13:30	3		3		0		0		
1:45	1	2	0	1	0	0	0	0	3	13:45	8	22	5	21	0	0	0	0	43
2:00	0		1		0		0			14:00	2		9		0		0		
2:15	0		1		0		0			14:15	7		3		0		0		
2:30	0		0		0		0			14:30	10		9		0		0		
2:45	0	0	1	3	0	0	0	0	3	14:45	2	21	6	27	0	0	0	0	48
3:00	0		1		0		0			15:00	7		8		0		0		
3:15	0		0		0		0			15:15	8		4		0		0		
3:30	0		0		0		0			15:30	7		9		0		0		
3:45	0	0	1	2	0	0	0	0	2	15:45	7	29	8	29	0	0	0	0	58
4:00	0		0		0		0			16:00	6		4		0		0		
4:15	0		0		0		0			16:15	10		5		0		0		
4:30	1		4		0		0			16:30	5		9		0		0		
4:45	5	6	1	5	0	0	0	0	11	16:45	6	27	11	29	0	0	0	0	56
5:00	1		2		0		0			17:00	1		7		0		0		
5:15	1		0		0		0			17:15	9		6		0		0		
5:30	5		2		0		0			17:30	1		8		0		0		
5:45	10	17	10	14	0	0	0	0	31	17:45	7	18	5	26	0	0	0	0	44
6:00	1		4		0		0			18:00	5		7		0		0		
6:15	4		4		0		0			18:15	2		3		0		0		
6:30	2		1		0		0			18:30	4		8		0		0		
6:45	3	10	3	12	0	0	0	0	22	18:45	5	16	5	23	0	0	0	0	39
7:00	4		3		0		0			19:00	5		2		0		0		
7:15	10		6		0		0			19:15	2		6		0		0		
7:30	3		2		0		0			19:30	4		5		0		0		
7:45	10	27	5	16	0	0	0	0	43	19:45	6	17	0	13	0	0	0	0	30
8:00	13		4		0		0			20:00	2		1		0		0		
8:15	10		4		0		0			20:15	2		1		0		0		
8:30	6		13		0		0			20:30	2		0		0		0		
8:45	6	35	3	24	0	0	0	0	59	20:45	4	10	2	4	0	0	0	0	14
9:00	7		5		0		0			21:00	1		2		0		0		
9:15	2		4		0		0			21:15	8		4		0		0		
9:30	2		1		0		0			21:30	8		3		0		0		
9:45	2	13	4	14	0	0	0	0	27	21:45	7	24	3	12	0	0	0	0	36
10:00	2		3		0		0			22:00	2		1		0		0		
10:15	5		3		0		0			22:15	1		3		0		0		
10:30	6		8		0		0			22:30	0		1		0		0		
10:45	2	15	2	16	0	0	0	0	31	22:45	2	5	0	5	0	0	0	0	10
11:00	2		3		0		0			23:00	1		0		0		0		
11:15	5		4		0		0			23:15	0		0		0		0		
11:30	3		3		0		0			23:30	0		0		0		0		
11:45	5	15	7	17	0	0	0	0	32	23:45	2	3	0	0	0	0	0	0	3
To al Vol		144		129								227		213					

a ly To als

NB	F ont	SB	EB	Side	WB	**Co**	**ned**
371		342					

	AM				PM	
S l	52.7%	47.3%			51.6%	48.4%
Pea o	7:45	11:45	0:30	0:30	12:00	16:30
Vol e	39	27			35	33
P	0.75	0.68			0.73	0.75

Tuesday, May 12, 2015 | CITY: San Be na dino | PROJECT: SC0612

ADT54 Alessandro east of Theodore. | Prepared by: Field Data Services of Arizona | **Prepared by AimTD LLC tel. 714 253 7888**

AM Pe iod	NB		SB		EB		WB			PM Pe iod	NB		SB		EB		WB		
0:30	0		0		3		0			12:00	0		0		18		16		
0:15	0		0		4		5			12:15	0		0		16		14		
0:30	0		0		3		5			12:30	0		0		27		19		
0:45	0	0	0	0	3	13	6	16	29	12:45	0	0	0	0	18	79	16	65	144
1:00	0		0		2		0			13:00	0		0		16		16		
1:15	0		0		2		5			13:15	0		0		16		23		
1:30	0		0		5		2			13:30	0		0		10		13		
1:45	0	0	0	0	3	12	5	12	24	13:45	0	0	0	0	13	55	13	65	120
2:00	0		0		4		2			14:00	0		0		13		13		
2:15	0		0		1		1			14:15	0		0		29		13		
2:30	0		0		2		2			14:30	0		0		19		16		
2:45	0	0	0	0	1	8	1	6	14	14:45	0	0	0	0	23	84	13	55	139
3:00	0		0		1		1			15:00	0		0		23		15		
3:15	0		0		1		1			15:15	0		0		28		17		
3:30	0		0		1		1			15:30	0		0		28		23		
3:45	0	0	0	0	5	8	7	10	18	15:45	0	0	0	0	40	119	17	72	191
4:00	0		0		0		1			16:00	0		0		31		26		
4:15	0		0		2		5			16:15	0		0		27		21		
4:30	0		0		5		3			16:30	0		0		23		16		
4:45	0	0	0	0	6	13	11	20	33	16:45	0	0	0	0	52	133	15	78	211
5:00	0		0		1		3			17:00	0		0		36		20		
5:15	0		0		6		9			17:15	0		0		34		25		
5:30	0		0		8		14			17:30	0		0		35		21		
5:45	0	0	0	0	17	32	18	44	76	17:45	0	0	0	0	33	138	11	77	215
6:00	0		0		6		14			18:00	0		0		25		24		
6:15	0		0		13		20			18:15	0		0		19		22		
6:30	0		0		12		27			18:30	0		0		21		13		
6:45	0	0	0	0	14	45	31	92	137	18:45	0	0	0	0	18	83	15	74	157
7:00	0		0		18		23			19:00	0		0		25		9		
7:15	0		0		23		31			19:15	0		0		24		14		
7:30	0		0		16		34			19:30	0		0		18		16		
7:45	0	0	0	0	15	72	40	128	200	19:45	0	0	0	0	11	78	13	52	130
8:00	0		0		20		42			20:00	0		0		17		7		
8:15	0		0		15		25			20:15	0		0		16		7		
8:30	0		0		16		28			20:30	0		0		12		13		
8:45	0	0	0	0	14	65	14	109	174	20:45	0	0	0	0	16	61	13	40	101
9:00	0		0		6		24			21:00	0		0		18		6		
9:15	0		0		15		20			21:15	0		0		17		16		
9:30	0		0		8		18			21:30	0		0		10		5		
9:45	0	0	0	0	18	47	15	77	124	21:45	0	0	0	0	8	53	8	35	88
10:00	0		0		10		16			22:00	0		0		12		1		
10:15	0		0		14		16			22:15	0		0		9		6		
10:30	0		0		16		14			22:30	0		0		5		6		
10:45	0	0	0	0	17	57	9	55	112	22:45	0	0	0	0	8	34	9	22	56
11:00	0		0		10		18			23:00	0		0		6		5		
11:15	0		0		12		19			23:15	0		0		4		6		
11:30	0		0		15		16			23:30	0		0		5		1		
11:45	0	0	0	0	28	65	14	67	132	23:45	0	0	0	0	8	23	2	14	37
To al Vol						437		636								940		649	

a ly To als

NB	F ont	SB	EB	Side	WB	**Co ned**
			1377		1285	

	AM		PM	
S l	40.7%	59.3%	59.2%	40.8%
Pea o	11:45	7:15	16:45	15:30
Vol e	89	147	157	87
P	0.79	0.88	0.75	0.84

0:30 0:30

pacific@aimtd.com Tell. 714 253 7888

APPENDIX D

Existing Baseline Level of Service Worksheets

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	91	0	74	0	0	0	110	201	0	1	290	169
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	-	-	100
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, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	96	0	78	0	0	0	116	212	0	1	305	178

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	750	750	305	789	750	212	305	0	0	212	0	0
Stage 1	307	307	-	443	443	-	-	-	-	-	-	-
Stage 2	443	443	-	346	307	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	328	342	735	311	342	833	1256	-	-	1370	-	-
Stage 1	703	665	-	598	579	-	-	-	-	-	-	-
Stage 2	594	579	-	674	665	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	305	310	735	258	310	833	1256	-	-	1370	-	-
Mov Cap-2 Maneuver	305	310	-	258	310	-	-	-	-	-	-	-
Stage 1	638	664	-	543	526	-	-	-	-	-	-	-
Stage 2	539	526	-	602	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.9	0	2.9	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	413	-	1370	-	-
HCM Lane V/C Ratio	0.092	-	-	0.421	-	0.001	-	-
HCM Control Delay (s)	8.2	-	-	19.9	0	7.6	0	-
HCM Lane LOS	A	-	-	C	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2	-	0	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	95	1	126	3	3	4	125	241	2	3	299	171
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	130	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	100	1	133	3	3	4	132	254	2	3	315	180

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	933	930	405	996	1019	255	495	0	0	256	0	0
Stage 1	411	411	-	518	518	-	-	-	-	-	-	-
Stage 2	522	519	-	478	501	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	246	267	646	223	237	784	1069	-	-	1309	-	-
Stage 1	618	595	-	541	533	-	-	-	-	-	-	-
Stage 2	538	533	-	568	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	233	646	160	207	784	1069	-	-	1309	-	-
Mov Cap-2 Maneuver	219	233	-	160	207	-	-	-	-	-	-	-
Stage 1	542	594	-	474	467	-	-	-	-	-	-	-
Stage 2	466	467	-	450	542	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.5	19.4	3	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1069	-	-	351	261	1309	-	-
HCM Lane V/C Ratio	0.123	-	-	0.666	0.04	0.002	-	-
HCM Control Delay (s)	8.8	-	-	33.5	19.4	7.8	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	4.6	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	182	521	16	16	270	112	40	78	46	207	57	173
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1765	1800	1667	1765	1800	1667	1765	1765	1667	1765	1765
Adj Flow Rate, veh/h	192	548	17	17	284	118	42	82	48	218	60	182
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	1063	33	26	448	182	52	457	388	256	684	581
Arrive On Green	0.14	0.32	0.32	0.02	0.19	0.19	0.03	0.26	0.26	0.16	0.39	0.39
Sat Flow, veh/h	1587	3320	103	1587	2329	945	1587	1765	1500	1587	1765	1500
Grp Volume(v), veh/h	192	276	289	17	202	200	42	82	48	218	60	182
Grp Sat Flow(s),veh/h/ln	1587	1676	1747	1587	1676	1598	1587	1765	1500	1587	1765	1500
Q Serve(g_s), s	7.7	8.8	8.8	0.7	7.3	7.6	1.7	2.4	1.6	8.8	1.4	5.6
Cycle Q Clear(g_c), s	7.7	8.8	8.8	0.7	7.3	7.6	1.7	2.4	1.6	8.8	1.4	5.6
Prop In Lane	1.00		0.06	1.00		0.59	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	537	559	26	323	308	52	457	388	256	684	581
V/C Ratio(X)	0.84	0.51	0.52	0.66	0.63	0.65	0.81	0.18	0.12	0.85	0.09	0.31
Avail Cap(c_a), veh/h	242	561	585	97	408	389	145	457	388	266	684	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	18.2	18.2	32.1	24.4	24.5	31.6	18.9	18.6	26.8	12.8	14.0
Incr Delay (d2), s/veh	21.6	0.8	0.7	25.1	2.0	2.5	25.0	0.9	0.7	21.9	0.3	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	4.7	4.2	4.4	0.5	3.6	3.5	1.1	1.3	0.7	5.4	0.7	2.5
LnGrp Delay(d),s/veh	49.0	18.9	18.9	57.2	26.4	27.0	56.6	19.8	19.3	48.7	13.0	15.4
LnGrp LOS	D	B	B	E	C	C	E	B	B	D	B	B
Approach Vol, veh/h		757			419			172			460	
Approach Delay, s/veh		26.5			27.9			28.6			30.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	21.0	5.1	25.0	6.1	29.4	13.5	16.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	17.0	4.0	22.0	6.0	22.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	10.8	4.4	2.7	10.8	3.7	7.6	9.7	9.6
Green Ext Time (p_c), s	0.0	1.1	0.0	4.5	0.0	1.2	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.7

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	2	41	134	13	308	124	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	185	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0
Mvmt Flow	2	43	141	14	324	131	14

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	237	0	0	184	0	307	92
Stage 1	-	-	-	-	-	118	-
Stage 2	-	-	-	-	-	189	-
Critical Hdwy	6.4	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	5.8	-
Follow-up Hdwy	2.5	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	1025	-	-	1403	-	666	954
Stage 1	-	-	-	-	-	900	-
Stage 2	-	-	-	-	-	830	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	1025	-	-	1403	-	659	954
Mov Cap-2 Maneuver	-	-	-	-	-	659	-
Stage 1	-	-	-	-	-	900	-
Stage 2	-	-	-	-	-	822	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.3	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	679	-	-	1403	-
HCM Lane V/C Ratio	0.212	-	-	0.01	-
HCM Control Delay (s)	11.7	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	75	0	0	0	0	0	12	14	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	79	0	0	0	0	0	13	15	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	0	0	0	0	0	0	158	158	0
Stage 1	-	-	-	-	-	-	158	158	-
Stage 2	-	-	-	-	-	-	0	0	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	-	-	-	838	738	-
Stage 1	-	-	-	-	-	-	875	771	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	-	838	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	838	0	-
Stage 1	-	-	-	-	-	-	875	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s		0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	0	-	-
HCM Lane LOS	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	71	3	7	5	0	0	0	0	5	10	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	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	0	75	3	7	5	0	0	0	0	5	11	114

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	5	0	0	78	0	0	96	98	5
Stage 1	-	-	-	-	-	-	20	20	-
Stage 2	-	-	-	-	-	-	76	78	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1630	-	-	1533	-	-	908	796	1084
Stage 1	-	-	-	-	-	-	1008	883	-
Stage 2	-	-	-	-	-	-	952	834	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1630	-	-	1533	-	-	903	0	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	903	0	-
Stage 1	-	-	-	-	-	-	1003	0	-
Stage 2	-	-	-	-	-	-	952	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1630	-	-	1533	-	-	1074
HCM Lane V/C Ratio	-	-	-	0.005	-	-	0.121
HCM Control Delay (s)	0	-	-	7.4	0	-	8.8
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	55	6	7	0	69	8	96	0	5	60	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	58	6	7	0	73	8	101	0	5	63	98
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	8.7	8.6	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	81%	100%	0%	40%
Vol Thru, %	38%	9%	0%	8%	37%
Vol Right, %	59%	10%	0%	92%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	68	69	104	146
LT Vol	5	55	69	0	58
Through Vol	60	6	0	8	54
RT Vol	93	7	0	96	34
Lane Flow Rate	166	72	73	109	154
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.201	0.101	0.117	0.141	0.198
Departure Headway (Hd)	4.359	5.059	5.8	4.645	4.649
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	822	705	617	769	770
Service Time	2.398	3.112	3.547	2.392	2.69
HCM Lane V/C Ratio	0.202	0.102	0.118	0.142	0.2
HCM Control Delay	8.5	8.7	9.3	8.2	8.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.4	0.5	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	58	54	34
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	61	57	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.8
HCM LOS	A

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	141	63	720	267	50	114	12	366	35	92	46
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	39	148	66	758	281	53	120	13	385	37	97	48
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	223	95	693	1421	264	82	9	265	42	110	55
Arrive On Green	0.03	0.10	0.10	0.43	0.49	0.49	0.23	0.23	0.23	0.12	0.12	0.12
Sat Flow, veh/h	1619	2337	997	1619	2880	536	365	40	1171	346	908	449
Grp Volume(v), veh/h	39	106	108	758	165	169	518	0	0	182	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1624	1619	1710	1705	1575	0	0	1703	0	0
Q Serve(g_s), s	3.0	7.4	7.9	53.0	6.7	6.9	28.0	0.0	0.0	13.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	7.4	7.9	53.0	6.7	6.9	28.0	0.0	0.0	13.0	0.0	0.0
Prop In Lane	1.00		0.61	1.00		0.31	0.23		0.74	0.20		0.26
Lane Grp Cap(c), veh/h	48	163	155	693	844	842	356	0	0	207	0	0
V/C Ratio(X)	0.81	0.65	0.69	1.09	0.20	0.20	1.45	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	91	235	223	693	870	867	356	0	0	220	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.8	54.1	54.3	35.4	17.6	17.6	47.9	0.0	0.0	53.5	0.0	0.0
Incr Delay (d2), s/veh	26.6	4.4	5.5	62.8	0.1	0.1	219.7	0.0	0.0	29.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.7	3.8	35.6	3.2	3.3	33.8	0.0	0.0	7.8	0.0	0.0
LnGrp Delay(d),s/veh	86.4	58.4	59.8	98.2	17.7	17.7	267.7	0.0	0.0	83.2	0.0	0.0
LnGrp LOS	F	E	E	F	B	B	F			F		
Approach Vol, veh/h		253			1092			518			182	
Approach Delay, s/veh		63.3			73.6			267.7			83.2	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	57.0	15.8		19.1	7.7	65.1		32.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	53.0	17.0		16.0	7.0	63.0		28.0
Max Q Clear Time (g_c+I1), s	55.0	9.9		15.0	5.0	8.9		30.0
Green Ext Time (p_c), s	0.0	1.9		0.1	0.0	3.7		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		122.3
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	494	0	0	890	411	143	1	406	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1800	1800	0	0	1800	1800	1800	1800	1800			
Adj Flow Rate, veh/h	54	520	0	0	937	433	151	1	427			
Adj No. of Lanes	0	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	132	1291	0	0	1257	573	511	3	459			
Arrive On Green	0.55	0.55	0.00	0.00	0.55	0.55	0.30	0.30	0.30			
Sat Flow, veh/h	92	2427	0	0	2374	1042	1704	11	1530			
Grp Volume(v), veh/h	256	318	0	0	698	672	152	0	427			
Grp Sat Flow(s),veh/h/ln	881	1556	0	0	1710	1616	1715	0	1530			
Q Serve(g_s), s	3.2	6.2	0.0	0.0	16.6	17.1	3.6	0.0	14.5			
Cycle Q Clear(g_c), s	20.3	6.2	0.0	0.0	16.6	17.1	3.6	0.0	14.5			
Prop In Lane	0.21		0.00	0.00		0.64	0.99		1.00			
Lane Grp Cap(c), veh/h	566	856	0	0	941	889	514	0	459			
V/C Ratio(X)	0.45	0.37	0.00	0.00	0.74	0.76	0.30	0.00	0.93			
Avail Cap(c_a), veh/h	598	904	0	0	993	939	514	0	459			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.5	6.8	0.0	0.0	9.1	9.2	14.4	0.0	18.1			
Incr Delay (d2), s/veh	0.6	0.3	0.0	0.0	2.9	3.4	0.3	0.0	25.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	2.6	0.0	0.0	8.3	8.3	1.7	0.0	9.3			
LnGrp Delay(d),s/veh	8.1	7.0	0.0	0.0	12.0	12.6	14.7	0.0	43.9			
LnGrp LOS	A	A			B	B	B		D			
Approach Vol, veh/h		574			1370			579				
Approach Delay, s/veh		7.5			12.3			36.3				
Approach LOS		A			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		33.4				33.4		20.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		31.0				31.0		16.0
Max Q Clear Time (g_c+I1), s		22.3				19.1		16.5
Green Ext Time (p_c), s		7.1				9.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	144	378	371	121	731	93	364	74	158	30	55	212
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	152	398	391	127	769	98	383	78	166	32	58	223
Adj No. of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
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	179	1050	710	159	900	115	464	569	483	44	335	285
Arrive On Green	0.11	0.31	0.31	0.10	0.29	0.29	0.16	0.32	0.32	0.03	0.19	0.19
Sat Flow, veh/h	1619	3420	1530	1619	3052	389	2956	1800	1530	1619	1800	1530
Grp Volume(v), veh/h	152	398	391	127	431	436	383	78	166	32	58	223
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1731	1478	1800	1530	1619	1800	1530
Q Serve(g_s), s	5.9	5.8	11.7	4.9	15.1	15.1	8.0	2.0	5.3	1.2	1.7	8.8
Cycle Q Clear(g_c), s	5.9	5.8	11.7	4.9	15.1	15.1	8.0	2.0	5.3	1.2	1.7	8.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	1050	710	159	504	510	464	569	483	44	335	285
V/C Ratio(X)	0.85	0.38	0.55	0.80	0.85	0.86	0.83	0.14	0.34	0.73	0.17	0.78
Avail Cap(c_a), veh/h	179	1050	710	255	566	573	466	595	506	128	454	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	17.3	12.3	28.0	21.1	21.1	25.9	15.5	16.7	30.6	21.7	24.6
Incr Delay (d2), s/veh	30.5	0.2	0.9	9.0	11.2	11.1	11.6	0.1	0.4	20.2	0.2	7.2
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	4.1	2.7	5.1	2.6	8.6	8.7	4.0	1.0	2.3	0.8	0.9	4.3
LnGrp Delay(d),s/veh	58.2	17.5	13.2	37.0	32.3	32.3	37.5	15.6	17.1	50.9	22.0	31.8
LnGrp LOS	E	B	B	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		941			994			627			313	
Approach Delay, s/veh		22.3			32.9			29.4			31.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	23.5	14.0	15.8	11.0	22.7	5.7	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	18.0	10.0	16.0	7.0	21.0	5.0	21.0
Max Q Clear Time (g_c+I1), s	6.9	13.7	10.0	10.8	7.9	17.1	3.2	7.3
Green Ext Time (p_c), s	0.1	3.2	0.0	1.0	0.0	1.6	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	34	102	433	26	256	696
Number	1	16	8	18	7	4
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1700	1800
Adj Flow Rate, veh/h	36	107	456	27	269	733
Adj No. of Lanes	1	2	2	0	1	2
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	191	889	1035	61	343	2208
Arrive On Green	0.12	0.12	0.32	0.32	0.21	0.65
Sat Flow, veh/h	1619	2693	3372	194	1619	3510
Grp Volume(v), veh/h	36	107	237	246	269	733
Grp Sat Flow(s),veh/h/ln	1619	1346	1710	1766	1619	1710
Q Serve(g_s), s	0.7	0.9	3.7	3.8	5.3	3.3
Cycle Q Clear(g_c), s	0.7	0.9	3.7	3.8	5.3	3.3
Prop In Lane	1.00	1.00		0.11	1.00	
Lane Grp Cap(c), veh/h	191	889	539	557	343	2208
V/C Ratio(X)	0.19	0.12	0.44	0.44	0.78	0.33
Avail Cap(c_a), veh/h	765	1843	808	834	765	3636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	7.9	9.2	9.2	12.6	2.7
Incr Delay (d2), s/veh	0.5	0.1	0.6	0.6	3.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.8	1.8	1.9	2.7	1.6
LnGrp Delay(d),s/veh	13.9	8.0	9.8	9.8	16.6	2.8
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	143		483			1002
Approach Delay, s/veh	9.5		9.8			6.5
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				25.9		8.0	11.2	14.7
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				36.0		16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s				5.3		2.9	7.3	5.8
Green Ext Time (p_c), s				8.1		0.3	0.5	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	1180	85	33	337	95	298	260	153	220	375	193
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	121	1242	89	35	355	100	314	274	161	232	395	203
Adj No. of Lanes	2	3	0	1	3	0	2	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	191	1429	102	49	1043	282	376	555	316	325	543	276
Arrive On Green	0.06	0.31	0.31	0.03	0.27	0.27	0.13	0.26	0.26	0.11	0.25	0.25
Sat Flow, veh/h	2956	4681	335	1619	3852	1040	2956	2100	1198	2956	2198	1115
Grp Volume(v), veh/h	121	869	462	35	300	155	314	222	213	232	306	292
Grp Sat Flow(s),veh/h/ln	1478	1638	1741	1619	1638	1616	1478	1710	1589	1478	1710	1603
Q Serve(g_s), s	2.2	13.8	13.8	1.2	4.0	4.3	5.7	6.0	6.3	4.2	9.0	9.2
Cycle Q Clear(g_c), s	2.2	13.8	13.8	1.2	4.0	4.3	5.7	6.0	6.3	4.2	9.0	9.2
Prop In Lane	1.00		0.19	1.00		0.64	1.00		0.75	1.00		0.70
Lane Grp Cap(c), veh/h	191	1000	531	49	887	438	376	452	420	325	422	396
V/C Ratio(X)	0.63	0.87	0.87	0.72	0.34	0.35	0.84	0.49	0.51	0.71	0.72	0.74
Avail Cap(c_a), veh/h	268	1011	537	118	952	470	376	497	461	376	497	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	18.1	18.1	26.5	16.1	16.2	23.5	17.1	17.2	23.7	19.0	19.1
Incr Delay (d2), s/veh	3.4	8.2	14.2	17.8	0.2	0.5	15.0	0.8	1.0	5.3	4.3	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.3	8.6	0.8	1.9	2.0	3.1	2.9	2.8	1.9	4.8	4.6
LnGrp Delay(d),s/veh	28.6	26.3	32.2	44.3	16.3	16.7	38.5	18.0	18.2	29.0	23.3	24.1
LnGrp LOS	C	C	C	D	B	B	D	B	B	C	C	C
Approach Vol, veh/h		1452			490			749			830	
Approach Delay, s/veh		28.4			18.4			26.6			25.2	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	20.8	11.0	17.6	7.6	18.9	10.1	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	7.0	16.0	5.0	16.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	3.2	15.8	7.7	11.2	4.2	6.3	6.2	8.3
Green Ext Time (p_c), s	0.0	1.0	0.0	2.4	0.0	6.8	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	357	123	50	363	30	156	284	100	69	295	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	47	376	129	53	382	32	164	299	105	73	311	74
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	418	823	279	375	1048	87	501	714	246	466	653	153
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.11	0.29	0.29	0.06	0.24	0.24
Sat Flow, veh/h	933	2510	850	858	3196	267	1619	2498	860	1619	2751	645
Grp Volume(v), veh/h	47	255	250	53	204	210	164	203	201	73	192	193
Grp Sat Flow(s),veh/h/ln	933	1710	1650	858	1710	1753	1619	1710	1648	1619	1710	1686
Q Serve(g_s), s	1.5	4.3	4.4	1.9	3.3	3.3	2.7	3.5	3.6	1.2	3.5	3.6
Cycle Q Clear(g_c), s	4.8	4.3	4.4	6.3	3.3	3.3	2.7	3.5	3.6	1.2	3.5	3.6
Prop In Lane	1.00		0.52	1.00		0.15	1.00		0.52	1.00		0.38
Lane Grp Cap(c), veh/h	418	561	541	375	561	575	501	489	471	466	406	400
V/C Ratio(X)	0.11	0.45	0.46	0.14	0.36	0.37	0.33	0.41	0.43	0.16	0.47	0.48
Avail Cap(c_a), veh/h	521	750	724	471	750	769	597	844	814	551	750	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	9.7	9.7	12.2	9.3	9.4	9.0	10.6	10.6	9.5	11.9	12.0
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.2	0.4	0.4	0.4	0.6	0.6	0.2	0.9	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	0.4	2.1	2.0	0.5	1.6	1.6	1.2	1.7	1.7	0.5	1.7	1.8
LnGrp Delay(d),s/veh	11.3	10.3	10.3	12.4	9.7	9.8	9.3	11.1	11.2	9.7	12.8	12.9
LnGrp LOS	B	B	B	B	A	A	A	B	B	A	B	B
Approach Vol, veh/h		552			467			568			458	
Approach Delay, s/veh		10.4			10.0			10.6			12.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		15.9	7.8	12.7		15.9	6.1	14.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	4.0	18.0
Max Q Clear Time (g_c+I1), s		6.8	4.7	5.6		8.3	3.2	5.6
Green Ext Time (p_c), s		4.1	0.1	3.1		3.7	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	8	21	6	111	241	5	242	3	173	388	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	66	8	22	6	117	254	5	255	3	182	408	58
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	1
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	155	163	146	326	363	520	9	634	7	223	1080	483
Arrive On Green	0.10	0.10	0.10	0.20	0.20	0.20	0.01	0.18	0.18	0.14	0.32	0.32
Sat Flow, veh/h	1619	1710	1530	1619	1800	1530	1619	3462	41	1619	3420	1530
Grp Volume(v), veh/h	66	8	22	6	117	254	5	126	132	182	408	58
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1800	1530	1619	1710	1793	1619	1710	1530
Q Serve(g_s), s	1.6	0.2	0.6	0.1	2.3	5.5	0.1	2.7	2.7	4.6	3.9	1.1
Cycle Q Clear(g_c), s	1.6	0.2	0.6	0.1	2.3	5.5	0.1	2.7	2.7	4.6	3.9	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	155	163	146	326	363	520	9	313	328	223	1080	483
V/C Ratio(X)	0.43	0.05	0.15	0.02	0.32	0.49	0.57	0.40	0.40	0.81	0.38	0.12
Avail Cap(c_a), veh/h	618	653	584	618	687	795	155	653	685	232	1469	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	17.2	17.4	13.4	14.3	11.0	20.8	15.1	15.1	17.5	11.1	10.2
Incr Delay (d2), s/veh	1.9	0.1	0.5	0.0	0.5	0.7	47.7	0.8	0.8	19.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.3	0.1	1.2	2.4	0.2	1.3	1.4	3.2	1.8	0.5
LnGrp Delay(d),s/veh	19.7	17.3	17.9	13.4	14.8	11.7	68.5	15.9	15.9	36.6	11.4	10.3
LnGrp LOS	B	B	B	B	B	B	E	B	B	D	B	B
Approach Vol, veh/h		96			377			263			648	
Approach Delay, s/veh		19.1			12.7			16.9			18.4	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		8.0	4.2	17.2		12.4	9.8	11.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	18.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		3.6	2.1	5.9		7.5	6.6	4.7
Green Ext Time (p_c), s		0.2	0.0	3.1		0.9	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	308	342	21	341	16	250	237	6	53	747	31
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	31	324	360	22	359	17	263	249	6	56	786	33
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	330	497	445	185	967	46	314	1523	37	68	984	41
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.19	0.45	0.45	0.04	0.29	0.29
Sat Flow, veh/h	966	1710	1530	727	3325	157	1619	3413	82	1619	3345	140
Grp Volume(v), veh/h	31	324	360	22	184	192	263	124	131	56	402	417
Grp Sat Flow(s),veh/h/ln	966	1710	1530	727	1710	1772	1619	1710	1786	1619	1710	1775
Q Serve(g_s), s	1.4	9.0	11.8	1.6	4.6	4.7	8.5	2.4	2.4	1.9	11.8	11.8
Cycle Q Clear(g_c), s	6.1	9.0	11.8	13.4	4.6	4.7	8.5	2.4	2.4	1.9	11.8	11.8
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.05	1.00		0.08
Lane Grp Cap(c), veh/h	330	497	445	185	497	515	314	763	797	68	503	522
V/C Ratio(X)	0.09	0.65	0.81	0.12	0.37	0.37	0.84	0.16	0.16	0.82	0.80	0.80
Avail Cap(c_a), veh/h	334	504	451	188	504	522	417	819	855	179	567	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	16.8	17.9	24.1	15.3	15.3	21.1	9.0	9.0	25.8	17.7	17.7
Incr Delay (d2), s/veh	0.1	2.9	10.4	0.3	0.5	0.4	10.8	0.1	0.1	21.1	7.1	6.9
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	0.4	4.6	6.3	0.3	2.3	2.4	4.7	1.1	1.2	1.2	6.5	6.7
LnGrp Delay(d),s/veh	17.9	19.8	28.3	24.4	15.8	15.8	31.9	9.1	9.1	46.9	24.8	24.6
LnGrp LOS	B	B	C	C	B	B	C	A	A	D	C	C
Approach Vol, veh/h		715			398			518			875	
Approach Delay, s/veh		24.0			16.2			20.7			26.1	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	28.2		19.8	14.5	20.0		19.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	26.0		16.0	14.0	18.0		16.0
Max Q Clear Time (g_c+I1), s	3.9	4.4		13.8	10.5	13.8		15.4
Green Ext Time (p_c), s	0.0	5.9		1.3	0.2	2.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	228	136	0	56	247	0	119	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	240	143	0	59	260	0	125	46
Number of Lanes	0	2	0	0	0	2	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.8	10.1	10.2
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	47%	0%	0%	40%	0%
Vol Thru, %	0%	0%	100%	36%	60%	100%
Vol Right, %	0%	53%	0%	64%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	84	152	212	138	165
LT Vol	79	40	0	0	56	0
Through Vol	0	0	152	76	82	165
RT Vol	0	44	0	136	0	0
Lane Flow Rate	84	88	160	223	146	173
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.152	0.145	0.238	0.304	0.226	0.259
Departure Headway (Hd)	6.571	5.935	5.352	4.899	5.593	5.389
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	541	598	666	727	636	660
Service Time	4.37	3.733	3.123	2.669	3.371	3.167
HCM Lane V/C Ratio	0.155	0.147	0.24	0.307	0.23	0.262
HCM Control Delay	10.6	9.8	9.8	9.8	10	10.1
HCM Lane LOS	B	A	A	A	A	B
HCM 95th-tile Q	0.5	0.5	0.9	1.3	0.9	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	147	64	101	156	16	74	70	79	39	107	47
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	28	155	67	106	164	17	78	74	83	41	113	49
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	476	619	256	452	821	84	568	480	549	380	910	384
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1154	2360	978	1112	3132	321	793	976	1117	464	1851	781
Grp Volume(v), veh/h	28	110	112	106	89	92	128	0	107	109	0	94
Grp Sat Flow(s),veh/h/ln	1154	1710	1627	1112	1710	1743	1445	0	1441	1596	0	1500
Q Serve(g_s), s	0.6	1.7	1.8	2.7	1.3	1.3	0.0	0.0	1.3	0.0	0.0	1.1
Cycle Q Clear(g_c), s	2.0	1.7	1.8	4.5	1.3	1.3	1.3	0.0	1.3	1.1	0.0	1.1
Prop In Lane	1.00		0.60	1.00		0.18	0.61		0.77	0.38		0.52
Lane Grp Cap(c), veh/h	476	448	427	452	448	457	889	0	709	937	0	738
V/C Ratio(X)	0.06	0.25	0.26	0.23	0.20	0.20	0.14	0.00	0.15	0.12	0.00	0.13
Avail Cap(c_a), veh/h	742	841	801	708	841	858	889	0	709	937	0	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	9.5	9.5	11.3	9.3	9.3	4.5	0.0	4.5	4.5	0.0	4.5
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.3	0.2	0.2	0.3	0.0	0.5	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	0.8	0.9	0.6	0.7	0.7	0.0	0.6	0.6	0.0	0.5
LnGrp Delay(d),s/veh	10.2	9.7	9.8	11.5	9.6	9.6	4.9	0.0	5.0	4.7	0.0	4.8
LnGrp LOS	B	A	A	B	A	A	A		A	A		A
Approach Vol, veh/h		250			287			235			203	
Approach Delay, s/veh		9.8			10.3			4.9			4.8	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		12.5		20.0		12.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		3.3		4.0		3.1		6.5
Green Ext Time (p_c), s		2.0		2.4		2.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	325	18	9	388	63	2	0	1	89	13	135
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	126	342	19	9	408	66	2	0	1	94	14	142
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
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	412	1041	58	420	724	116	451	27	167	656	86	590
Arrive On Green	0.08	0.32	0.32	0.01	0.25	0.25	0.39	0.00	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1619	3295	182	1619	2952	474	794	71	432	1280	224	1530
Grp Volume(v), veh/h	126	177	184	9	235	239	3	0	0	108	0	142
Grp Sat Flow(s),veh/h/ln	1619	1710	1768	1619	1710	1716	1297	0	0	1505	0	1530
Q Serve(g_s), s	2.3	3.3	3.3	0.2	5.0	5.1	0.0	0.0	0.0	0.0	0.0	2.6
Cycle Q Clear(g_c), s	2.3	3.3	3.3	0.2	5.0	5.1	1.7	0.0	0.0	1.7	0.0	2.6
Prop In Lane	1.00		0.10	1.00		0.28	0.67		0.33	0.87		1.00
Lane Grp Cap(c), veh/h	412	540	558	420	420	421	645	0	0	742	0	590
V/C Ratio(X)	0.31	0.33	0.33	0.02	0.56	0.57	0.00	0.00	0.00	0.15	0.00	0.24
Avail Cap(c_a), veh/h	516	742	767	561	659	662	645	0	0	742	0	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	10.8	10.8	11.6	13.7	13.7	7.9	0.0	0.0	8.3	0.0	8.6
Incr Delay (d2), s/veh	0.4	0.4	0.3	0.0	1.2	1.2	0.0	0.0	0.0	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.6	1.6	0.1	2.5	2.5	0.0	0.0	0.0	0.9	0.0	1.2
LnGrp Delay(d),s/veh	10.5	11.2	11.2	11.6	14.9	14.9	7.9	0.0	0.0	8.8	0.0	9.6
LnGrp LOS	B	B	B	B	B	B	A			A		A
Approach Vol, veh/h		487			483			3			250	
Approach Delay, s/veh		11.0			14.8			7.9			9.2	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	4.4	17.1		20.0	7.3	14.2
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	18.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		3.7	2.2	5.3		4.6	4.3	7.1
Green Ext Time (p_c), s		0.8	0.0	3.8		0.7	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	243	97	77	267	135	100	393	38	90	522	143
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	67	256	102	81	281	142	105	414	40	95	549	151
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
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	80	1088	487	332	636	395	129	1138	109	116	1207	615
Arrive On Green	0.05	0.32	0.32	0.19	0.19	0.19	0.08	0.36	0.36	0.07	0.35	0.35
Sat Flow, veh/h	1619	3420	1530	982	3420	1530	1619	3153	303	1619	3420	1530
Grp Volume(v), veh/h	67	256	102	81	281	142	105	224	230	95	549	151
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	982	1710	1530	1619	1710	1746	1619	1710	1530
Q Serve(g_s), s	2.0	2.7	2.3	3.5	3.5	3.7	3.1	4.6	4.7	2.8	6.0	3.2
Cycle Q Clear(g_c), s	2.0	2.7	2.3	3.5	3.5	3.7	3.1	4.6	4.7	2.8	6.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	80	1088	487	332	636	395	129	617	630	116	1207	615
V/C Ratio(X)	0.84	0.24	0.21	0.24	0.44	0.36	0.81	0.36	0.37	0.82	0.45	0.25
Avail Cap(c_a), veh/h	168	1775	794	476	1136	618	202	617	630	202	1207	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	12.1	12.0	17.4	17.4	14.6	21.8	11.3	11.3	22.0	12.0	9.6
Incr Delay (d2), s/veh	20.2	0.1	0.2	0.4	0.5	0.6	13.0	1.6	1.6	12.9	1.2	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	1.3	1.3	1.0	1.0	1.7	1.6	1.8	2.5	2.5	1.7	3.0	1.5
LnGrp Delay(d),s/veh	43.0	12.2	12.2	17.8	17.9	15.2	34.8	13.0	13.0	35.0	13.3	10.5
LnGrp LOS	D	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		425			504			559			795	
Approach Delay, s/veh		17.1			17.1			17.1			15.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	21.4		19.3	7.8	21.0	6.4	13.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	17.0		25.0	6.0	17.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	4.8	6.7		4.7	5.1	8.0	4.0	5.7
Green Ext Time (p_c), s	0.0	4.8		4.4	0.0	4.4	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	207	125	108	334	33	69	170	50	24	316	130
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	55	218	132	114	352	35	73	179	53	25	333	137
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
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	430	673	391	440	1015	100	493	1184	341	655	813	691
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	956	2084	1212	989	3144	311	886	2622	755	1102	1800	1530
Grp Volume(v), veh/h	55	177	173	114	190	197	73	115	117	25	333	137
Grp Sat Flow(s),veh/h/ln	956	1710	1586	989	1710	1745	886	1710	1667	1102	1800	1530
Q Serve(g_s), s	1.7	2.8	2.9	3.5	3.0	3.0	2.1	1.4	1.5	0.5	4.4	1.9
Cycle Q Clear(g_c), s	4.7	2.8	2.9	6.4	3.0	3.0	6.6	1.4	1.5	2.0	4.4	1.9
Prop In Lane	1.00		0.76	1.00		0.18	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	430	552	512	440	552	563	493	772	753	655	813	691
V/C Ratio(X)	0.13	0.32	0.34	0.26	0.35	0.35	0.15	0.15	0.16	0.04	0.41	0.20
Avail Cap(c_a), veh/h	553	772	716	568	772	788	493	772	753	655	813	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	9.1	9.1	11.6	9.1	9.2	8.7	5.7	5.7	6.3	6.5	5.9
Incr Delay (d2), s/veh	0.1	0.3	0.4	0.3	0.4	0.4	0.6	0.4	0.4	0.1	1.5	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	0.4	1.3	1.3	1.0	1.4	1.5	0.6	0.7	0.7	0.2	2.5	0.9
LnGrp Delay(d),s/veh	11.1	9.4	9.5	11.9	9.5	9.5	9.4	6.1	6.2	6.4	8.1	6.5
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		405			501			305			495	
Approach Delay, s/veh		9.7			10.1			6.9			7.5	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		15.4		20.0		15.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		8.6		6.7		6.4		8.4
Green Ext Time (p_c), s		2.4		3.4		2.9		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	311	178	216	419	2	159	0	129	0	0	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1800	1800	1700	1800	1800	1700	0	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	327	187	227	441	2	167	0	136	0	0	6
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	854	478	369	1409	6	204	0	0	0	0	412
Arrive On Green	0.00	0.40	0.40	0.40	0.40	0.40	0.13	0.00	0.00	0.00	0.00	0.27
Sat Flow, veh/h	0	2206	1185	851	3491	16	1619	167		0	0	1530
Grp Volume(v), veh/h	0	263	251	227	216	227	167	45.8		0	0	6
Grp Sat Flow(s),veh/h/ln	0	1710	1591	851	1710	1797	1619	D		0	0	1530
Q Serve(g_s), s	0.0	6.4	6.6	15.3	5.1	5.1	6.0			0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	6.4	6.6	22.0	5.1	5.1	6.0			0.0	0.0	0.2
Prop In Lane	0.00		0.74	1.00		0.01	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	0	690	642	369	690	725	204			0	0	412
V/C Ratio(X)	0.00	0.38	0.39	0.61	0.31	0.31	0.82			0.00	0.00	0.01
Avail Cap(c_a), veh/h	0	690	642	369	690	725	218			0	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.5	12.6	20.3	12.1	12.1	25.3			0.0	0.0	16.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	3.0	0.3	0.2	20.5			0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.1	2.9	3.9	2.4	2.6	3.8			0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	12.8	13.0	23.4	12.4	12.4	45.8			0.0	0.0	16.0
LnGrp LOS		B	B	C	B	B	D					B
Approach Vol, veh/h		514			670						6	
Approach Delay, s/veh		12.9			16.1						16.0	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	5	6		8
Phs Duration (G+Y+Rc), s				28.0	11.5	20.0		28.0
Change Period (Y+Rc), s				4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s				24.0	8.0	16.0		24.0
Max Q Clear Time (g_c+I1), s				8.6	8.0	2.2		24.0
Green Ext Time (p_c), s				6.2	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	286	111	79	242	19	126	242	77	30	353	34
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	28	301	117	83	255	20	133	255	81	32	372	36
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	477	766	292	407	1016	79	564	1172	364	600	1438	138
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1059	2424	923	929	3215	250	938	2571	798	1002	3153	303
Grp Volume(v), veh/h	28	210	208	83	135	140	133	168	168	32	201	207
Grp Sat Flow(s),veh/h/ln	1059	1710	1637	929	1710	1756	938	1710	1659	1002	1710	1746
Q Serve(g_s), s	0.7	3.4	3.5	2.7	2.1	2.1	3.6	2.1	2.2	0.7	2.5	2.6
Cycle Q Clear(g_c), s	2.8	3.4	3.5	6.2	2.1	2.1	6.1	2.1	2.2	2.9	2.5	2.6
Prop In Lane	1.00		0.56	1.00		0.14	1.00		0.48	1.00		0.17
Lane Grp Cap(c), veh/h	477	540	517	407	540	555	564	780	757	600	780	796
V/C Ratio(X)	0.06	0.39	0.40	0.20	0.25	0.25	0.24	0.22	0.22	0.05	0.26	0.26
Avail Cap(c_a), veh/h	625	780	746	537	780	801	564	780	757	600	780	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	9.4	9.4	11.8	8.9	8.9	7.8	5.8	5.8	6.6	5.9	5.9
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.2	0.2	0.2	1.0	0.6	0.7	0.2	0.8	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	0.2	1.6	1.6	0.7	1.0	1.0	1.1	1.1	1.1	0.2	1.3	1.4
LnGrp Delay(d),s/veh	10.0	9.8	9.9	12.1	9.1	9.2	8.8	6.4	6.5	6.8	6.7	6.7
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		446			358			469			440	
Approach Delay, s/veh		9.9			9.8			7.1			6.7	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		15.1		20.0		15.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		8.1		5.5		4.9		8.2
Green Ext Time (p_c), s		3.0		3.5		3.7		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	137	15	123	199	141	16	300	106	65	457	30
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	20	144	16	129	209	148	17	316	112	68	481	32
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	432	44	532	302	214	130	1107	376	227	1303	84
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	72	1402	144	1176	982	695	40	2399	814	216	2825	182
Grp Volume(v), veh/h	180	0	0	129	0	357	240	0	205	299	0	282
Grp Sat Flow(s),veh/h/ln	1618	0	0	1176	0	1677	1760	0	1494	1617	0	1606
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.5	0.0	0.0	3.0	0.0	0.0	4.0
Cycle Q Clear(g_c), s	6.6	0.0	0.0	3.7	0.0	6.5	2.9	0.0	3.0	3.7	0.0	4.0
Prop In Lane	0.11		0.09	1.00		0.41	0.07		0.55	0.23		0.11
Lane Grp Cap(c), veh/h	613	0	0	532	0	516	923	0	689	874	0	741
V/C Ratio(X)	0.29	0.00	0.00	0.24	0.00	0.69	0.26	0.00	0.30	0.34	0.00	0.38
Avail Cap(c_a), veh/h	865	0	0	713	0	774	923	0	689	874	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	0.0	9.6	0.0	10.6	5.8	0.0	5.8	6.0	0.0	6.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	1.7	0.7	0.0	1.1	1.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.0	0.0	3.2	1.6	0.0	1.4	2.1	0.0	2.0
LnGrp Delay(d),s/veh	9.5	0.0	0.0	9.8	0.0	12.2	6.5	0.0	6.9	7.1	0.0	7.6
LnGrp LOS	A			A		B	A		A	A		A
Approach Vol, veh/h		180			486			445			581	
Approach Delay, s/veh		9.5			11.6			6.7			7.3	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		14.7		20.0		14.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.0		8.6		6.0		8.5
Green Ext Time (p_c), s		4.4		2.1		4.2		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	198	50	295	550	31	73	343	184	35	477	45
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	36	208	53	311	579	33	77	361	194	37	502	47
Adj No. of Lanes	1	2	0	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	489	122	414	988	442	93	1151	515	52	984	92
Arrive On Green	0.03	0.18	0.18	0.14	0.29	0.29	0.06	0.34	0.34	0.03	0.31	0.31
Sat Flow, veh/h	1619	2714	676	2956	3420	1530	1619	3420	1530	1619	3163	295
Grp Volume(v), veh/h	36	129	132	311	579	33	77	361	194	37	271	278
Grp Sat Flow(s),veh/h/ln	1619	1710	1681	1478	1710	1530	1619	1710	1530	1619	1710	1748
Q Serve(g_s), s	1.1	3.4	3.6	5.2	7.5	0.8	2.4	4.0	5.0	1.2	6.7	6.7
Cycle Q Clear(g_c), s	1.1	3.4	3.6	5.2	7.5	0.8	2.4	4.0	5.0	1.2	6.7	6.7
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	51	308	303	414	988	442	93	1151	515	52	532	544
V/C Ratio(X)	0.71	0.42	0.44	0.75	0.59	0.07	0.83	0.31	0.38	0.72	0.51	0.51
Avail Cap(c_a), veh/h	157	532	523	460	1264	565	126	1151	515	126	532	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	18.7	18.8	21.2	15.6	13.3	24.0	12.7	13.0	24.7	14.5	14.5
Incr Delay (d2), s/veh	16.7	0.9	1.0	6.1	0.6	0.1	27.2	0.7	2.1	16.7	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.7	1.7	2.5	3.5	0.3	1.8	2.0	2.4	0.8	3.6	3.8
LnGrp Delay(d),s/veh	41.4	19.6	19.7	27.3	16.2	13.4	51.2	13.4	15.1	41.4	17.9	17.9
LnGrp LOS	D	B	B	C	B	B	D	B	B	D	B	B
Approach Vol, veh/h		297			923			632			586	
Approach Delay, s/veh		22.3			19.9			18.5			19.4	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	21.3	11.2	13.3	6.9	20.0	5.6	18.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	16.0	8.0	16.0	4.0	16.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	7.0	7.2	5.6	4.4	8.7	3.1	9.5
Green Ext Time (p_c), s	0.0	3.9	0.1	3.7	0.0	3.4	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	6	6	338	8	87	4	464	300	104	699	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	1	6	6	356	8	92	4	488	316	109	736	6
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	54	54	441	26	304	7	1779	554	134	2213	18
Arrive On Green	0.00	0.07	0.07	0.15	0.21	0.21	0.00	0.36	0.36	0.08	0.44	0.44
Sat Flow, veh/h	1619	827	827	2956	124	1425	1619	4914	1530	1619	5028	41
Grp Volume(v), veh/h	1	0	12	356	0	100	4	488	316	109	479	263
Grp Sat Flow(s),veh/h/ln	1619	0	1654	1478	0	1549	1619	1638	1530	1619	1638	1793
Q Serve(g_s), s	0.0	0.0	0.3	5.5	0.0	2.5	0.1	3.3	7.8	3.1	4.5	4.5
Cycle Q Clear(g_c), s	0.0	0.0	0.3	5.5	0.0	2.5	0.1	3.3	7.8	3.1	4.5	4.5
Prop In Lane	1.00		0.50	1.00		0.92	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	3	0	109	441	0	331	7	1779	554	134	1442	789
V/C Ratio(X)	0.29	0.00	0.11	0.81	0.00	0.30	0.57	0.27	0.57	0.82	0.33	0.33
Avail Cap(c_a), veh/h	138	0	564	441	0	627	138	1779	554	138	1442	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	20.6	19.3	0.0	15.5	23.3	10.6	12.0	21.2	8.6	8.6
Incr Delay (d2), s/veh	40.9	0.0	0.4	10.7	0.0	0.5	56.9	0.4	4.2	29.5	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	2.9	0.0	1.1	0.2	1.6	3.9	2.5	2.1	2.4
LnGrp Delay(d),s/veh	64.3	0.0	21.1	30.0	0.0	16.0	80.3	11.0	16.3	50.7	9.2	9.8
LnGrp LOS	E		C	C		B	F	B	B	D	A	A
Approach Vol, veh/h		13			456			808			851	
Approach Delay, s/veh		24.4			26.9			13.4			14.7	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	21.0	11.0	7.1	4.2	24.7	4.1	14.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	7.0	16.0	4.0	17.0	4.0	19.0
Max Q Clear Time (g_c+I1), s	5.1	9.8	7.5	2.3	2.1	6.5	2.0	4.5
Green Ext Time (p_c), s	0.0	4.5	0.0	0.4	0.0	6.0	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	33	166	23	22	12	157	621	0	21	830	222
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1534	1660	1530	1615	3420	1530	1615	4914		1615	3420	1530
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1534	1660	1530	1615	3420	1530	1615	4914		1615	3420	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	35	175	24	23	13	165	654	0	22	874	234
RTOR Reduction (vph)	0	0	126	0	0	12	0	0	0	0	0	137
Lane Group Flow (vph)	89	89	49	24	23	1	165	654	0	22	874	97
Turn Type	Split	NA	pt+ov	Split	NA	Prot	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8	8	5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	9.0	9.0	18.2	3.9	3.9	3.9	9.2	35.6		0.7	27.1	27.1
Effective Green, g (s)	9.0	9.0	18.2	3.9	3.9	3.9	9.2	35.6		0.7	27.1	27.1
Actuated g/C Ratio	0.14	0.14	0.28	0.06	0.06	0.06	0.14	0.55		0.01	0.42	0.42
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	211	229	427	96	204	91	227	2683		17	1421	635
v/s Ratio Prot	c0.06	0.05	0.03	c0.01	0.01	0.00	c0.10	0.13		0.01	c0.26	
v/s Ratio Perm												0.06
v/c Ratio	0.42	0.39	0.11	0.25	0.11	0.01	0.73	0.24		1.29	0.62	0.15
Uniform Delay, d1	25.7	25.6	17.5	29.3	29.0	28.8	26.8	7.8		32.2	15.0	11.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	1.1	0.1	1.4	0.2	0.0	11.0	0.2		323.2	2.0	0.5
Delay (s)	27.1	26.7	17.6	30.6	29.3	28.9	37.8	8.0		355.4	17.0	12.4
Level of Service	C	C	B	C	C	C	D	A		F	B	B
Approach Delay (s)		22.3			29.7			14.0			22.6	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	181	131	86	234	149	58	507	48	107	610	70
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	89	191	138	91	246	157	61	534	51	113	642	74
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	413	284	365	420	258	74	1082	103	187	1114	128
Arrive On Green	0.07	0.21	0.21	0.06	0.21	0.21	0.05	0.34	0.34	0.06	0.36	0.36
Sat Flow, veh/h	1619	1942	1333	1619	2036	1253	1619	3156	301	2956	3091	356
Grp Volume(v), veh/h	89	167	162	91	205	198	61	289	296	113	355	361
Grp Sat Flow(s),veh/h/ln	1619	1710	1565	1619	1710	1579	1619	1710	1747	1478	1710	1737
Q Serve(g_s), s	2.7	4.3	4.5	2.2	5.4	5.7	1.9	6.7	6.7	1.9	8.4	8.4
Cycle Q Clear(g_c), s	2.7	4.3	4.5	2.2	5.4	5.7	1.9	6.7	6.7	1.9	8.4	8.4
Prop In Lane	1.00		0.85	1.00		0.79	1.00		0.17	1.00		0.20
Lane Grp Cap(c), veh/h	109	364	333	365	353	325	74	586	599	187	616	626
V/C Ratio(X)	0.82	0.46	0.49	0.25	0.58	0.61	0.82	0.49	0.49	0.60	0.58	0.58
Avail Cap(c_a), veh/h	195	548	501	462	548	506	130	586	599	296	616	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	17.1	17.3	14.4	17.9	18.0	23.6	13.0	13.0	22.8	12.9	12.9
Incr Delay (d2), s/veh	13.8	0.9	1.1	0.4	1.5	1.8	19.7	2.9	2.9	3.1	3.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.1	2.0	1.0	2.7	2.6	1.2	3.6	3.7	0.8	4.6	4.7
LnGrp Delay(d),s/veh	36.8	18.0	18.4	14.8	19.4	19.8	43.3	15.9	15.9	25.9	16.8	16.7
LnGrp LOS	D	B	B	B	B	B	D	B	B	C	B	B
Approach Vol, veh/h		418			494			646			829	
Approach Delay, s/veh		22.2			18.7			18.5			18.0	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	21.1	7.0	14.6	6.3	22.0	7.4	14.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	17.0	6.0	16.0	4.0	18.0	6.0	16.0
Max Q Clear Time (g_c+I1), s	3.9	8.7	4.2	6.5	3.9	10.4	4.7	7.7
Green Ext Time (p_c), s	0.0	4.6	0.0	2.8	0.0	4.3	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	22	65	97	78	48	345	731	62	28	556	47
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1534	1673	1530	1615	1696		2949	4857		1615	4857	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1534	1673	1530	1615	1696		2949	4857		1615	4857	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	59	23	68	102	82	51	363	769	65	29	585	49
RTOR Reduction (vph)	0	0	0	0	31	0	0	11	0	0	11	0
Lane Group Flow (vph)	41	41	68	102	102	0	363	823	0	29	623	0
Turn Type	Split	NA	Prot	Split	NA		Split	NA		Split	NA	
Protected Phases	4	4	4	8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	6.7	6.7	6.7	7.7	7.7		16.8	16.8		16.8	16.8	
Effective Green, g (s)	6.7	6.7	6.7	7.7	7.7		16.8	16.8		16.8	16.8	
Actuated g/C Ratio	0.10	0.10	0.10	0.12	0.12		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	175	160	194	204		774	1274		423	1274	
v/s Ratio Prot	0.03	0.02	c0.04	c0.06	0.06		0.12	c0.17		0.02	c0.13	
v/s Ratio Perm												
v/c Ratio	0.26	0.23	0.42	0.53	0.50		0.47	0.65		0.07	0.49	
Uniform Delay, d1	26.4	26.3	26.8	26.4	26.4		19.8	21.0		17.7	20.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.7	1.8	2.6	1.9		2.0	2.5		0.3	1.3	
Delay (s)	27.2	27.0	28.7	29.0	28.3		21.9	23.5		18.0	21.3	
Level of Service	C	C	C	C	C		C	C		B	C	
Approach Delay (s)		27.8			28.6			23.0			21.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	661	0	387	459	882	0	0	493	441
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.97	0.85	1.00	1.00			0.95	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1532	1454	1615	3420			4429	1316
Flt Permitted				0.95	0.96	1.00	0.20	1.00			1.00	1.00
Satd. Flow (perm)				1534	1532	1454	336	3420			4429	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	696	0	407	483	928	0	0	519	464
RTOR Reduction (vph)	0	0	0	0	60	96	0	0	0	0	123	168
Lane Group Flow (vph)	0	0	0	383	318	246	483	928	0	0	628	64
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				18.3	18.3	18.3	38.0	38.0			17.6	17.6
Effective Green, g (s)				18.3	18.3	18.3	38.0	38.0			17.6	17.6
Actuated g/C Ratio				0.28	0.28	0.28	0.59	0.59			0.27	0.27
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				436	436	413	524	2021			1212	360
v/s Ratio Prot							c0.23	0.27			0.14	
v/s Ratio Perm				c0.25	0.21	0.17	c0.31					0.05
v/c Ratio				0.88	0.73	0.60	0.92	0.46			0.52	0.18
Uniform Delay, d1				21.9	20.8	19.8	13.8	7.4			19.8	17.8
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				17.8	6.0	2.3	21.8	0.8			1.6	1.1
Delay (s)				39.8	26.8	22.1	35.6	8.1			21.3	18.9
Level of Service				D	C	C	D	A			C	B
Approach Delay (s)		0.0			29.8			17.5			20.8	
Approach LOS		A			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	64.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	645	0	578	0	0	0	0	704	214	199	943	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.97		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1624	2693					4742		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.19	1.00	
Satd. Flow (perm)	1534	1624	2693					4742		324	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	679	0	608	0	0	0	0	741	225	209	993	0
RTOR Reduction (vph)	0	0	103	0	0	0	0	110	0	0	0	0
Lane Group Flow (vph)	339	340	505	0	0	0	0	856	0	209	993	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	16.0	16.0	16.0					17.0		26.0	26.0	
Effective Green, g (s)	16.0	16.0	16.0					17.0		26.0	26.0	
Actuated g/C Ratio	0.32	0.32	0.32					0.34		0.52	0.52	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	490	519	861					1612		297	1778	
v/s Ratio Prot	c0.22	0.21	0.19					0.18		c0.07	0.29	
v/s Ratio Perm										c0.30		
v/c Ratio	0.69	0.66	0.59					0.53		0.70	0.56	
Uniform Delay, d1	14.8	14.6	14.2					13.3		7.7	8.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	4.2	3.0	1.0					1.3		7.4	1.3	
Delay (s)	19.0	17.6	15.3					14.5		15.1	9.4	
Level of Service	B	B	B					B		B	A	
Approach Delay (s)		16.9			0.0			14.5			10.4	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	203	241	118	242	180	76	671	45	150	1225	122
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	71	214	254	124	255	189	80	706	47	158	1289	128
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	327	293	145	431	308	199	1429	95	408	1484	147
Arrive On Green	0.05	0.19	0.19	0.09	0.23	0.23	0.04	0.44	0.44	0.08	0.47	0.47
Sat Flow, veh/h	1619	1710	1530	1619	1906	1363	1619	3255	217	1619	3144	311
Grp Volume(v), veh/h	71	214	254	124	228	216	80	371	382	158	699	718
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1559	1619	1710	1762	1619	1710	1745
Q Serve(g_s), s	3.4	9.1	12.6	5.9	9.3	9.8	2.1	12.2	12.2	4.0	28.6	28.9
Cycle Q Clear(g_c), s	3.4	9.1	12.6	5.9	9.3	9.8	2.1	12.2	12.2	4.0	28.6	28.9
Prop In Lane	1.00		1.00	1.00		0.87	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	88	327	293	145	387	353	199	751	773	408	807	824
V/C Ratio(X)	0.81	0.65	0.87	0.86	0.59	0.61	0.40	0.49	0.49	0.39	0.87	0.87
Avail Cap(c_a), veh/h	145	349	312	145	387	353	212	751	773	491	807	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.7	29.3	30.7	35.2	27.1	27.2	16.7	15.8	15.8	11.3	18.5	18.6
Incr Delay (d2), s/veh	15.6	4.0	21.0	37.0	2.3	3.1	1.3	2.3	2.3	0.6	12.0	12.2
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	4.6	7.0	4.1	4.6	4.5	1.0	6.1	6.3	1.8	16.1	16.6
LnGrp Delay(d),s/veh	52.3	33.3	51.8	72.2	29.4	30.4	18.0	18.1	18.0	11.8	30.5	30.8
LnGrp LOS	D	C	D	E	C	C	B	B	B	B	C	C
Approach Vol, veh/h		539			568			833			1575	
Approach Delay, s/veh		44.5			39.1			18.0			28.8	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	38.4	11.0	19.0	7.4	41.0	8.3	21.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	31.0	7.0	16.0	4.0	37.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	6.0	14.2	7.9	14.6	4.1	30.9	5.4	11.8
Green Ext Time (p_c), s	0.1	12.1	0.0	0.4	0.0	5.1	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	450	30	82	370	0	15	0	50	1	0	0
Conflicting Peds, #/hr	0	0	0	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	-	-	-	85	-	-	-	-	-	-	-	-
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	6	474	32	86	389	0	16	0	53	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	505	0	0	869	1064	253	811	1080	195
Stage 1	-	-	-	-	-	-	502	502	-	562	562	-
Stage 2	-	-	-	-	-	-	367	562	-	249	518	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1181	-	-	1070	-	-	249	225	753	274	220	820
Stage 1	-	-	-	-	-	-	525	545	-	484	513	-
Stage 2	-	-	-	-	-	-	630	513	-	739	536	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1070	-	-	232	205	753	238	201	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	205	-	238	201	-
Stage 1	-	-	-	-	-	-	521	541	-	481	472	-
Stage 2	-	-	-	-	-	-	579	472	-	683	532	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.6	13.4	20.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	496	1181	-	-	1070	-	-	238
HCM Lane V/C Ratio	0.138	0.005	-	-	0.081	-	-	0.004
HCM Control Delay (s)	13.4	8.1	0	-	8.7	-	-	20.2
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.3	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	307	13	59	28	23	72	5	474	9	51	578	34
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	323	14	62	29	24	76	5	499	9	54	608	36
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	412	10	612	110	100	144	379	1375	25	435	1313	78
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	589	26	1530	0	251	360	754	3437	62	855	3282	194
Grp Volume(v), veh/h	337	0	62	129	0	0	5	248	260	54	316	328
Grp Sat Flow(s),veh/h/ln	614	0	1530	611	0	0	754	1710	1789	855	1710	1766
Q Serve(g_s), s	0.0	0.0	1.0	0.0	0.0	0.0	0.2	4.1	4.1	1.9	5.5	5.5
Cycle Q Clear(g_c), s	16.0	0.0	1.0	16.0	0.0	0.0	5.7	4.1	4.1	6.0	5.5	5.5
Prop In Lane	0.96		1.00	0.22		0.59	1.00		0.03	1.00		0.11
Lane Grp Cap(c), veh/h	422	0	612	355	0	0	379	684	716	435	684	706
V/C Ratio(X)	0.80	0.00	0.10	0.36	0.00	0.00	0.01	0.36	0.36	0.12	0.46	0.46
Avail Cap(c_a), veh/h	422	0	612	355	0	0	379	684	716	435	684	706
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	7.5	9.1	0.0	0.0	10.9	8.4	8.4	10.5	8.8	8.8
Incr Delay (d2), s/veh	10.4	0.0	0.1	0.6	0.0	0.0	0.1	1.5	1.4	0.6	2.2	2.2
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	4.9	0.0	0.4	1.0	0.0	0.0	0.0	2.1	2.2	0.5	3.0	3.1
LnGrp Delay(d),s/veh	24.6	0.0	7.6	9.7	0.0	0.0	11.0	9.9	9.9	11.1	11.1	11.0
LnGrp LOS	C		A	A			B	A	A	B	B	B
Approach Vol, veh/h		399			129			513			698	
Approach Delay, s/veh		21.9			9.7			9.9			11.1	
Approach LOS		C			A			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		7.7		18.0		8.0		18.0
Green Ext Time (p_c), s		4.0		0.0		3.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	399	1127	13	6	810	76	3	8	3	437	17	203
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1800	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	420	1186	14	6	853	80	3	8	3	460	18	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	1	1
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	406	1363	16	10	898	402	74	196	74	591	360	306
Arrive On Green	0.14	0.39	0.39	0.01	0.26	0.26	0.20	0.20	0.20	0.20	0.20	0.00
Sat Flow, veh/h	2956	3462	41	1619	3420	1530	368	981	368	2956	1800	1530
Grp Volume(v), veh/h	420	586	614	6	853	80	14	0	0	460	18	0
Grp Sat Flow(s),veh/h/ln	1478	1710	1793	1619	1710	1530	1717	0	0	1478	1800	1530
Q Serve(g_s), s	11.0	25.3	25.3	0.3	19.6	3.3	0.5	0.0	0.0	11.8	0.6	0.0
Cycle Q Clear(g_c), s	11.0	25.3	25.3	0.3	19.6	3.3	0.5	0.0	0.0	11.8	0.6	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.21		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	406	673	706	10	898	402	343	0	0	591	360	306
V/C Ratio(X)	1.03	0.87	0.87	0.59	0.95	0.20	0.04	0.00	0.00	0.78	0.05	0.00
Avail Cap(c_a), veh/h	406	673	706	81	898	402	343	0	0	591	360	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.5	22.4	22.4	39.6	29.0	23.0	25.8	0.0	0.0	30.3	25.9	0.0
Incr Delay (d2), s/veh	53.5	11.8	11.4	45.1	19.1	0.2	0.2	0.0	0.0	9.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	14.1	14.7	0.3	11.6	1.4	0.3	0.0	0.0	5.6	0.3	0.0
LnGrp Delay(d),s/veh	88.0	34.2	33.7	84.8	48.0	23.2	26.0	0.0	0.0	40.0	26.1	0.0
LnGrp LOS	F	C	C	F	D	C	C			D	C	
Approach Vol, veh/h		1620			939			14			478	
Approach Delay, s/veh		48.0			46.2			26.0			39.5	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	4.5	35.5		20.0	15.0	25.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	28.0		16.0	11.0	21.0
Max Q Clear Time (g_c+I1), s		2.5	2.3	27.3		13.8	13.0	21.6
Green Ext Time (p_c), s		0.0	0.0	0.7		0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.0
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	889	201	225	690	700	863
Number	4	14	3	8	5	12
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
Adj Sat Flow, veh/h/ln	1765	1765	1569	1765	1569	1765
Adj Flow Rate, veh/h	936	212	237	726	737	908
Adj No. of Lanes	2	1	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1102	493	330	1733	970	1184
Arrive On Green	0.33	0.33	0.11	0.52	0.33	0.33
Sat Flow, veh/h	3441	1500	2898	3441	2898	2640
Grp Volume(v), veh/h	936	212	237	726	737	908
Grp Sat Flow(s),veh/h/ln	1676	1500	1449	1676	1449	1320
Q Serve(g_s), s	14.0	5.9	4.2	7.2	12.2	15.6
Cycle Q Clear(g_c), s	14.0	5.9	4.2	7.2	12.2	15.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1102	493	330	1733	970	1184
V/C Ratio(X)	0.85	0.43	0.72	0.42	0.76	0.77
Avail Cap(c_a), veh/h	1122	502	377	1807	970	1184
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	14.1	23.0	8.0	16.0	12.5
Incr Delay (d2), s/veh	6.3	0.6	5.6	0.2	5.6	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.5	1.9	3.3	5.6	6.4
LnGrp Delay(d),s/veh	23.1	14.7	28.6	8.2	21.6	17.3
LnGrp LOS	C	B	C	A	C	B
Approach Vol, veh/h	1148			963	1645	
Approach Delay, s/veh	21.5			13.2	19.2	
Approach LOS	C			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		22.0	10.1	21.7				31.8
Change Period (Y+Rc), s		4.0	4.0	4.0				4.0
Max Green Setting (Gmax), s		18.0	7.0	18.0				29.0
Max Q Clear Time (g_c+I1), s		17.6	6.2	16.0				9.2
Green Ext Time (p_c), s		0.3	0.1	1.7				11.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	99	1533	10	39	275
Number	3	18	2	12	1	6
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
Adj Sat Flow, veh/h/ln	1700	1800	1765	1800	1700	1765
Adj Flow Rate, veh/h	4	104	1614	11	41	289
Adj No. of Lanes	1	1	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	0	2
Cap, veh/h	135	127	2334	16	53	1382
Arrive On Green	0.08	0.08	0.68	0.68	0.03	0.78
Sat Flow, veh/h	1619	1530	3503	23	1619	1765
Grp Volume(v), veh/h	4	104	792	833	41	289
Grp Sat Flow(s),veh/h/ln	1619	1530	1677	1761	1619	1765
Q Serve(g_s), s	0.1	4.0	17.0	17.0	1.5	2.5
Cycle Q Clear(g_c), s	0.1	4.0	17.0	17.0	1.5	2.5
Prop In Lane	1.00	1.00		0.01	1.00	
Lane Grp Cap(c), veh/h	135	127	1146	1204	53	1382
V/C Ratio(X)	0.03	0.82	0.69	0.69	0.77	0.21
Avail Cap(c_a), veh/h	135	127	1146	1204	108	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	27.0	5.7	5.7	28.8	1.7
Incr Delay (d2), s/veh	0.1	32.0	3.4	3.3	20.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.8	8.8	9.2	1.0	1.3
LnGrp Delay(d),s/veh	25.4	59.1	9.1	9.0	48.9	2.0
LnGrp LOS	C	E	A	A	D	A
Approach Vol, veh/h	108		1625			330
Approach Delay, s/veh	57.8		9.0			7.9
Approach LOS	E		A			A

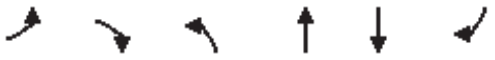
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.0	45.0				51.0		9.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	39.0				47.0		5.0
Max Q Clear Time (g_c+I1), s	3.5	19.0				4.5		6.0
Green Ext Time (p_c), s	0.0	12.5				18.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	0	2	0	0	6	1	1273	0	1	241	7
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1765	1800	1700	1766	1800
Adj Flow Rate, veh/h	37	0	2	0	0	6	1	1340	0	1	254	7
Adj No. of Lanes	0	1	0	0	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	0	2	2
Cap, veh/h	113	0	2	0	0	57	2	1494	1295	2	1448	40
Arrive On Green	0.04	0.00	0.04	0.00	0.00	0.04	0.00	0.85	0.00	0.00	0.85	0.85
Sat Flow, veh/h	1224	0	66	0	0	1530	1619	1765	1530	1619	1710	47
Grp Volume(v), veh/h	39	0	0	0	0	6	1	1340	0	1	0	261
Grp Sat Flow(s),veh/h/ln	1290	0	0	0	0	1530	1619	1765	1530	1619	0	1757
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.4	0.1	50.4	0.0	0.1	0.0	2.8
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.0	0.0	0.4	0.1	50.4	0.0	0.1	0.0	2.8
Prop In Lane	0.95		0.05	0.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	115	0	0	0	0	57	2	1494	1295	2	0	1488
V/C Ratio(X)	0.34	0.00	0.00	0.00	0.00	0.11	0.56	0.90	0.00	0.56	0.00	0.18
Avail Cap(c_a), veh/h	283	0	0	0	0	235	62	1494	1295	62	0	1488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.9	0.0	0.0	0.0	0.0	48.4	51.9	5.1	0.0	51.9	0.0	1.4
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.0	0.0	0.8	157.4	8.8	0.0	157.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	0.2	0.1	27.1	0.0	0.1	0.0	1.4
LnGrp Delay(d),s/veh	51.7	0.0	0.0	0.0	0.0	49.2	209.3	13.9	0.0	209.3	0.0	1.7
LnGrp LOS	D					D	F	B		F		A
Approach Vol, veh/h		39			6			1341			262	
Approach Delay, s/veh		51.7			49.2			14.1			2.5	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.1	92.0		7.8	4.1	92.0		7.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	88.0		16.0	4.0	88.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	52.4		5.2	2.1	4.8		2.4
Green Ext Time (p_c), s	0.0	19.6		0.1	0.0	27.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1134	3	7	8	2	221
Number	5	12	3	8	4	14
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
Adj Sat Flow, veh/h/ln	1667	1765	1800	1765	1765	1765
Adj Flow Rate, veh/h	1194	3	7	8	2	233
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1341	1268	92	54	93	1346
Arrive On Green	0.85	0.85	0.05	0.05	0.05	0.05
Sat Flow, veh/h	1587	1500	472	1035	1765	1500
Grp Volume(v), veh/h	1194	3	15	0	2	233
Grp Sat Flow(s),veh/h/ln	1587	1500	1507	0	1765	1500
Q Serve(g_s), s	36.7	0.0	0.0	0.0	0.1	1.5
Cycle Q Clear(g_c), s	36.7	0.0	0.6	0.0	0.1	1.5
Prop In Lane	1.00	1.00	0.47			1.00
Lane Grp Cap(c), veh/h	1341	1268	147	0	93	1346
V/C Ratio(X)	0.89	0.00	0.10	0.00	0.02	0.17
Avail Cap(c_a), veh/h	1341	1268	361	0	362	1575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	3.8	0.9	35.4	0.0	35.1	0.5
Incr Delay (d2), s/veh	9.2	0.0	0.3	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	0.0	0.3	0.0	0.0	5.0
LnGrp Delay(d),s/veh	13.0	0.9	35.7	0.0	35.2	0.5
LnGrp LOS	B	A	D		D	A
Approach Vol, veh/h	1197			15	235	
Approach Delay, s/veh	12.9			35.7	0.8	
Approach LOS	B			D	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		70.0		8.1				8.1
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		66.0		16.0				16.0
Max Q Clear Time (g_c+I1), s		38.7		3.5				2.6
Green Ext Time (p_c), s		6.5		0.6				0.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	173	50	172	105	3	54	47	188	10	121	44
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	34	182	53	181	111	3	57	49	198	11	127	46
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	231	67	149	412	11	74	63	256	25	291	105
Arrive On Green	0.03	0.17	0.17	0.09	0.24	0.24	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1619	1341	390	1619	1745	47	300	258	1043	103	1186	430
Grp Volume(v), veh/h	34	0	235	181	0	114	304	0	0	184	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	1731	1619	0	1792	1601	0	0	1719	0	0
Q Serve(g_s), s	1.4	0.0	8.5	6.0	0.0	3.4	11.5	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	8.5	6.0	0.0	3.4	11.5	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.03	0.19		0.65	0.06		0.25
Lane Grp Cap(c), veh/h	46	0	299	149	0	423	392	0	0	421	0	0
V/C Ratio(X)	0.74	0.00	0.79	1.22	0.00	0.27	0.77	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	149	0	424	149	0	439	392	0	0	421	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.5	0.0	25.8	29.6	0.0	20.3	23.0	0.0	0.0	20.8	0.0	0.0
Incr Delay (d2), s/veh	21.0	0.0	6.3	143.4	0.0	0.3	13.9	0.0	0.0	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.6	8.6	0.0	1.7	6.6	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	52.5	0.0	32.1	173.0	0.0	20.7	36.8	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	D		C	F		C	D			C		
Approach Vol, veh/h		269			295			304			184	
Approach Delay, s/veh		34.7			114.1			36.8			24.1	
Approach LOS		C			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	10.0	15.3		20.0	5.8	19.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		13.5	8.0	10.5		7.9	3.4	5.4
Green Ext Time (p_c), s		0.4	0.0	0.8		0.5	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	55.7
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	41	1	17	4	0	1	17	787	0	0	556	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	0	60	-	150
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	43	1	18	4	0	1	18	828	0	0	585	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1450	1449	585	1459	1449	828	585	0	0	828	0	0
Stage 1	585	585	-	864	864	-	-	-	-	-	-	-
Stage 2	865	864	-	595	585	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	110	132	515	108	132	374	1000	-	-	812	-	-
Stage 1	501	501	-	352	374	-	-	-	-	-	-	-
Stage 2	351	374	-	494	501	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	130	515	102	130	374	1000	-	-	812	-	-
Mov Cap-2 Maneuver	108	130	-	102	130	-	-	-	-	-	-	-
Stage 1	492	501	-	346	367	-	-	-	-	-	-	-
Stage 2	344	367	-	476	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.8	36.6	0.2	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	140	119	812	-	-
HCM Lane V/C Ratio	0.018	-	-	0.444	0.044	-	-	-
HCM Control Delay (s)	8.7	-	-	49.8	36.6	0	-	-
HCM Lane LOS	A	-	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	10	26	7	6	5	30	600	52	4	482	95
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	211	11	27	7	6	5	32	632	55	4	507	100
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	1
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	265	14	34	12	10	8	46	804	70	7	843	716
Arrive On Green	0.18	0.18	0.18	0.02	0.02	0.02	0.03	0.49	0.49	0.00	0.47	0.47
Sat Flow, veh/h	1437	75	184	655	562	468	1619	1633	142	1619	1800	1530
Grp Volume(v), veh/h	249	0	0	18	0	0	32	0	687	4	507	100
Grp Sat Flow(s),veh/h/ln	1696	0	0	1685	0	0	1619	0	1775	1619	1800	1530
Q Serve(g_s), s	7.5	0.0	0.0	0.6	0.0	0.0	1.0	0.0	17.0	0.1	11.1	2.0
Cycle Q Clear(g_c), s	7.5	0.0	0.0	0.6	0.0	0.0	1.0	0.0	17.0	0.1	11.1	2.0
Prop In Lane	0.85		0.11	0.39		0.28	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	313	0	0	30	0	0	46	0	874	7	843	716
V/C Ratio(X)	0.79	0.00	0.00	0.61	0.00	0.00	0.70	0.00	0.79	0.57	0.60	0.14
Avail Cap(c_a), veh/h	511	0	0	507	0	0	152	0	1270	122	1254	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	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	0.0	25.9	0.0	0.0	25.6	0.0	11.2	26.4	10.5	8.0
Incr Delay (d2), s/veh	4.6	0.0	0.0	18.5	0.0	0.0	17.3	0.0	2.1	57.4	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	0.4	0.0	0.0	0.7	0.0	8.7	0.2	5.7	0.9
LnGrp Delay(d),s/veh	25.3	0.0	0.0	44.4	0.0	0.0	42.9	0.0	13.3	83.8	11.2	8.1
LnGrp LOS	C			D			D		B	F	B	A
Approach Vol, veh/h		249			18			719			611	
Approach Delay, s/veh		25.3			44.4			14.6			11.1	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.2	30.1		13.8	5.5	28.9		4.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	5.0	37.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	19.0		9.5	3.0	13.1		2.6
Green Ext Time (p_c), s	0.0	7.1		0.6	0.0	7.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	37.4
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	0	6	0	55	4	41	0	4	596	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	0	6	0	58	4	43	0	4	627	193
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	9.6	11	57.2
HCM LOS	A	B	F

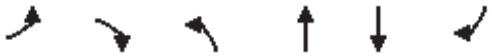
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	14%	55%	100%	0%
Vol Thru, %	0%	77%	0%	4%	0%	99%
Vol Right, %	0%	23%	86%	41%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	779	7	100	299	231
LT Vol	4	0	1	55	299	0
Through Vol	0	596	0	4	0	229
RT Vol	0	183	6	41	0	2
Lane Flow Rate	4	820	7	105	315	243
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.007	1	0.013	0.189	0.522	0.369
Departure Headway (Hd)	5.978	5.308	6.466	6.473	5.965	5.46
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	593	681	550	555	601	657
Service Time	3.769	3.098	4.55	4.513	3.721	3.216
HCM Lane V/C Ratio	0.007	1.204	0.013	0.189	0.524	0.37
HCM Control Delay	8.8	57.4	9.6	11	15.1	11.4
HCM Lane LOS	A	F	A	B	C	B
HCM 95th-tile Q	0	15.8	0	0.7	3	1.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	299	229	2
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	315	241	2
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.5
HCM LOS	B

Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	305	94	73	509	247	36
Ideal Flow (vphpl)	1800	1800	1700	1800	1800	1800
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1679		1615	1800	1800	1530
Flt Permitted	0.96		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1679		1615	1800	1800	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	321	99	77	536	260	38
RTOR Reduction (vph)	24	0	0	0	0	22
Lane Group Flow (vph)	396	0	77	536	260	16
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	7		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	14.5		2.4	28.3	21.9	21.9
Effective Green, g (s)	14.5		2.4	28.3	21.9	21.9
Actuated g/C Ratio	0.29		0.05	0.56	0.43	0.43
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	479		76	1002	775	659
v/s Ratio Prot	c0.24		c0.05	c0.30	0.14	
v/s Ratio Perm						0.01
v/c Ratio	0.83		1.01	0.53	0.34	0.02
Uniform Delay, d1	17.0		24.2	7.1	9.6	8.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	11.2		106.9	2.0	1.2	0.1
Delay (s)	28.2		131.1	9.1	10.8	8.4
Level of Service	C		F	A	B	A
Approach Delay (s)	28.2			24.5	10.5	
Approach LOS	C			C	B	

Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	50.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	0	56	0	0	0	33	443	0	0	298	31
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	0	1800				1700	1800	0	0	1800	1800
Adj Flow Rate, veh/h	47	0	59				35	466	0	0	314	33
Adj No. of Lanes	1	0	1				1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	115	0	109				53	1290	0	0	1040	884
Arrive On Green	0.07	0.00	0.07				0.03	0.72	0.00	0.00	0.58	0.58
Sat Flow, veh/h	1619	0	1530				1619	1800	0	0	1800	1530
Grp Volume(v), veh/h	47	0	59				35	466	0	0	314	33
Grp Sat Flow(s),veh/h/ln	1619	0	1530				1619	1800	0	0	1800	1530
Q Serve(g_s), s	1.0	0.0	1.4				0.8	3.7	0.0	0.0	3.4	0.4
Cycle Q Clear(g_c), s	1.0	0.0	1.4				0.8	3.7	0.0	0.0	3.4	0.4
Prop In Lane	1.00		1.00				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	115	0	109				53	1290	0	0	1040	884
V/C Ratio(X)	0.41	0.00	0.54				0.66	0.36	0.00	0.00	0.30	0.04
Avail Cap(c_a), veh/h	215	0	203				172	1290	0	0	1040	884
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	16.9				18.0	2.0	0.0	0.0	4.1	3.4
Incr Delay (d2), s/veh	2.3	0.0	4.1				13.4	0.8	0.0	0.0	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.3				0.5	2.1	0.0	0.0	1.9	0.5
LnGrp Delay(d),s/veh	19.0	0.0	21.1				31.4	2.8	0.0	0.0	4.8	3.5
LnGrp LOS	B		C				C	A			A	A
Approach Vol, veh/h		106						501			347	
Approach Delay, s/veh		20.2						4.8			4.7	
Approach LOS		C						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		31.0		6.7	5.2	25.8		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		27.0		5.0	4.0	19.0		
Max Q Clear Time (g_c+I1), s		5.7		3.4	2.8	5.4		
Green Ext Time (p_c), s		4.3		0.0	0.0	3.7		

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	0	11	0	0	0	3	260	0	0	207	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	-	-	100
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, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	6	0	12	0	0	0	3	274	0	0	218	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	498	498	218	504	498	274	218	0	0	274	0	0
Stage 1	218	218	-	280	280	-	-	-	-	-	-	-
Stage 2	280	280	-	224	218	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	483	477	822	482	477	770	1352	-	-	1301	-	-
Stage 1	784	726	-	731	683	-	-	-	-	-	-	-
Stage 2	727	683	-	783	726	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	482	476	822	474	476	770	1352	-	-	1301	-	-
Mov Cap-2 Maneuver	482	476	-	474	476	-	-	-	-	-	-	-
Stage 1	782	726	-	729	681	-	-	-	-	-	-	-
Stage 2	725	681	-	772	726	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	0	0.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	658	-	1301	-	-
HCM Lane V/C Ratio	0.002	-	-	0.027	-	-	-	-
HCM Control Delay (s)	7.7	-	-	10.6	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	30	0	55	1	0	1	21	243	4	4	183	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	130	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	0	58	1	0	1	22	256	4	4	193	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	519	520	207	547	533	258	222	0	0	260	0	0
Stage 1	216	216	-	302	302	-	-	-	-	-	-	-
Stage 2	303	304	-	245	231	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	467	461	833	448	453	781	1347	-	-	1304	-	-
Stage 1	786	724	-	707	664	-	-	-	-	-	-	-
Stage 2	706	663	-	759	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	459	452	833	411	444	781	1347	-	-	1304	-	-
Mov Cap-2 Maneuver	459	452	-	411	444	-	-	-	-	-	-	-
Stage 1	773	722	-	695	653	-	-	-	-	-	-	-
Stage 2	694	652	-	704	711	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	11.7	0.6	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1347	-	-	647	539	1304	-	-
HCM Lane V/C Ratio	0.016	-	-	0.138	0.004	0.003	-	-
HCM Control Delay (s)	7.7	-	-	11.5	11.7	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	128	417	32	40	577	106	17	19	43	82	25	114
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1765	1800	1667	1765	1800	1667	1765	1765	1667	1765	1765
Adj Flow Rate, veh/h	135	439	34	42	607	112	18	20	45	86	26	120
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	1027	79	54	721	133	28	522	444	105	608	517
Arrive On Green	0.10	0.33	0.33	0.03	0.25	0.25	0.02	0.30	0.30	0.07	0.34	0.34
Sat Flow, veh/h	1587	3155	243	1587	2828	521	1587	1765	1500	1587	1765	1500
Grp Volume(v), veh/h	135	233	240	42	359	360	18	20	45	86	26	120
Grp Sat Flow(s),veh/h/ln	1587	1676	1722	1587	1676	1673	1587	1765	1500	1587	1765	1500
Q Serve(g_s), s	4.8	6.2	6.3	1.5	11.7	11.7	0.6	0.5	1.3	3.1	0.6	3.3
Cycle Q Clear(g_c), s	4.8	6.2	6.3	1.5	11.7	11.7	0.6	0.5	1.3	3.1	0.6	3.3
Prop In Lane	1.00		0.14	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	166	546	560	54	427	427	28	522	444	105	608	517
V/C Ratio(X)	0.81	0.43	0.43	0.78	0.84	0.84	0.65	0.04	0.10	0.82	0.04	0.23
Avail Cap(c_a), veh/h	193	546	560	166	467	466	111	522	444	111	608	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	15.2	15.2	27.5	20.3	20.3	28.0	14.4	14.7	26.5	12.5	13.4
Incr Delay (d2), s/veh	20.2	0.5	0.5	20.9	12.1	12.4	23.0	0.1	0.5	35.8	0.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.9	3.0	1.0	6.8	6.9	0.5	0.2	0.6	2.4	0.3	1.5
LnGrp Delay(d),s/veh	45.3	15.7	15.7	48.4	32.4	32.7	51.1	14.5	15.1	62.2	12.7	14.5
LnGrp LOS	D	B	B	D	C	C	D	B	B	E	B	B
Approach Vol, veh/h		608			761			83			232	
Approach Delay, s/veh		22.3			33.4			22.8			32.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	21.0	6.0	22.7	5.0	23.8	10.0	18.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	6.0	17.0	4.0	17.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	5.1	3.3	3.5	8.3	2.6	5.3	6.8	13.7
Green Ext Time (p_c), s	0.0	0.5	0.0	4.7	0.0	0.5	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	242	120	3	73	131	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	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	255	126	3	77	138	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	363	191
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1189	-	615	825
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	613	825
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	-	-	1189	-
HCM Lane V/C Ratio	0.254	-	-	0.003	-
HCM Control Delay (s)	12.6	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	657	2	0	0	0	2	6	11	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	692	2	0	0	0	2	6	12	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	1386	1387	2
Stage 1	-	-	-	-	-	-	1385	1385	-
Stage 2	-	-	-	-	-	-	1	2	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1634	-	-	159	144	1088
Stage 1	-	-	-	-	-	-	234	213	-
Stage 2	-	-	-	-	-	-	1028	898	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1634	-	-	1634	-	-	92	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	0	-
Stage 1	-	-	-	-	-	-	135	0	-
Stage 2	-	-	-	-	-	-	1028	0	-

Approach	EB	WB	NB
HCM Control Delay, s	8.8	0	41.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	119	1634	-	-	1634	-	-
HCM Lane V/C Ratio	0.168	0.423	-	-	-	-	-
HCM Control Delay (s)	41.3	8.8	0	-	0	-	-
HCM Lane LOS	E	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.6	2.2	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	655	0	2	8	0	0	0	0	3	1	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	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	0	689	0	2	8	0	0	0	0	3	1	41

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	8	0	0	689	0	0	702	702	8
Stage 1	-	-	-	-	-	-	13	13	-
Stage 2	-	-	-	-	-	-	689	689	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1625	-	-	915	-	-	407	365	1080
Stage 1	-	-	-	-	-	-	1015	889	-
Stage 2	-	-	-	-	-	-	502	450	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1625	-	-	915	-	-	406	0	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	0	-
Stage 1	-	-	-	-	-	-	1013	0	-
Stage 2	-	-	-	-	-	-	502	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.8	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1625	-	-	915	-	-	966
HCM Lane V/C Ratio	-	-	-	0.002	-	-	0.047
HCM Control Delay (s)	0	-	-	8.9	0	-	8.9
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	16	7	8	0	52	10	172	0	5	196	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	17	7	8	0	55	11	181	0	5	206	169
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	8.8	9.5	11.4
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	1%	52%	100%	0%	53%
Vol Thru, %	54%	23%	0%	5%	33%
Vol Right, %	44%	26%	0%	95%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	362	31	52	182	94
LT Vol	5	16	52	0	50
Through Vol	196	7	0	10	31
RT Vol	161	8	0	172	13
Lane Flow Rate	381	33	55	192	99
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.471	0.049	0.093	0.264	0.139
Departure Headway (Hd)	4.454	5.394	6.134	4.961	5.06
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	804	656	580	718	703
Service Time	2.504	3.492	3.911	2.737	3.133
HCM Lane V/C Ratio	0.474	0.05	0.095	0.267	0.141
HCM Control Delay	11.4	8.8	9.5	9.5	9
HCM Lane LOS	B	A	A	A	A
HCM 95th-tile Q	2.5	0.2	0.3	1.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	50	31	13
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	53	33	14
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9
HCM LOS	A

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	234	114	338	114	114	43	33	354	41	62	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	27	246	120	356	120	120	45	35	373	43	65	20
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	38	375	177	403	670	600	40	31	333	56	85	26
Arrive On Green	0.02	0.17	0.17	0.25	0.39	0.39	0.26	0.26	0.26	0.10	0.10	0.10
Sat Flow, veh/h	1619	2256	1066	1619	1710	1530	155	121	1288	579	875	269
Grp Volume(v), veh/h	27	185	181	356	120	120	453	0	0	128	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1612	1619	1710	1530	1565	0	0	1724	0	0
Q Serve(g_s), s	1.2	7.0	7.4	14.7	3.2	3.6	18.0	0.0	0.0	5.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	7.0	7.4	14.7	3.2	3.6	18.0	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.66	1.00		1.00	0.10		0.82	0.34		0.16
Lane Grp Cap(c), veh/h	38	285	268	403	670	600	404	0	0	167	0	0
V/C Ratio(X)	0.71	0.65	0.68	0.88	0.18	0.20	1.12	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	139	417	393	534	834	747	404	0	0	396	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.8	27.1	27.3	25.2	13.9	14.0	25.8	0.0	0.0	30.7	0.0	0.0
Incr Delay (d2), s/veh	21.9	2.5	3.0	12.9	0.1	0.2	81.7	0.0	0.0	7.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.5	3.5	8.0	1.5	1.5	16.8	0.0	0.0	2.7	0.0	0.0
LnGrp Delay(d),s/veh	55.7	29.6	30.2	38.1	14.0	14.1	107.6	0.0	0.0	37.9	0.0	0.0
LnGrp LOS	E	C	C	D	B	B	F			D		
Approach Vol, veh/h		393			596			453			128	
Approach Delay, s/veh		31.7			28.4			107.6			37.9	
Approach LOS		C			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.3	15.6		10.7	5.6	31.3		22.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	23.0	17.0		16.0	6.0	34.0		18.0
Max Q Clear Time (g_c+I1), s	16.7	9.4		7.0	3.2	5.6		20.0
Green Ext Time (p_c), s	0.6	2.2		0.3	0.0	4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	501	0	0	416	311	142	5	659	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1800	1800	0	0	1800	1800	1800	1800	1800			
Adj Flow Rate, veh/h	132	527	0	0	438	327	149	5	694			
Adj No. of Lanes	0	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	198	830	0	0	749	556	755	25	695			
Arrive On Green	0.40	0.40	0.00	0.00	0.40	0.40	0.45	0.45	0.45			
Sat Flow, veh/h	258	2158	0	0	1964	1391	1661	56	1530			
Grp Volume(v), veh/h	295	364	0	0	400	365	154	0	694			
Grp Sat Flow(s),veh/h/ln	778	1556	0	0	1710	1555	1717	0	1530			
Q Serve(g_s), s	10.7	10.1	0.0	0.0	10.1	10.1	3.0	0.0	24.9			
Cycle Q Clear(g_c), s	20.8	10.1	0.0	0.0	10.1	10.1	3.0	0.0	24.9			
Prop In Lane	0.45		0.00	0.00		0.89	0.97		1.00			
Lane Grp Cap(c), veh/h	406	622	0	0	684	622	780	0	695			
V/C Ratio(X)	0.73	0.59	0.00	0.00	0.58	0.59	0.20	0.00	1.00			
Avail Cap(c_a), veh/h	406	622	0	0	684	622	780	0	695			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.2	12.9	0.0	0.0	12.9	12.9	9.0	0.0	15.0			
Incr Delay (d2), s/veh	6.4	1.4	0.0	0.0	1.3	1.4	0.1	0.0	33.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	4.5	0.0	0.0	4.9	4.5	1.4	0.0	16.9			
LnGrp Delay(d),s/veh	23.6	14.3	0.0	0.0	14.2	14.4	9.1	0.0	48.5			
LnGrp LOS	C	B			B	B	A		D			
Approach Vol, veh/h		659			765			848				
Approach Delay, s/veh		18.5			14.3			41.4				
Approach LOS		B			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		26.0				26.0		29.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		22.0				22.0		25.0
Max Q Clear Time (g_c+I1), s		22.8				12.1		26.9
Green Ext Time (p_c), s		0.0				6.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	665	326	83	349	59	283	92	151	60	89	126
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	158	700	343	87	367	62	298	97	159	63	94	133
Adj No. of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
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	195	1087	680	105	771	129	374	418	355	77	276	234
Arrive On Green	0.12	0.32	0.32	0.07	0.26	0.26	0.13	0.23	0.23	0.05	0.15	0.15
Sat Flow, veh/h	1619	3420	1530	1619	2932	491	2956	1800	1530	1619	1800	1530
Grp Volume(v), veh/h	158	700	343	87	213	216	298	97	159	63	94	133
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1713	1478	1800	1530	1619	1800	1530
Q Serve(g_s), s	4.5	8.3	7.6	2.5	5.0	5.1	4.6	2.1	4.2	1.8	2.2	3.8
Cycle Q Clear(g_c), s	4.5	8.3	7.6	2.5	5.0	5.1	4.6	2.1	4.2	1.8	2.2	3.8
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	1087	680	105	449	450	374	418	355	77	276	234
V/C Ratio(X)	0.81	0.64	0.50	0.83	0.47	0.48	0.80	0.23	0.45	0.82	0.34	0.57
Avail Cap(c_a), veh/h	205	1226	742	171	577	578	374	607	516	205	607	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	13.9	9.4	21.9	14.7	14.8	20.1	14.8	15.6	22.4	17.9	18.6
Incr Delay (d2), s/veh	20.6	1.0	0.6	15.6	0.8	0.8	11.4	0.3	0.9	18.5	0.7	2.2
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	3.1	4.0	3.3	1.6	2.4	2.4	2.5	1.1	1.9	1.2	1.2	1.7
LnGrp Delay(d),s/veh	41.0	14.8	10.0	37.5	15.5	15.5	31.6	15.1	16.5	40.9	18.7	20.8
LnGrp LOS	D	B	B	D	B	B	C	B	B	D	B	C
Approach Vol, veh/h		1201			516			554			290	
Approach Delay, s/veh		16.9			19.2			24.4			24.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	19.1	10.0	11.3	9.7	16.5	6.3	15.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	17.0	6.0	16.0	6.0	16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s	4.5	10.3	6.6	5.8	6.5	7.1	3.8	6.2
Green Ext Time (p_c), s	0.0	4.3	0.0	1.4	0.0	5.4	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	31	241	560	67	83	574
Number	1	16	8	18	7	4
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1700	1800
Adj Flow Rate, veh/h	33	254	589	71	87	604
Adj No. of Lanes	1	2	2	0	1	2
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	277	644	1138	137	110	1945
Arrive On Green	0.17	0.17	0.37	0.37	0.07	0.57
Sat Flow, veh/h	1619	2693	3165	370	1619	3510
Grp Volume(v), veh/h	33	254	327	333	87	604
Grp Sat Flow(s),veh/h/ln	1619	1346	1710	1735	1619	1710
Q Serve(g_s), s	0.5	2.4	4.6	4.6	1.6	2.8
Cycle Q Clear(g_c), s	0.5	2.4	4.6	4.6	1.6	2.8
Prop In Lane	1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	277	644	633	642	110	1945
V/C Ratio(X)	0.12	0.39	0.52	0.52	0.79	0.31
Avail Cap(c_a), veh/h	843	1586	890	903	316	2894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	9.8	7.5	7.5	14.1	3.5
Incr Delay (d2), s/veh	0.2	0.4	0.7	0.7	11.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.9	2.2	2.2	1.1	1.3
LnGrp Delay(d),s/veh	11.0	10.2	8.2	8.2	25.7	3.6
LnGrp LOS	B	B	A	A	C	A
Approach Vol, veh/h	287		660			691
Approach Delay, s/veh	10.3		8.2			6.4
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				21.5		9.3	6.1	15.4
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				26.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s				4.8		4.4	3.6	6.6
Green Ext Time (p_c), s				7.4		0.8	0.0	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	267	1169	189	114	1082	112	224	344	118	155	405	165
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	281	1231	199	120	1139	118	236	362	124	163	426	174
Adj No. of Lanes	2	3	0	1	3	0	2	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	306	1324	214	140	1327	137	255	617	208	242	573	232
Arrive On Green	0.10	0.31	0.31	0.09	0.29	0.29	0.09	0.25	0.25	0.08	0.24	0.24
Sat Flow, veh/h	2956	4265	689	1619	4525	468	2956	2512	848	2956	2378	962
Grp Volume(v), veh/h	281	946	484	120	824	433	236	245	241	163	305	295
Grp Sat Flow(s),veh/h/ln	1478	1638	1678	1619	1638	1717	1478	1710	1650	1478	1710	1630
Q Serve(g_s), s	5.5	16.2	16.2	4.2	13.8	13.8	4.6	7.3	7.5	3.1	9.6	9.7
Cycle Q Clear(g_c), s	5.5	16.2	16.2	4.2	13.8	13.8	4.6	7.3	7.5	3.1	9.6	9.7
Prop In Lane	1.00		0.41	1.00		0.27	1.00		0.51	1.00		0.59
Lane Grp Cap(c), veh/h	306	1017	521	140	961	504	255	420	405	242	412	393
V/C Ratio(X)	0.92	0.93	0.93	0.86	0.86	0.86	0.93	0.58	0.60	0.67	0.74	0.75
Avail Cap(c_a), veh/h	306	1017	521	140	961	504	255	472	455	255	472	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	19.4	19.4	26.1	19.4	19.4	26.3	19.3	19.3	25.9	20.3	20.4
Incr Delay (d2), s/veh	31.2	14.3	23.4	38.3	7.9	13.9	36.9	1.5	1.7	6.4	5.3	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.2	10.8	3.4	7.2	8.4	3.2	3.6	3.6	1.5	5.1	5.0
LnGrp Delay(d),s/veh	57.0	33.7	42.8	64.4	27.2	33.3	63.2	20.7	21.0	32.3	25.6	26.4
LnGrp LOS	E	C	D	E	C	C	E	C	C	C	C	C
Approach Vol, veh/h		1711			1377			722			763	
Approach Delay, s/veh		40.1			32.4			34.7			27.3	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	22.0	9.0	18.0	10.0	21.0	8.7	18.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	18.0	5.0	16.0	6.0	17.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	6.2	18.2	6.6	11.7	7.5	15.8	5.1	9.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	1.1	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	47	197	106	154	314	21	91	523	129	59	571	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	49	207	112	162	331	22	96	551	136	62	601	44
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	717	372	437	1071	71	398	890	219	369	1006	74
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.07	0.33	0.33	0.05	0.31	0.31
Sat Flow, veh/h	986	2178	1132	1018	3257	215	1619	2722	670	1619	3232	236
Grp Volume(v), veh/h	49	161	158	162	173	180	96	345	342	62	318	327
Grp Sat Flow(s),veh/h/ln	986	1710	1600	1018	1710	1762	1619	1710	1682	1619	1710	1758
Q Serve(g_s), s	1.6	2.8	3.0	5.7	3.1	3.1	1.6	6.9	7.0	1.0	6.4	6.4
Cycle Q Clear(g_c), s	4.7	2.8	3.0	8.7	3.1	3.1	1.6	6.9	7.0	1.0	6.4	6.4
Prop In Lane	1.00		0.71	1.00		0.12	1.00		0.40	1.00		0.13
Lane Grp Cap(c), veh/h	426	563	526	437	563	580	398	559	550	369	532	547
V/C Ratio(X)	0.12	0.29	0.30	0.37	0.31	0.31	0.24	0.62	0.62	0.17	0.60	0.60
Avail Cap(c_a), veh/h	513	714	668	526	714	735	491	714	702	448	672	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	10.1	10.2	13.4	10.2	10.2	9.0	11.6	11.6	9.2	11.9	11.9
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.5	0.3	0.3	0.3	1.1	1.2	0.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	1.4	1.6	1.5	1.5	0.7	3.4	3.4	0.5	3.2	3.3
LnGrp Delay(d),s/veh	12.1	10.4	10.5	14.0	10.5	10.5	9.3	12.7	12.7	9.4	12.9	12.9
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		368			515			783			707	
Approach Delay, s/veh		10.7			11.6			12.3			12.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		17.4	6.7	16.7		17.4	6.0	17.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		17.0	4.0	17.0
Max Q Clear Time (g_c+I1), s		6.7	3.6	8.4		10.7	3.0	9.0
Green Ext Time (p_c), s		3.7	0.0	4.2		2.7	0.0	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	159	33	22	20	27	295	13	408	6	227	434	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	167	35	23	21	28	311	14	429	6	239	457	158
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	1
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	229	291	175	329	366	578	23	704	10	283	1246	558
Arrive On Green	0.14	0.14	0.14	0.20	0.20	0.20	0.01	0.20	0.20	0.17	0.36	0.36
Sat Flow, veh/h	1619	2059	1233	1619	1800	1530	1619	3453	48	1619	3420	1530
Grp Volume(v), veh/h	167	28	30	21	28	311	14	212	223	239	457	158
Grp Sat Flow(s),veh/h/ln	1619	1710	1582	1619	1800	1530	1619	1710	1791	1619	1710	1530
Q Serve(g_s), s	5.7	0.8	0.9	0.6	0.7	9.2	0.5	6.5	6.5	8.3	5.7	4.2
Cycle Q Clear(g_c), s	5.7	0.8	0.9	0.6	0.7	9.2	0.5	6.5	6.5	8.3	5.7	4.2
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	229	242	224	329	366	578	23	348	365	283	1246	558
V/C Ratio(X)	0.73	0.12	0.13	0.06	0.08	0.54	0.62	0.61	0.61	0.85	0.37	0.28
Avail Cap(c_a), veh/h	448	474	438	448	499	691	112	474	496	308	1362	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	21.6	21.7	18.6	18.6	14.0	28.3	20.9	20.9	23.1	13.5	13.0
Incr Delay (d2), s/veh	4.4	0.2	0.3	0.1	0.1	0.8	24.6	1.7	1.7	17.9	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.4	0.4	0.3	0.4	3.9	0.4	3.2	3.4	5.1	2.7	1.8
LnGrp Delay(d),s/veh	28.1	21.9	22.0	18.7	18.7	14.8	53.0	22.6	22.6	41.0	13.6	13.3
LnGrp LOS	C	C	C	B	B	B	D	C	C	D	B	B
Approach Vol, veh/h		225			360			449			854	
Approach Delay, s/veh		26.5			15.3			23.5			21.2	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		12.2	4.8	25.1		15.7	14.1	15.8
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	23.0		16.0	11.0	16.0
Max Q Clear Time (g_c+I1), s		7.7	2.5	7.7		11.2	10.3	8.5
Green Ext Time (p_c), s		0.5	0.0	4.9		0.6	0.1	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	174	359	210	33	409	81	372	587	47	41	285	39
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	183	378	221	35	431	85	392	618	49	43	300	41
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	775	446	290	1057	207	437	1329	105	54	535	72
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.27	0.41	0.41	0.03	0.18	0.18
Sat Flow, veh/h	849	2092	1206	786	2853	559	1619	3211	254	1619	3028	410
Grp Volume(v), veh/h	183	308	291	35	257	259	392	329	338	43	168	173
Grp Sat Flow(s),veh/h/ln	849	1710	1587	786	1710	1701	1619	1710	1755	1619	1710	1728
Q Serve(g_s), s	13.4	9.1	9.3	2.4	7.3	7.4	15.3	9.2	9.2	1.7	5.9	6.0
Cycle Q Clear(g_c), s	20.8	9.1	9.3	11.6	7.3	7.4	15.3	9.2	9.2	1.7	5.9	6.0
Prop In Lane	1.00		0.76	1.00		0.33	1.00		0.14	1.00		0.24
Lane Grp Cap(c), veh/h	328	633	588	290	633	630	437	708	726	54	302	305
V/C Ratio(X)	0.56	0.49	0.50	0.12	0.41	0.41	0.90	0.46	0.47	0.80	0.56	0.57
Avail Cap(c_a), veh/h	337	651	604	298	651	648	518	833	855	148	443	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	15.9	15.9	20.4	15.3	15.4	23.1	14.0	14.0	31.5	24.7	24.7
Incr Delay (d2), s/veh	1.9	0.6	0.6	0.2	0.4	0.4	16.3	0.5	0.5	23.3	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.4	4.1	0.5	3.5	3.5	8.8	4.4	4.5	1.1	2.9	3.0
LnGrp Delay(d),s/veh	25.0	16.5	16.6	20.6	15.7	15.8	39.3	14.4	14.4	54.8	26.3	26.4
LnGrp LOS	C	B	B	C	B	B	D	B	B	D	C	C
Approach Vol, veh/h		782			551			1059			384	
Approach Delay, s/veh		18.5			16.1			23.7			29.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	31.2		28.3	21.7	15.6		28.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	32.0		25.0	21.0	17.0		25.0
Max Q Clear Time (g_c+I1), s	3.7	11.2		22.8	17.3	8.0		13.6
Green Ext Time (p_c), s	0.0	5.4		1.5	0.4	3.6		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	318	92	0	34	300	0	171	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	335	97	0	36	316	0	180	56
Number of Lanes	0	2	0	0	0	2	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.1	11.1	11.2
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	52%	0%	0%	25%	0%
Vol Thru, %	0%	0%	100%	54%	75%	100%
Vol Right, %	0%	48%	0%	46%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	110	212	198	134	200
LT Vol	114	57	0	0	34	0
Through Vol	0	0	212	106	100	200
RT Vol	0	53	0	92	0	0
Lane Flow Rate	120	116	223	208	141	211
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.231	0.204	0.355	0.313	0.233	0.34
Departure Headway (Hd)	6.917	6.332	5.732	5.403	5.937	5.809
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	520	567	627	665	605	619
Service Time	4.651	4.066	3.462	3.133	3.668	3.54
HCM Lane V/C Ratio	0.231	0.205	0.356	0.313	0.233	0.341
HCM Control Delay	11.7	10.7	11.6	10.6	10.5	11.5
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.9	0.8	1.6	1.3	0.9	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	194	91	72	161	50	95	114	83	42	70	32
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	77	204	96	76	169	53	100	120	87	44	74	34
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	468	638	289	429	721	219	561	600	440	491	745	351
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1112	2289	1038	1035	2585	786	807	1249	915	674	1550	731
Grp Volume(v), veh/h	77	150	150	76	110	112	167	0	140	82	0	70
Grp Sat Flow(s),veh/h/ln	1112	1710	1617	1035	1710	1661	1495	0	1476	1446	0	1509
Q Serve(g_s), s	1.9	2.3	2.4	2.1	1.6	1.7	0.5	0.0	1.8	0.0	0.0	0.8
Cycle Q Clear(g_c), s	3.6	2.3	2.4	4.5	1.6	1.7	1.9	0.0	1.8	1.8	0.0	0.8
Prop In Lane	1.00		0.64	1.00		0.47	0.60		0.62	0.54		0.48
Lane Grp Cap(c), veh/h	468	477	451	429	477	463	892	0	710	862	0	726
V/C Ratio(X)	0.16	0.32	0.33	0.18	0.23	0.24	0.19	0.00	0.20	0.09	0.00	0.10
Avail Cap(c_a), veh/h	693	822	777	638	822	799	892	0	710	862	0	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	9.5	9.5	11.3	9.2	9.3	5.0	0.0	5.0	4.7	0.0	4.7
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.2	0.2	0.3	0.5	0.0	0.6	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.1	1.1	0.6	0.8	0.8	1.0	0.0	0.9	0.5	0.0	0.4
LnGrp Delay(d),s/veh	10.9	9.9	10.0	11.5	9.5	9.5	5.4	0.0	5.6	4.9	0.0	5.0
LnGrp LOS	B	A	A	B	A	A	A		A	A		A
Approach Vol, veh/h		377			298			307			152	
Approach Delay, s/veh		10.1			10.0			5.5			4.9	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		13.3		20.0		13.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		3.9		5.6		3.8		6.5
Green Ext Time (p_c), s		2.0		2.9		2.0		2.8

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	184	599	2	0	528	120	23	27	2	90	0	140
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	194	631	2	0	556	126	24	28	2	95	0	147
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
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	402	1640	5	367	743	168	315	328	20	662	0	542
Arrive On Green	0.11	0.47	0.47	0.00	0.27	0.27	0.35	0.35	0.35	0.35	0.00	0.35
Sat Flow, veh/h	1619	3497	11	1619	2773	626	565	926	57	1419	0	1530
Grp Volume(v), veh/h	194	309	324	0	342	340	54	0	0	95	0	147
Grp Sat Flow(s),veh/h/ln	1619	1710	1798	1619	1710	1689	1548	0	0	1419	0	1530
Q Serve(g_s), s	3.5	5.3	5.3	0.0	8.3	8.3	0.0	0.0	0.0	1.0	0.0	3.1
Cycle Q Clear(g_c), s	3.5	5.3	5.3	0.0	8.3	8.3	0.9	0.0	0.0	1.9	0.0	3.1
Prop In Lane	1.00		0.01	1.00		0.37	0.44		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	402	802	843	367	458	453	663	0	0	662	0	542
V/C Ratio(X)	0.48	0.38	0.38	0.00	0.75	0.75	0.08	0.00	0.00	0.14	0.00	0.27
Avail Cap(c_a), veh/h	435	802	843	507	605	598	663	0	0	662	0	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	7.8	7.8	0.0	15.1	15.2	9.7	0.0	0.0	10.0	0.0	10.4
Incr Delay (d2), s/veh	0.9	0.3	0.3	0.0	3.6	3.7	0.2	0.0	0.0	0.5	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.6	2.7	0.0	4.4	4.3	0.5	0.0	0.0	0.9	0.0	1.5
LnGrp Delay(d),s/veh	11.0	8.1	8.1	0.0	18.7	18.9	10.0	0.0	0.0	10.5	0.0	11.7
LnGrp LOS	B	A	A		B	B	A			B		B
Approach Vol, veh/h		827			682			54			242	
Approach Delay, s/veh		8.8			18.8			10.0			11.2	
Approach LOS		A			B			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	0.0	25.2		20.0	9.1	16.1
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	18.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		2.9	0.0	7.3		5.1	5.5	10.3
Green Ext Time (p_c), s		1.0	0.0	5.5		0.9	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	12.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	173	475	142	86	409	155	154	439	72	201	481	160
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	182	500	149	91	431	163	162	462	76	212	506	168
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	1381	618	274	720	544	198	759	124	235	959	626
Arrive On Green	0.13	0.40	0.40	0.21	0.21	0.21	0.12	0.26	0.26	0.15	0.28	0.28
Sat Flow, veh/h	1619	3420	1530	751	3420	1530	1619	2943	482	1619	3420	1530
Grp Volume(v), veh/h	182	500	149	91	431	163	162	267	271	212	506	168
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	751	1710	1530	1619	1710	1715	1619	1710	1530
Q Serve(g_s), s	6.8	6.3	4.0	6.8	7.1	4.8	6.1	8.5	8.6	8.0	7.8	4.5
Cycle Q Clear(g_c), s	6.8	6.3	4.0	6.8	7.1	4.8	6.1	8.5	8.6	8.0	7.8	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	209	1381	618	274	720	544	198	441	442	235	959	626
V/C Ratio(X)	0.87	0.36	0.24	0.33	0.60	0.30	0.82	0.61	0.61	0.90	0.53	0.27
Avail Cap(c_a), veh/h	209	1543	690	309	882	616	235	441	442	235	959	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	12.9	12.2	22.0	22.1	14.4	26.6	20.3	20.3	26.1	18.9	12.2
Incr Delay (d2), s/veh	30.7	0.2	0.2	0.7	0.8	0.3	17.3	6.1	6.2	34.0	2.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.0	1.7	1.4	3.4	2.0	3.7	4.8	4.8	5.8	3.9	2.1
LnGrp Delay(d),s/veh	57.2	13.1	12.4	22.7	22.9	14.7	43.8	26.3	26.5	60.1	20.9	13.2
LnGrp LOS	E	B	B	C	C	B	D	C	C	E	C	B
Approach Vol, veh/h		831			685			700			886	
Approach Delay, s/veh		22.6			21.0			30.5			28.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	20.0		29.1	11.6	21.4	12.0	17.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	16.0		28.0	9.0	16.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	10.0	10.6		8.3	8.1	9.8	8.8	9.1
Green Ext Time (p_c), s	0.0	3.1		7.6	0.0	3.5	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	130	546	56	47	375	54	33	259	32	62	249	100
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	137	575	59	49	395	57	35	273	34	65	262	105
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
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	432	1145	117	360	1098	157	507	1297	160	567	762	647
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	901	3133	321	761	3004	430	974	3065	378	1029	1800	1530
Grp Volume(v), veh/h	137	313	321	49	224	228	35	151	156	65	262	105
Grp Sat Flow(s),veh/h/ln	901	1710	1743	761	1710	1724	974	1710	1733	1029	1800	1530
Q Serve(g_s), s	5.0	5.4	5.4	2.0	3.6	3.7	1.0	2.1	2.2	1.6	3.7	1.6
Cycle Q Clear(g_c), s	8.6	5.4	5.4	7.4	3.6	3.7	4.7	2.1	2.2	3.8	3.7	1.6
Prop In Lane	1.00		0.18	1.00		0.25	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	432	625	637	360	625	630	507	723	733	567	762	647
V/C Ratio(X)	0.32	0.50	0.50	0.14	0.36	0.36	0.07	0.21	0.21	0.11	0.34	0.16
Avail Cap(c_a), veh/h	484	723	738	404	723	729	507	723	733	567	762	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	9.3	9.3	12.2	8.8	8.8	8.9	6.9	6.9	8.1	7.4	6.8
Incr Delay (d2), s/veh	0.4	0.6	0.6	0.2	0.3	0.4	0.3	0.7	0.7	0.4	1.2	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	1.3	2.6	2.7	0.4	1.7	1.8	0.3	1.1	1.1	0.5	2.1	0.8
LnGrp Delay(d),s/veh	12.3	9.9	9.9	12.4	9.1	9.1	9.2	7.6	7.6	8.5	8.6	7.3
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		771			501			342			432	
Approach Delay, s/veh		10.4			9.4			7.7			8.3	
Approach LOS		B			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		17.8		20.0		17.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		6.7		10.6		5.8		9.4
Green Ext Time (p_c), s		2.7		3.2		2.8		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	590	157	119	440	1	237	0	273	3	3	5
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1800	1800	1700	1800	1800	1700	0	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	621	165	125	463	1	249	0	287	3	3	5
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	981	260	235	1284	3	270	0	0	76	0	0
Arrive On Green	0.00	0.37	0.37	0.37	0.37	0.37	0.17	0.00	0.00	0.27	0.27	0.27
Sat Flow, veh/h	0	2765	710	661	3501	8	1619	249		0	0	0
Grp Volume(v), veh/h	0	397	389	125	226	238	249	59.6		11	0	0
Grp Sat Flow(s),veh/h/ln	0	1710	1675	661	1710	1799	1619	E		0	0	0
Q Serve(g_s), s	0.0	11.5	11.5	10.5	5.8	5.8	9.1			0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.5	11.5	22.0	5.8	5.8	9.1			0.1	0.0	0.0
Prop In Lane	0.00		0.42	1.00		0.00	1.00			0.27		0.45
Lane Grp Cap(c), veh/h	0	627	614	235	627	660	270			76	0	0
V/C Ratio(X)	0.00	0.63	0.63	0.53	0.36	0.36	0.92			0.14	0.00	0.00
Avail Cap(c_a), veh/h	0	627	614	235	627	660	270			76	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.7	15.7	25.2	13.9	13.9	24.6			16.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	2.1	2.3	0.3	0.3	34.9			3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.8	5.7	2.2	2.8	2.9	6.6			0.3	0.0	0.0
LnGrp Delay(d),s/veh	0.0	17.7	17.8	27.4	14.2	14.2	59.6			20.1	0.0	0.0
LnGrp LOS		B	B	C	B	B	E			C		
Approach Vol, veh/h		786			589						11	
Approach Delay, s/veh		17.8			17.0						20.1	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	5	6		8
Phs Duration (G+Y+Rc), s				26.0	14.0	20.0		26.0
Change Period (Y+Rc), s				4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s				22.0	10.0	16.0		22.0
Max Q Clear Time (g_c+I1), s				13.5	11.1	2.1		24.0
Green Ext Time (p_c), s				5.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	292	118	55	219	36	111	408	79	36	254	28
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	61	307	124	58	231	38	117	429	83	38	267	29
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	471	734	290	394	903	147	636	1324	254	521	1440	155
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1065	2395	948	918	2948	478	1039	2863	550	852	3115	335
Grp Volume(v), veh/h	61	217	214	58	133	136	117	255	257	38	145	151
Grp Sat Flow(s),veh/h/ln	1065	1710	1633	918	1710	1716	1039	1710	1703	852	1710	1741
Q Serve(g_s), s	1.6	3.5	3.6	1.9	2.0	2.1	2.6	3.3	3.3	1.0	1.7	1.8
Cycle Q Clear(g_c), s	3.7	3.5	3.6	5.5	2.0	2.1	4.3	3.3	3.3	4.3	1.7	1.8
Prop In Lane	1.00		0.58	1.00		0.28	1.00		0.32	1.00		0.19
Lane Grp Cap(c), veh/h	471	524	500	394	524	526	636	791	787	521	791	805
V/C Ratio(X)	0.13	0.41	0.43	0.15	0.25	0.26	0.18	0.32	0.33	0.07	0.18	0.19
Avail Cap(c_a), veh/h	637	791	755	537	791	793	636	791	787	521	791	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	9.5	9.6	11.8	9.0	9.0	6.8	5.9	5.9	7.3	5.5	5.5
Incr Delay (d2), s/veh	0.1	0.5	0.6	0.2	0.3	0.3	0.6	1.1	1.1	0.3	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	0.5	1.7	1.7	0.5	1.0	1.0	0.8	1.7	1.7	0.3	0.9	1.0
LnGrp Delay(d),s/veh	10.5	10.1	10.2	11.9	9.3	9.3	7.4	7.0	7.0	7.5	6.0	6.0
LnGrp LOS	B	B	B	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		492			327			629			334	
Approach Delay, s/veh		10.2			9.8			7.1			6.2	
Approach LOS		B			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		14.6		20.0		14.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		6.3		5.7		6.3		7.5
Green Ext Time (p_c), s		3.6		3.5		3.6		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	106	22	25	78	29	12	534	41	14	349	25
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	45	112	23	26	82	31	13	562	43	15	367	26
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	217	40	515	239	90	137	1684	127	149	1675	116
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	283	1133	207	1204	1246	471	20	3125	236	35	3108	215
Grp Volume(v), veh/h	180	0	0	26	0	113	327	0	291	215	0	193
Grp Sat Flow(s),veh/h/ln	1623	0	0	1204	0	1717	1784	0	1596	1758	0	1600
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	1.7	0.0	0.0	3.1	0.0	0.0	1.9
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.4	0.0	1.7	3.0	0.0	3.1	1.9	0.0	1.9
Prop In Lane	0.25		0.13	1.00		0.27	0.04		0.15	0.07		0.13
Lane Grp Cap(c), veh/h	463	0	0	515	0	329	1087	0	860	1077	0	862
V/C Ratio(X)	0.39	0.00	0.00	0.05	0.00	0.34	0.30	0.00	0.34	0.20	0.00	0.22
Avail Cap(c_a), veh/h	1021	0	0	932	0	925	1087	0	860	1077	0	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	9.9	0.0	10.4	3.9	0.0	3.9	3.6	0.0	3.6
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.6	0.7	0.0	1.1	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.2	0.0	0.8	1.7	0.0	1.6	1.0	0.0	1.0
LnGrp Delay(d),s/veh	11.4	0.0	0.0	9.9	0.0	11.0	4.6	0.0	4.9	4.0	0.0	4.2
LnGrp LOS	B			A		B	A		A	A		A
Approach Vol, veh/h		180			139			618			408	
Approach Delay, s/veh		11.4			10.8			4.7			4.1	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		9.7		20.0		9.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.1		5.0		3.9		3.7
Green Ext Time (p_c), s		4.3		1.2		4.5		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	572	78	211	210	44	51	502	430	60	372	21
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	42	602	82	222	221	46	54	528	453	63	392	22
Adj No. of Lanes	1	2	0	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	757	103	315	1102	493	66	1052	471	75	1031	58
Arrive On Green	0.03	0.25	0.25	0.11	0.32	0.32	0.04	0.31	0.31	0.05	0.31	0.31
Sat Flow, veh/h	1619	3026	411	2956	3420	1530	1619	3420	1530	1619	3293	184
Grp Volume(v), veh/h	42	340	344	222	221	46	54	528	453	63	203	211
Grp Sat Flow(s),veh/h/ln	1619	1710	1727	1478	1710	1530	1619	1710	1530	1619	1710	1767
Q Serve(g_s), s	1.4	10.3	10.3	4.0	2.6	1.2	1.8	7.0	16.1	2.1	5.1	5.1
Cycle Q Clear(g_c), s	1.4	10.3	10.3	4.0	2.6	1.2	1.8	7.0	16.1	2.1	5.1	5.1
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	56	428	432	315	1102	493	66	1052	471	75	535	553
V/C Ratio(X)	0.75	0.79	0.80	0.71	0.20	0.09	0.82	0.50	0.96	0.84	0.38	0.38
Avail Cap(c_a), veh/h	176	495	500	374	1102	493	117	1052	471	117	535	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	19.4	19.4	23.9	13.6	13.1	26.3	15.7	18.8	26.2	14.8	14.8
Incr Delay (d2), s/veh	18.4	7.6	7.7	4.8	0.1	0.1	21.0	1.7	33.2	25.5	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.7	5.8	1.8	1.2	0.5	1.2	3.6	11.0	1.5	2.7	2.8
LnGrp Delay(d),s/veh	44.8	27.0	27.1	28.7	13.7	13.2	47.3	17.4	52.0	51.6	16.8	16.8
LnGrp LOS	D	C	C	C	B	B	D	B	D	D	B	B
Approach Vol, veh/h		726			489			1035			477	
Approach Delay, s/veh		28.1			20.4			34.1			21.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	21.0	9.9	17.8	6.3	21.3	5.9	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	7.0	16.0	4.0	17.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	4.1	18.1	6.0	12.3	3.8	7.1	3.4	4.6
Green Ext Time (p_c), s	0.0	0.0	0.1	1.5	0.0	5.0	0.0	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	6	8	363	8	77	14	862	338	58	589	3
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	6	8	382	8	81	15	907	356	61	620	3
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	46	61	498	32	326	25	1765	549	77	1976	10
Arrive On Green	0.00	0.07	0.07	0.17	0.23	0.23	0.02	0.36	0.36	0.05	0.39	0.39
Sat Flow, veh/h	1619	701	934	2956	139	1412	1619	4914	1530	1619	5047	24
Grp Volume(v), veh/h	3	0	14	382	0	89	15	907	356	61	402	221
Grp Sat Flow(s),veh/h/ln	1619	0	1635	1478	0	1551	1619	1638	1530	1619	1638	1796
Q Serve(g_s), s	0.1	0.0	0.4	5.5	0.0	2.1	0.4	6.5	8.7	1.7	3.8	3.8
Cycle Q Clear(g_c), s	0.1	0.0	0.4	5.5	0.0	2.1	0.4	6.5	8.7	1.7	3.8	3.8
Prop In Lane	1.00		0.57	1.00		0.91	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	5	0	107	498	0	358	25	1765	549	77	1282	703
V/C Ratio(X)	0.57	0.00	0.13	0.77	0.00	0.25	0.61	0.51	0.65	0.79	0.31	0.31
Avail Cap(c_a), veh/h	145	0	587	531	0	696	145	1765	549	145	1282	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	19.6	17.7	0.0	14.0	21.8	11.2	11.9	21.0	9.4	9.4
Incr Delay (d2), s/veh	70.4	0.0	0.5	6.3	0.0	0.4	21.9	1.1	5.8	16.4	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	2.7	0.0	0.9	0.3	3.0	4.5	1.1	1.8	2.1
LnGrp Delay(d),s/veh	92.6	0.0	20.2	24.0	0.0	14.3	43.7	12.3	17.7	37.4	10.0	10.6
LnGrp LOS	F		C	C		B	D	B	B	D	B	B
Approach Vol, veh/h		17			471			1278			684	
Approach Delay, s/veh		32.9			22.1			14.2			12.6	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	20.0	11.5	6.9	4.7	21.4	4.1	14.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	16.0	8.0	16.0	4.0	16.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	3.7	10.7	7.5	2.4	2.4	5.8	2.1	4.1
Green Ext Time (p_c), s	0.0	4.1	0.1	0.4	0.0	6.9	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	15	227	21	58	12	123	960	0	4	781	183
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1534	1638	1530	1615	3420	1530	1615	4914		1615	3420	1530
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1534	1638	1530	1615	3420	1530	1615	4914		1615	3420	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	240	16	239	22	61	13	129	1011	0	4	822	193
RTOR Reduction (vph)	0	0	170	0	0	12	0	0	0	0	0	118
Lane Group Flow (vph)	127	129	69	22	61	1	129	1011	0	4	822	75
Turn Type	Split	NA	pt+ov	Split	NA	Prot	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8	8	5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	10.4	10.4	17.6	3.8	3.8	3.8	7.2	30.4		0.7	23.9	23.9
Effective Green, g (s)	10.4	10.4	17.6	3.8	3.8	3.8	7.2	30.4		0.7	23.9	23.9
Actuated g/C Ratio	0.17	0.17	0.29	0.06	0.06	0.06	0.12	0.50		0.01	0.39	0.39
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	260	277	439	100	212	94	189	2436		18	1333	596
v/s Ratio Prot	c0.08	0.08	0.04	0.01	c0.02	0.00	c0.08	0.21		0.00	c0.24	
v/s Ratio Perm												0.05
v/c Ratio	0.49	0.47	0.16	0.22	0.29	0.01	0.68	0.42		0.22	0.62	0.13
Uniform Delay, d1	23.0	22.9	16.3	27.3	27.5	27.0	26.0	9.8		30.0	15.0	12.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	1.2	0.2	1.1	0.8	0.0	9.7	0.5		6.2	2.1	0.4
Delay (s)	24.5	24.2	16.5	28.5	28.2	27.0	35.7	10.3		36.2	17.2	12.4
Level of Service	C	C	B	C	C	C	D	B		D	B	B
Approach Delay (s)		20.5			28.1			13.2			16.3	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	61.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	329	108	48	217	146	102	669	97	199	670	66
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	144	346	114	51	228	154	107	704	102	209	705	69
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	681	221	330	395	256	132	929	135	269	1005	98
Arrive On Green	0.11	0.27	0.27	0.04	0.20	0.20	0.08	0.31	0.31	0.09	0.32	0.32
Sat Flow, veh/h	1619	2540	824	1619	1991	1291	1619	2999	434	2956	3148	308
Grp Volume(v), veh/h	144	231	229	51	194	188	107	401	405	209	383	391
Grp Sat Flow(s),veh/h/ln	1619	1710	1655	1619	1710	1572	1619	1710	1723	1478	1710	1746
Q Serve(g_s), s	4.8	6.3	6.4	1.4	5.6	6.0	3.6	11.6	11.6	3.8	10.8	10.8
Cycle Q Clear(g_c), s	4.8	6.3	6.4	1.4	5.6	6.0	3.6	11.6	11.6	3.8	10.8	10.8
Prop In Lane	1.00		0.50	1.00		0.82	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	177	458	444	330	339	312	132	530	534	269	546	557
V/C Ratio(X)	0.81	0.50	0.52	0.15	0.57	0.60	0.81	0.76	0.76	0.78	0.70	0.70
Avail Cap(c_a), veh/h	177	561	543	384	499	458	148	530	534	269	546	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	17.0	17.1	16.5	19.9	20.0	24.8	17.1	17.1	24.4	16.4	16.4
Incr Delay (d2), s/veh	24.3	0.9	0.9	0.2	1.5	1.9	25.5	9.7	9.7	13.3	7.3	7.2
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	3.3	3.1	3.0	0.6	2.8	2.7	2.5	6.9	6.9	2.0	6.1	6.2
LnGrp Delay(d),s/veh	48.2	17.9	18.0	16.8	21.4	21.9	50.3	26.8	26.8	37.7	23.7	23.6
LnGrp LOS	D	B	B	B	C	C	D	C	C	D	C	C
Approach Vol, veh/h		604			433			913			983	
Approach Delay, s/veh		25.1			21.1			29.5			26.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	21.0	6.2	18.7	8.5	21.5	10.0	14.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	17.0	4.0	18.0	5.0	17.0	6.0	16.0
Max Q Clear Time (g_c+I1), s	5.8	13.6	3.4	8.4	5.6	12.8	6.8	8.0
Green Ext Time (p_c), s	0.0	2.5	0.0	3.2	0.0	3.0	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	109	382	99	79	25	486	464	90	65	824	103
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1534	1691	1530	1615	1736		2949	4794		1615	4832	
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1534	1691	1530	1615	1736		2949	4794		1615	4832	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	177	115	402	104	83	26	512	488	95	68	867	108
RTOR Reduction (vph)	0	0	0	0	13	0	0	31	0	0	17	0
Lane Group Flow (vph)	143	149	402	104	96	0	512	552	0	68	958	0
Turn Type	Split	NA	Prot	Split	NA		Split	NA		Split	NA	
Protected Phases	4	4	4	8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	24.0	24.0	24.0	10.7	10.7		17.0	17.0		17.0	17.0	
Effective Green, g (s)	24.0	24.0	24.0	10.7	10.7		17.0	17.0		17.0	17.0	
Actuated g/C Ratio	0.28	0.28	0.28	0.13	0.13		0.20	0.20		0.20	0.20	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	434	479	433	204	219		591	962		324	969	
v/s Ratio Prot	0.09	0.09	c0.26	c0.06	0.06		c0.17	0.12		0.04	c0.20	
v/s Ratio Perm												
v/c Ratio	0.33	0.31	0.93	0.51	0.44		0.87	0.57		0.21	0.99	
Uniform Delay, d1	24.0	23.9	29.5	34.6	34.2		32.8	30.6		28.2	33.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.4	26.0	2.0	1.4		15.7	2.5		1.5	26.4	
Delay (s)	24.4	24.2	55.5	36.6	35.6		48.4	33.1		29.7	60.1	
Level of Service	C	C	E	D	D		D	C		C	E	
Approach Delay (s)		42.4			36.1			40.2			58.1	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	46.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	84.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	267	3	411	455	915	0	0	1171	687
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.87	0.85	1.00	1.00			0.97	0.85
Flt Protected				0.95	0.99	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1418	1454	1615	3420			4514	1316
Flt Permitted				0.95	0.99	1.00	0.12	1.00			1.00	1.00
Satd. Flow (perm)				1534	1418	1454	212	3420			4514	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	281	3	433	479	963	0	0	1233	723
RTOR Reduction (vph)	0	0	0	0	136	136	0	0	0	0	43	274
Lane Group Flow (vph)	0	0	0	250	102	93	479	963	0	0	1472	167
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				15.0	15.0	15.0	51.1	51.1			28.0	28.0
Effective Green, g (s)				15.0	15.0	15.0	51.1	51.1			28.0	28.0
Actuated g/C Ratio				0.20	0.20	0.20	0.69	0.69			0.38	0.38
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				310	287	294	507	2358			1705	497
v/s Ratio Prot							c0.24	0.28			0.33	
v/s Ratio Perm				c0.16	0.07	0.06	c0.41					0.13
v/c Ratio				0.81	0.36	0.32	0.94	0.41			0.86	0.34
Uniform Delay, d1				28.2	25.4	25.2	19.8	5.0			21.3	16.4
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				14.2	0.8	0.6	26.5	0.5			6.1	1.8
Delay (s)				42.3	26.2	25.8	46.4	5.5			27.4	18.2
Level of Service				D	C	C	D	A			C	B
Approach Delay (s)		0.0			31.7			19.1			25.3	
Approach LOS		A			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	74.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	564	3	332	0	0	0	0	808	320	635	804	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.96		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1629	2693					4705		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.17	1.00	
Satd. Flow (perm)	1534	1629	2693					4705		283	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	594	3	349	0	0	0	0	851	337	668	846	0
RTOR Reduction (vph)	0	0	275	0	0	0	0	95	0	0	0	0
Lane Group Flow (vph)	297	300	74	0	0	0	0	1093	0	668	846	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	16.0	16.0	16.0					20.0		51.0	51.0	
Effective Green, g (s)	16.0	16.0	16.0					20.0		51.0	51.0	
Actuated g/C Ratio	0.21	0.21	0.21					0.27		0.68	0.68	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	327	347	574					1254		671	2325	
v/s Ratio Prot	c0.19	0.18	0.03					0.23		c0.36	0.25	
v/s Ratio Perm										c0.32		
v/c Ratio	0.91	0.86	0.13					0.87		1.00	0.36	
Uniform Delay, d1	28.8	28.5	23.9					26.3		18.4	5.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	27.5	19.5	0.1					8.5		33.4	0.4	
Delay (s)	56.3	47.9	24.0					34.8		51.8	5.5	
Level of Service	E	D	C					C		D	A	
Approach Delay (s)		41.7			0.0			34.8			25.9	
Approach LOS		D			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	154	506	108	98	370	254	62	729	52	333	642	153
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	162	533	114	103	389	267	65	767	55	351	676	161
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	176	693	148	128	424	287	306	922	66	417	1142	272
Arrive On Green	0.11	0.25	0.25	0.08	0.22	0.22	0.04	0.28	0.28	0.17	0.42	0.42
Sat Flow, veh/h	1619	2807	598	1619	1952	1324	1619	3237	232	1619	2742	653
Grp Volume(v), veh/h	162	324	323	103	340	316	65	405	417	351	421	416
Grp Sat Flow(s),veh/h/ln	1619	1710	1694	1619	1710	1566	1619	1710	1759	1619	1710	1685
Q Serve(g_s), s	7.3	13.0	13.1	4.6	14.3	14.6	2.1	16.4	16.4	10.5	14.1	14.1
Cycle Q Clear(g_c), s	7.3	13.0	13.1	4.6	14.3	14.6	2.1	16.4	16.4	10.5	14.1	14.1
Prop In Lane	1.00		0.35	1.00		0.85	1.00		0.13	1.00		0.39
Lane Grp Cap(c), veh/h	176	422	418	128	371	340	306	487	501	417	712	701
V/C Ratio(X)	0.92	0.77	0.77	0.81	0.92	0.93	0.21	0.83	0.83	0.84	0.59	0.59
Avail Cap(c_a), veh/h	176	422	418	154	371	340	371	487	501	445	712	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	25.8	25.8	33.4	28.2	28.3	17.6	24.7	24.7	15.8	16.7	16.7
Incr Delay (d2), s/veh	45.9	8.3	8.7	22.5	26.8	31.1	0.3	15.2	14.8	13.0	3.6	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	7.1	7.1	2.9	9.5	9.3	0.9	9.7	9.9	6.1	7.3	7.2
LnGrp Delay(d),s/veh	78.4	34.1	34.5	55.8	55.0	59.4	17.9	39.9	39.5	28.9	20.3	20.3
LnGrp LOS	E	C	C	E	E	E	B	D	D	C	C	C
Approach Vol, veh/h		809			759			887			1188	
Approach Delay, s/veh		43.1			57.0			38.1			22.8	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	25.0	9.8	22.2	7.0	34.7	12.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	21.0	7.0	17.0	6.0	29.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	12.5	18.4	6.6	15.1	4.1	16.1	9.3	16.6
Green Ext Time (p_c), s	0.2	2.1	0.0	1.3	0.0	7.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.2
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	14	642	20	85	551	1	11	0	84	0	0	1
Conflicting Peds, #/hr	0	0	0	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	-	-	-	85	-	-	-	-	-	-	-	-
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	15	676	21	89	580	1	12	0	88	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	581	0	0	697	0	0	1185	1476	348	1126	1485	291
Stage 1	-	-	-	-	-	-	716	716	-	759	759	-
Stage 2	-	-	-	-	-	-	469	760	-	367	726	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1003	-	-	909	-	-	147	127	654	162	126	712
Stage 1	-	-	-	-	-	-	392	437	-	369	418	-
Stage 2	-	-	-	-	-	-	549	417	-	630	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1003	-	-	909	-	-	133	112	654	127	111	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	112	-	127	111	-
Stage 1	-	-	-	-	-	-	383	427	-	360	377	-
Stage 2	-	-	-	-	-	-	495	376	-	532	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.3	15.3	10.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1003	-	-	909	-	-	712
HCM Lane V/C Ratio	0.222	0.015	-	-	0.098	-	-	0.001
HCM Control Delay (s)	15.3	8.6	0.1	-	9.4	-	-	10.1
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0.3	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	10	44	39	54	64	164	739	47	60	644	184
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	77	11	46	41	57	67	173	778	49	63	678	194
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	36	244	126	104	99	490	2247	141	512	1805	516
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1150	226	1530	253	650	618	610	3268	206	636	2626	751
Grp Volume(v), veh/h	88	0	46	165	0	0	173	407	420	63	441	431
Grp Sat Flow(s),veh/h/ln	1376	0	1530	1521	0	0	610	1710	1764	636	1710	1667
Q Serve(g_s), s	0.0	0.0	1.4	2.5	0.0	0.0	8.7	5.1	5.1	2.4	5.7	5.7
Cycle Q Clear(g_c), s	2.9	0.0	1.4	5.4	0.0	0.0	14.4	5.1	5.1	7.5	5.7	5.7
Prop In Lane	0.87		1.00	0.25		0.41	1.00		0.12	1.00		0.45
Lane Grp Cap(c), veh/h	349	0	244	329	0	0	490	1176	1212	512	1176	1146
V/C Ratio(X)	0.25	0.00	0.19	0.50	0.00	0.00	0.35	0.35	0.35	0.12	0.38	0.38
Avail Cap(c_a), veh/h	543	0	467	557	0	0	490	1176	1212	512	1176	1146
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	19.1	20.7	0.0	0.0	6.5	3.4	3.4	4.9	3.4	3.4
Incr Delay (d2), s/veh	0.4	0.0	0.4	1.2	0.0	0.0	2.0	0.8	0.8	0.5	0.9	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	1.2	0.0	0.6	2.4	0.0	0.0	1.7	2.6	2.7	0.5	2.9	2.8
LnGrp Delay(d),s/veh	20.0	0.0	19.4	21.9	0.0	0.0	8.5	4.2	4.1	5.4	4.4	4.4
LnGrp LOS	C		B	C			A	A	A	A	A	A
Approach Vol, veh/h		134			165			1000			935	
Approach Delay, s/veh		19.8			21.9			4.9			4.4	
Approach LOS		B			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		12.4		40.0		12.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0
Max Q Clear Time (g_c+I1), s		16.4		4.9		9.5		7.4
Green Ext Time (p_c), s		11.8		1.2		14.1		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	343	520	5	7	982	424	7	16	4	300	10	486
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1800	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	361	547	5	7	1034	446	7	17	4	316	11	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	1	1
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	394	1519	14	12	1064	476	87	211	50	526	320	272
Arrive On Green	0.13	0.44	0.44	0.01	0.31	0.31	0.20	0.20	0.20	0.18	0.18	0.00
Sat Flow, veh/h	2956	3473	32	1619	3420	1530	434	1053	248	2956	1800	1530
Grp Volume(v), veh/h	361	269	283	7	1034	446	28	0	0	316	11	0
Grp Sat Flow(s),veh/h/ln	1478	1710	1794	1619	1710	1530	1735	0	0	1478	1800	1530
Q Serve(g_s), s	10.9	9.5	9.5	0.4	26.9	25.5	1.2	0.0	0.0	8.9	0.5	0.0
Cycle Q Clear(g_c), s	10.9	9.5	9.5	0.4	26.9	25.5	1.2	0.0	0.0	8.9	0.5	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.25		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	394	748	785	12	1064	476	347	0	0	526	320	272
V/C Ratio(X)	0.92	0.36	0.36	0.61	0.97	0.94	0.08	0.00	0.00	0.60	0.03	0.00
Avail Cap(c_a), veh/h	394	748	785	72	1064	476	347	0	0	526	320	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.5	16.9	16.9	44.6	30.6	30.1	29.3	0.0	0.0	34.1	30.6	0.0
Incr Delay (d2), s/veh	25.7	0.3	0.3	41.9	21.0	26.3	0.5	0.0	0.0	5.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	4.5	4.7	0.3	15.7	14.3	0.6	0.0	0.0	4.0	0.2	0.0
LnGrp Delay(d),s/veh	64.2	17.2	17.2	86.4	51.6	56.4	29.7	0.0	0.0	39.1	30.8	0.0
LnGrp LOS	E	B	B	F	D	E	C			D	C	
Approach Vol, veh/h		913			1487			28			327	
Approach Delay, s/veh		35.8			53.2			29.7			38.8	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		22.0	4.6	43.4		20.0	16.0	32.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		18.0	4.0	36.0		16.0	12.0	28.0
Max Q Clear Time (g_c+I1), s		3.2	2.4	11.5		10.9	12.9	28.9
Green Ext Time (p_c), s		0.1	0.0	13.2		0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.5
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	618	612	840	1020	372	325
Number	4	14	3	8	5	12
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
Adj Sat Flow, veh/h/ln	1765	1765	1569	1765	1569	1765
Adj Flow Rate, veh/h	651	644	884	1074	392	342
Adj No. of Lanes	2	1	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	946	423	950	2226	662	1469
Arrive On Green	0.28	0.28	0.33	0.66	0.23	0.23
Sat Flow, veh/h	3441	1500	2898	3441	2898	2640
Grp Volume(v), veh/h	651	644	884	1074	392	342
Grp Sat Flow(s),veh/h/ln	1676	1500	1449	1676	1449	1320
Q Serve(g_s), s	12.9	21.0	21.9	11.8	9.0	4.9
Cycle Q Clear(g_c), s	12.9	21.0	21.9	11.8	9.0	4.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	946	423	950	2226	662	1469
V/C Ratio(X)	0.69	1.52	0.93	0.48	0.59	0.23
Avail Cap(c_a), veh/h	946	423	974	2254	662	1469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	26.7	24.2	6.2	25.6	8.4
Incr Delay (d2), s/veh	2.1	246.2	14.7	0.2	3.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	37.5	10.7	5.4	3.9	1.8
LnGrp Delay(d),s/veh	25.9	272.9	38.9	6.3	29.5	8.8
LnGrp LOS	C	F	D	A	C	A
Approach Vol, veh/h	1295			1958	734	
Approach Delay, s/veh	148.7			21.0	19.8	
Approach LOS	F			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		21.0	28.4	25.0				53.4
Change Period (Y+Rc), s		4.0	4.0	4.0				4.0
Max Green Setting (Gmax), s		17.0	25.0	21.0				50.0
Max Q Clear Time (g_c+I1), s		11.0	23.9	23.0				13.8
Green Ext Time (p_c), s		1.6	0.4	0.0				20.1

Intersection Summary	
HCM 2010 Ctrl Delay	62.3
HCM 2010 LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	9	55	617	3	81	1318
Number	3	18	2	12	1	6
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
Adj Sat Flow, veh/h/ln	1700	1800	1765	1800	1700	1765
Adj Flow Rate, veh/h	9	58	649	3	85	1387
Adj No. of Lanes	1	1	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	0	2
Cap, veh/h	78	74	2518	12	106	1503
Arrive On Green	0.05	0.05	0.74	0.74	0.07	0.85
Sat Flow, veh/h	1619	1530	3511	16	1619	1765
Grp Volume(v), veh/h	9	58	318	334	85	1387
Grp Sat Flow(s),veh/h/ln	1619	1530	1677	1762	1619	1765
Q Serve(g_s), s	0.4	3.0	4.9	4.9	4.1	43.6
Cycle Q Clear(g_c), s	0.4	3.0	4.9	4.9	4.1	43.6
Prop In Lane	1.00	1.00		0.01	1.00	
Lane Grp Cap(c), veh/h	78	74	1233	1296	106	1503
V/C Ratio(X)	0.11	0.78	0.26	0.26	0.80	0.92
Avail Cap(c_a), veh/h	81	77	1233	1296	203	1503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	37.6	3.4	3.4	36.8	4.1
Incr Delay (d2), s/veh	0.6	38.9	0.5	0.5	12.8	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.1	2.4	2.5	2.2	24.2
LnGrp Delay(d),s/veh	37.0	76.5	3.9	3.9	49.5	15.0
LnGrp LOS	D	E	A	A	D	B
Approach Vol, veh/h	67		652			1472
Approach Delay, s/veh	71.2		3.9			17.0
Approach LOS	E		A			B

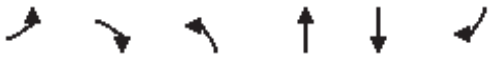
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.2	62.8				72.0		7.9
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	10.0	54.0				68.0		4.0
Max Q Clear Time (g_c+I1), s	6.1	6.9				45.6		5.0
Green Ext Time (p_c), s	0.0	28.9				17.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	0	4	0	0	0	6	521	1	4	1160	45
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1765	1800	1700	1766	1800
Adj Flow Rate, veh/h	24	0	4	0	0	0	6	548	1	4	1221	47
Adj No. of Lanes	0	1	0	0	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	0	2	2
Cap, veh/h	100	0	5	0	40	0	10	1490	1291	7	1423	55
Arrive On Green	0.02	0.00	0.02	0.00	0.00	0.00	0.01	0.84	0.84	0.00	0.84	0.84
Sat Flow, veh/h	1245	0	207	0	1800	0	1619	1765	1530	1619	1689	65
Grp Volume(v), veh/h	28	0	0	0	0	0	6	548	1	4	0	1268
Grp Sat Flow(s),veh/h/ln	1452	0	0	0	1800	0	1619	1765	1530	1619	0	1755
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.3	6.5	0.0	0.2	0.0	38.1
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	0.0	0.0	0.3	6.5	0.0	0.2	0.0	38.1
Prop In Lane	0.86		0.14	0.00		0.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	104	0	0	0	40	0	10	1490	1291	7	0	1477
V/C Ratio(X)	0.27	0.00	0.00	0.00	0.00	0.00	0.60	0.37	0.00	0.58	0.00	0.86
Avail Cap(c_a), veh/h	323	0	0	0	311	0	70	1490	1291	70	0	1477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	0.0	0.0	0.0	0.0	45.9	1.6	1.1	46.0	0.0	4.2
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.0	0.0	46.4	0.7	0.0	60.5	0.0	6.7
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	0.7	0.0	0.0	0.0	0.0	0.0	0.3	3.3	0.0	0.2	0.0	20.4
LnGrp Delay(d),s/veh	46.5	0.0	0.0	0.0	0.0	0.0	92.3	2.3	1.1	106.6	0.0	10.8
LnGrp LOS	D						F	A	A	F		B
Approach Vol, veh/h		28			0			555			1272	
Approach Delay, s/veh		46.5			0.0			3.3			11.1	
Approach LOS		D						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.4	82.2		6.1	4.6	82.0		6.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	78.0		16.0	4.0	78.0		16.0
Max Q Clear Time (g_c+I1), s	2.2	8.5		3.8	2.3	40.1		0.0
Green Ext Time (p_c), s	0.0	27.7		0.0	0.0	21.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	523	6	4	7	10	1262
Number	5	12	3	8	4	14
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
Adj Sat Flow, veh/h/ln	1667	1765	1800	1765	1765	1765
Adj Flow Rate, veh/h	551	6	4	7	11	1328
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1164	1100	95	138	314	1367
Arrive On Green	0.73	0.73	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1587	1500	228	775	1765	1500
Grp Volume(v), veh/h	551	6	11	0	11	1328
Grp Sat Flow(s),veh/h/ln	1587	1500	1003	0	1765	1500
Q Serve(g_s), s	12.8	0.1	0.0	0.0	0.5	16.0
Cycle Q Clear(g_c), s	12.8	0.1	0.5	0.0	0.5	16.0
Prop In Lane	1.00	1.00	0.36			1.00
Lane Grp Cap(c), veh/h	1164	1100	233	0	314	1367
V/C Ratio(X)	0.47	0.01	0.05	0.00	0.04	0.97
Avail Cap(c_a), veh/h	1164	1100	233	0	314	1367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	4.9	3.2	30.6	0.0	30.6	1.1
Incr Delay (d2), s/veh	1.4	0.0	0.1	0.0	0.0	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	0.2	0.0	0.2	39.6
LnGrp Delay(d),s/veh	6.3	3.2	30.7	0.0	30.7	19.0
LnGrp LOS	A	A	C		C	B
Approach Vol, veh/h	557			11	1339	
Approach Delay, s/veh	6.3			30.7	19.1	
Approach LOS	A			C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		70.0		20.0				20.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		66.0		16.0				16.0
Max Q Clear Time (g_c+I1), s		14.8		18.0				2.5
Green Ext Time (p_c), s		1.9		0.0				6.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	115	76	108	125	1	66	106	108	1	79	29
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	42	121	80	114	132	1	69	112	114	1	83	31
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	161	106	141	381	3	98	159	162	4	311	116
Arrive On Green	0.03	0.16	0.16	0.09	0.21	0.21	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1619	1012	669	1619	1784	14	390	633	644	15	1240	463
Grp Volume(v), veh/h	42	0	201	114	0	133	295	0	0	115	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	1682	1619	0	1798	1667	0	0	1718	0	0
Q Serve(g_s), s	1.6	0.0	7.3	4.4	0.0	4.0	10.3	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	7.3	4.4	0.0	4.0	10.3	0.0	0.0	3.4	0.0	0.0
Prop In Lane	1.00		0.40	1.00		0.01	0.23		0.39	0.01		0.27
Lane Grp Cap(c), veh/h	53	0	268	141	0	383	419	0	0	432	0	0
V/C Ratio(X)	0.79	0.00	0.75	0.81	0.00	0.35	0.70	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	153	0	423	153	0	452	419	0	0	432	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.6	0.0	25.6	28.5	0.0	21.3	21.7	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	22.0	0.0	4.2	25.1	0.0	0.5	9.6	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.7	2.9	0.0	2.1	5.8	0.0	0.0	1.8	0.0	0.0
LnGrp Delay(d),s/veh	52.6	0.0	29.8	53.6	0.0	21.8	31.2	0.0	0.0	20.6	0.0	0.0
LnGrp LOS	D		C	D		C	C			C		
Approach Vol, veh/h		243			247			295			115	
Approach Delay, s/veh		33.7			36.5			31.2			20.6	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	9.6	14.1		20.0	6.1	17.6
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		12.3	6.4	9.3		5.4	3.6	6.0
Green Ext Time (p_c), s		0.5	0.0	0.9		0.3	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	13	1	18	7	1	0	11	660	2	0	831	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	0	60	-	150
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	14	1	19	7	1	0	12	695	2	0	875	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1593	1593	875	1603	1593	695	875	0	0	695	0	0
Stage 1	875	875	-	718	718	-	-	-	-	-	-	-
Stage 2	718	718	-	885	875	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	87	108	351	86	108	446	780	-	-	910	-	-
Stage 1	347	370	-	423	436	-	-	-	-	-	-	-
Stage 2	423	436	-	342	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	85	106	351	80	106	446	780	-	-	910	-	-
Mov Cap-2 Maneuver	85	106	-	80	106	-	-	-	-	-	-	-
Stage 1	342	370	-	416	429	-	-	-	-	-	-	-
Stage 2	415	429	-	323	370	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.8	53.2	0.2	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	780	-	-	150	83	910	-	-
HCM Lane V/C Ratio	0.015	-	-	0.225	0.101	-	-	-
HCM Control Delay (s)	9.7	-	-	35.8	53.2	0	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	131	11	31	21	8	3	15	577	17	4	727	145
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	138	12	33	22	8	3	16	607	18	4	765	153
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	1
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	178	16	43	33	12	4	25	940	28	7	952	809
Arrive On Green	0.14	0.14	0.14	0.03	0.03	0.03	0.02	0.54	0.54	0.00	0.53	0.53
Sat Flow, veh/h	1269	110	303	1144	416	156	1619	1739	52	1619	1800	1530
Grp Volume(v), veh/h	183	0	0	33	0	0	16	0	625	4	765	153
Grp Sat Flow(s),veh/h/ln	1683	0	0	1715	0	0	1619	0	1791	1619	1800	1530
Q Serve(g_s), s	5.9	0.0	0.0	1.1	0.0	0.0	0.5	0.0	13.8	0.1	19.5	2.9
Cycle Q Clear(g_c), s	5.9	0.0	0.0	1.1	0.0	0.0	0.5	0.0	13.8	0.1	19.5	2.9
Prop In Lane	0.75		0.18	0.67		0.09	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	0	49	0	0	25	0	968	7	952	809
V/C Ratio(X)	0.77	0.00	0.00	0.67	0.00	0.00	0.63	0.00	0.65	0.57	0.80	0.19
Avail Cap(c_a), veh/h	482	0	0	491	0	0	116	0	1217	116	1223	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	26.9	0.0	0.0	27.4	0.0	9.1	27.8	10.8	6.9
Incr Delay (d2), s/veh	5.4	0.0	0.0	14.6	0.0	0.0	22.7	0.0	0.8	57.6	3.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	0.7	0.0	0.0	0.4	0.0	6.8	0.2	10.4	1.3
LnGrp Delay(d),s/veh	28.5	0.0	0.0	41.5	0.0	0.0	50.0	0.0	9.9	85.4	13.9	7.0
LnGrp LOS	C			D			D		A	F	B	A
Approach Vol, veh/h		183			33			641			922	
Approach Delay, s/veh		28.5			41.5			10.9			13.0	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.2	34.2		11.9	4.9	33.6		5.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	15.8		7.9	2.5	21.5		3.1
Green Ext Time (p_c), s	0.0	9.4		0.5	0.0	8.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	36.6
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	3	2	7	0	71	3	20	0	8	574	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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	2	7	0	75	3	21	0	8	604	175
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	10.2	11.5	58.9
HCM LOS	B	B	F

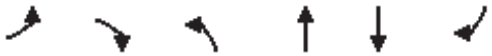
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	25%	76%	100%	0%
Vol Thru, %	0%	78%	17%	3%	0%	99%
Vol Right, %	0%	22%	58%	21%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	740	12	94	350	414
LT Vol	8	0	3	71	350	0
Through Vol	0	574	2	3	0	409
RT Vol	0	166	7	20	0	5
Lane Flow Rate	8	779	13	99	368	436
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.015	1	0.024	0.189	0.614	0.664
Departure Headway (Hd)	6.425	5.761	6.893	6.862	5.995	5.488
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	560	639	515	522	601	654
Service Time	4.125	3.461	4.989	4.91	3.757	3.249
HCM Lane V/C Ratio	0.014	1.219	0.025	0.19	0.612	0.667
HCM Control Delay	9.2	59.4	10.2	11.5	17.9	18.5
HCM Lane LOS	A	F	B	B	C	C
HCM 95th-tile Q	0	15.3	0.1	0.7	4.2	5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	350	409	5
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	368	431	5
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.2
HCM LOS	C

Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	399	132	35	373	397	73
Ideal Flow (vphpl)	1800	1800	1700	1800	1800	1800
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1677		1615	1800	1800	1530
Flt Permitted	0.96		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1677		1615	1800	1800	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	420	139	37	393	418	77
RTOR Reduction (vph)	23	0	0	0	0	43
Lane Group Flow (vph)	536	0	37	393	418	34
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	7		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	19.5		1.6	28.5	22.9	22.9
Effective Green, g (s)	19.5		1.6	28.5	22.9	22.9
Actuated g/C Ratio	0.35		0.03	0.51	0.41	0.41
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	583		46	916	736	625
v/s Ratio Prot	c0.32		0.02	c0.22	c0.23	
v/s Ratio Perm						0.02
v/c Ratio	0.92		0.80	0.43	0.57	0.06
Uniform Delay, d1	17.5		27.0	8.6	12.7	10.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	19.6		63.5	1.5	3.2	0.2
Delay (s)	37.1		90.6	10.1	15.9	10.2
Level of Service	D		F	B	B	B
Approach Delay (s)	37.1			17.0	15.0	
Approach LOS	D			B	B	

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	56.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

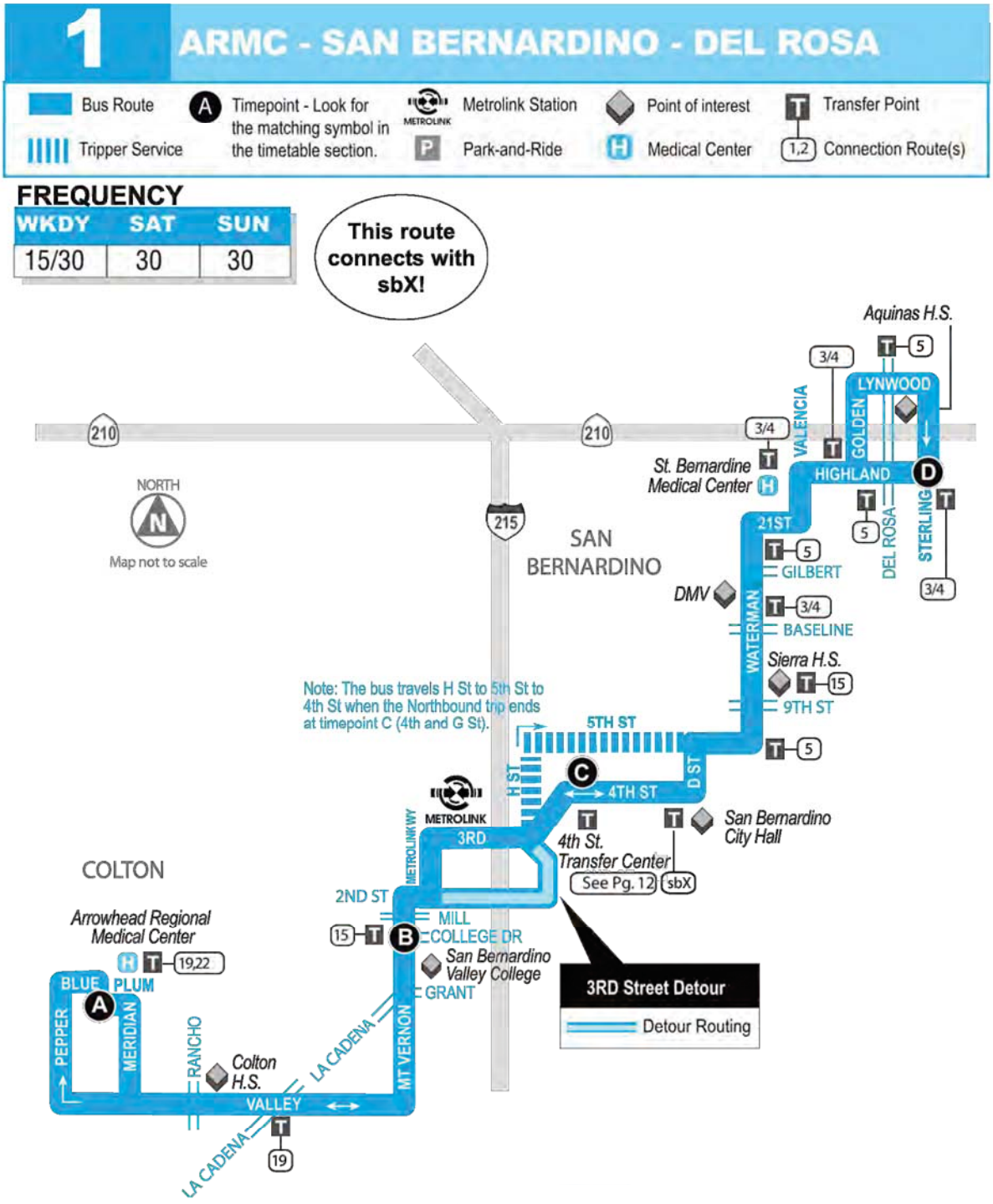
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	0	25	0	0	0	21	272	0	0	432	54
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	0	1800				1700	1800	0	0	1800	1800
Adj Flow Rate, veh/h	21	0	26				22	286	0	0	455	57
Adj No. of Lanes	1	0	1				1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	67	0	63				35	1342	0	0	1111	944
Arrive On Green	0.04	0.00	0.04				0.02	0.75	0.00	0.00	0.62	0.62
Sat Flow, veh/h	1619	0	1530				1619	1800	0	0	1800	1530
Grp Volume(v), veh/h	21	0	26				22	286	0	0	455	57
Grp Sat Flow(s),veh/h/ln	1619	0	1530				1619	1800	0	0	1800	1530
Q Serve(g_s), s	0.5	0.0	0.6				0.5	1.8	0.0	0.0	4.9	0.6
Cycle Q Clear(g_c), s	0.5	0.0	0.6				0.5	1.8	0.0	0.0	4.9	0.6
Prop In Lane	1.00		1.00				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	67	0	63				35	1342	0	0	1111	944
V/C Ratio(X)	0.31	0.00	0.41				0.62	0.21	0.00	0.00	0.41	0.06
Avail Cap(c_a), veh/h	172	0	163				172	1342	0	0	1111	944
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	17.6				18.2	1.4	0.0	0.0	3.7	2.9
Incr Delay (d2), s/veh	2.6	0.0	4.2				16.5	0.4	0.0	0.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6				0.4	1.0	0.0	0.0	2.6	0.8
LnGrp Delay(d),s/veh	20.1	0.0	21.8				34.7	1.8	0.0	0.0	4.8	3.0
LnGrp LOS	C		C				C	A			A	A
Approach Vol, veh/h		47						308			512	
Approach Delay, s/veh		21.1						4.2			4.6	
Approach LOS		C						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		32.0		5.6	4.8	27.2		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		28.0		4.0	4.0	20.0		
Max Q Clear Time (g_c+I1), s		3.8		2.6	2.5	6.9		
Green Ext Time (p_c), s		4.3		0.0	0.0	3.5		

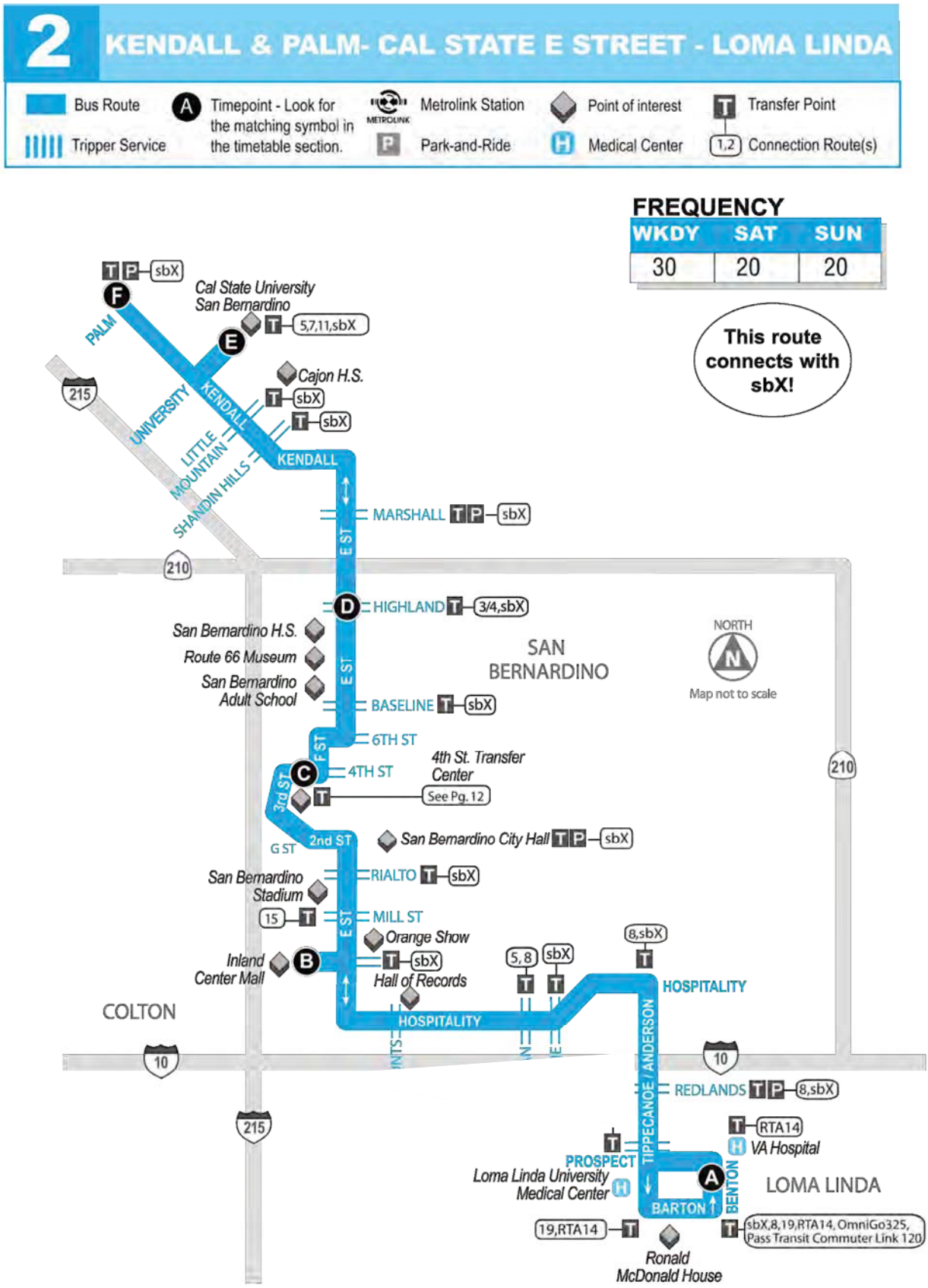
Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

APPENDIX E

Transit Routes



SOURCE: OmniTrans



SOURCE: OmniTrans

RAJU Associates, Inc.

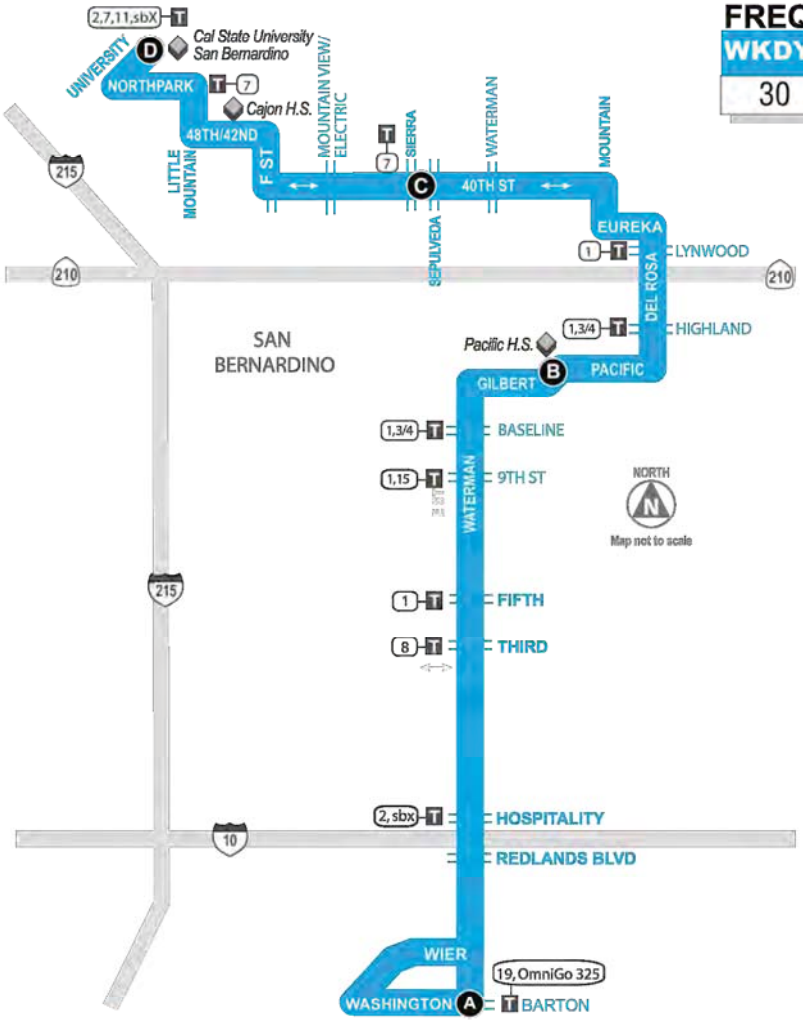
SOURCE: OmniTrans

RAJU Associates, Inc.

5 SOUTH WATERMAN- DEL ROSA - CAL STATE

Bus Route | Timepoint - Look for the matching symbol in the timetable section. | Metrolink Station | Point of interest | Transfer Point

Tripper Service | Park-and-Ride | Medical Center | Connection Route(s)



FREQUENCY

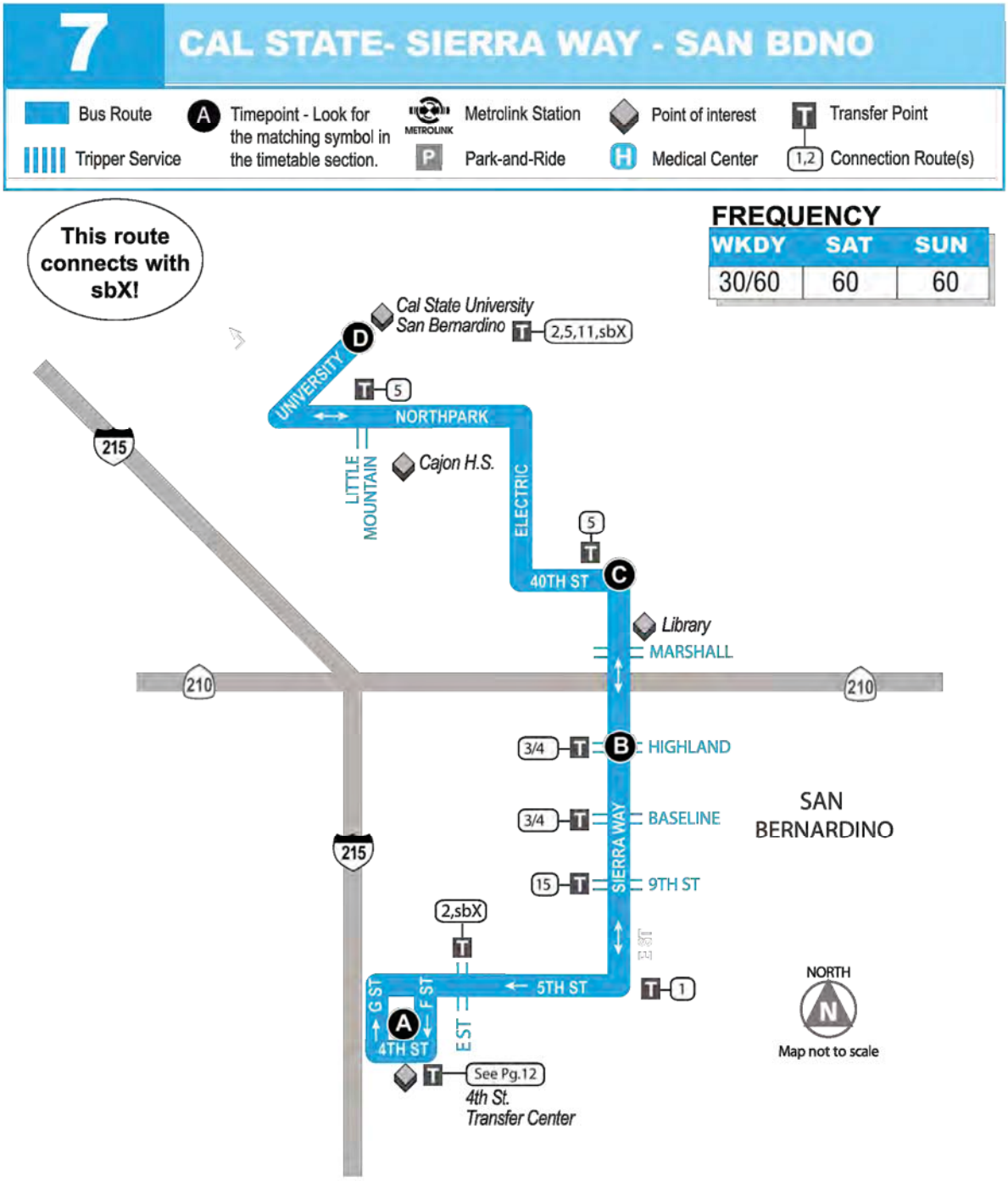
WKDY	SAT	SUN
30	60	60

This route connects with sbX!

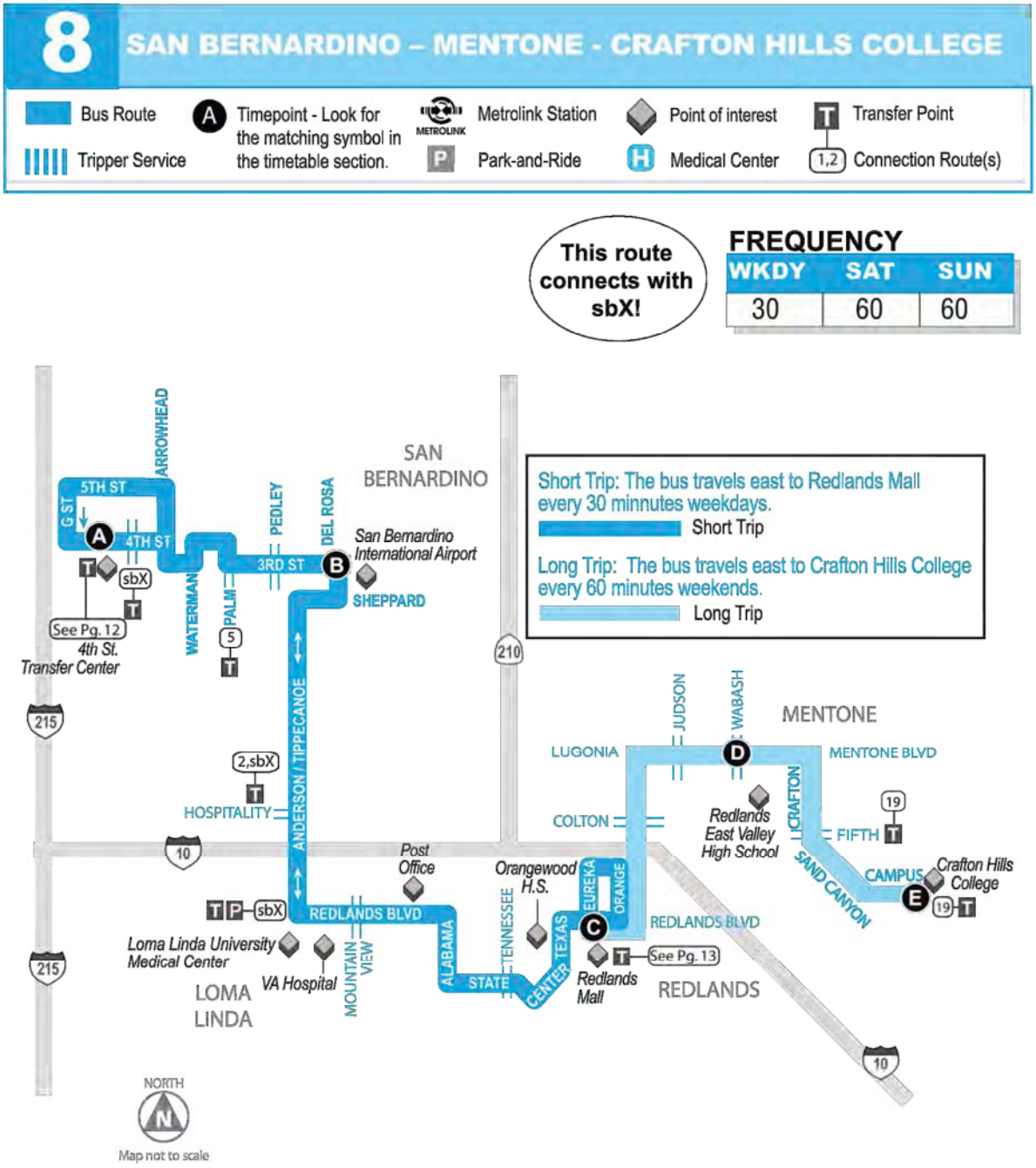
ROUTE 5: SUNDAY

A Waterman & Barton	B Pacific High School	C 40th & Sierra Way	D Cal State University	D Cal State University	C 40th & Sepulveda	B Pacific High School	A Waterman & Barton
NORTHBOUND				SOUTHBOUND			
				6:33	6:47	7:05	7:28
				7:33	7:47	8:05	8:28
7:35	7:57	8:18	8:29	8:33	8:47	9:05	9:28
8:35	8:57	9:18	9:29	9:33	9:47	10:05	10:28
9:35	9:57	10:18	10:29	10:33	10:47	11:05	11:28
10:35	10:57	11:18	11:29	11:33	11:47	12:05	12:28
11:35	11:57	12:18	12:29	12:33	12:47	1:05	1:28
12:35	12:57	1:18	1:29	1:33	1:47	2:05	2:28
1:35	1:57	2:18	2:29	2:33	2:47	3:05	3:28
2:35	2:57	3:18	3:29	3:33	3:47	4:05	4:28
3:35	3:57	4:18	4:29	4:33	4:47	5:05	5:28
4:35	4:57	5:18	5:29	5:33	5:47	6:05	6:28
5:35	5:57	6:18	6:29				
6:40	7:02	7:23	7:34				

SOURCE: OmniTrans



SOURCE: OmniTrans



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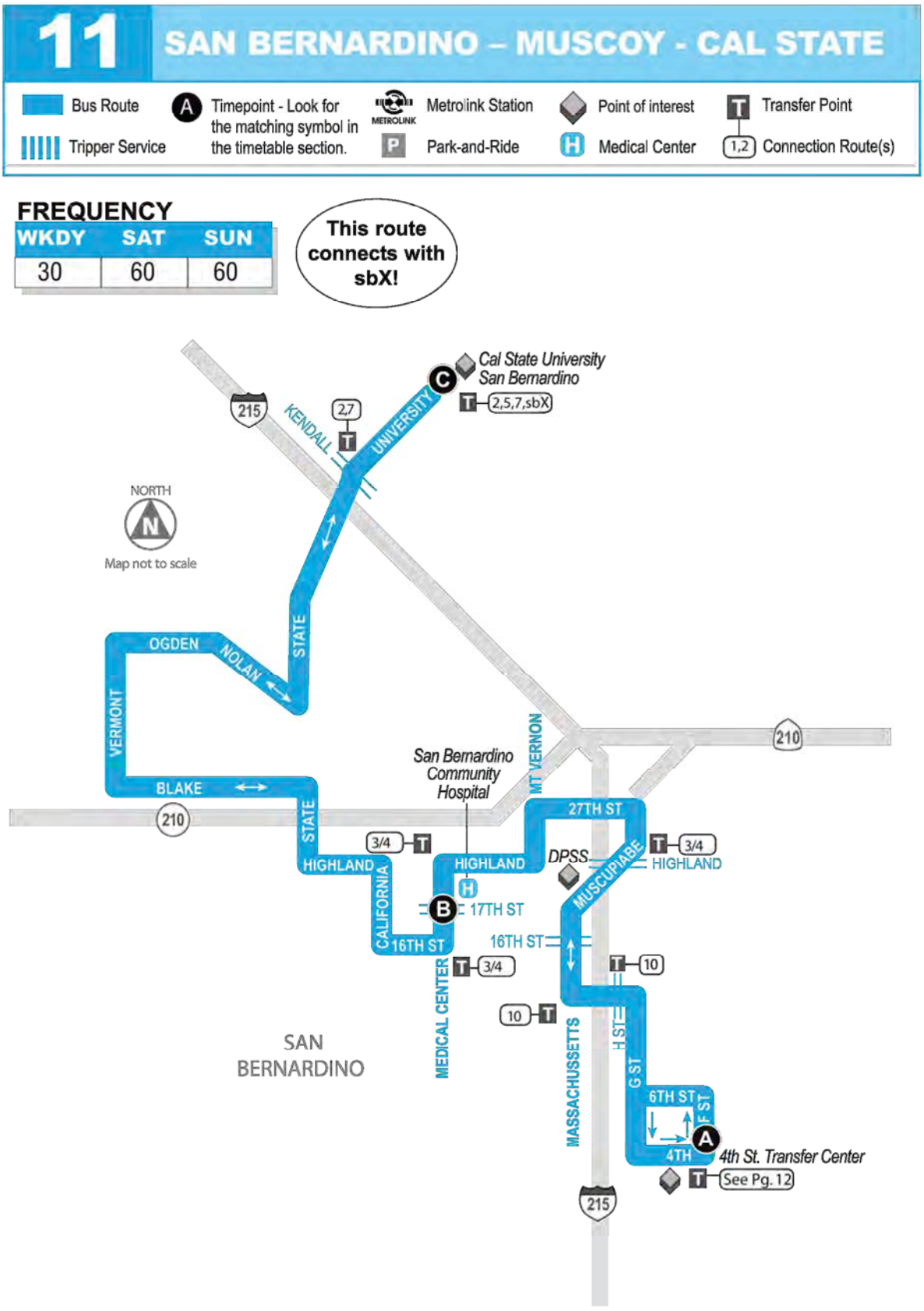

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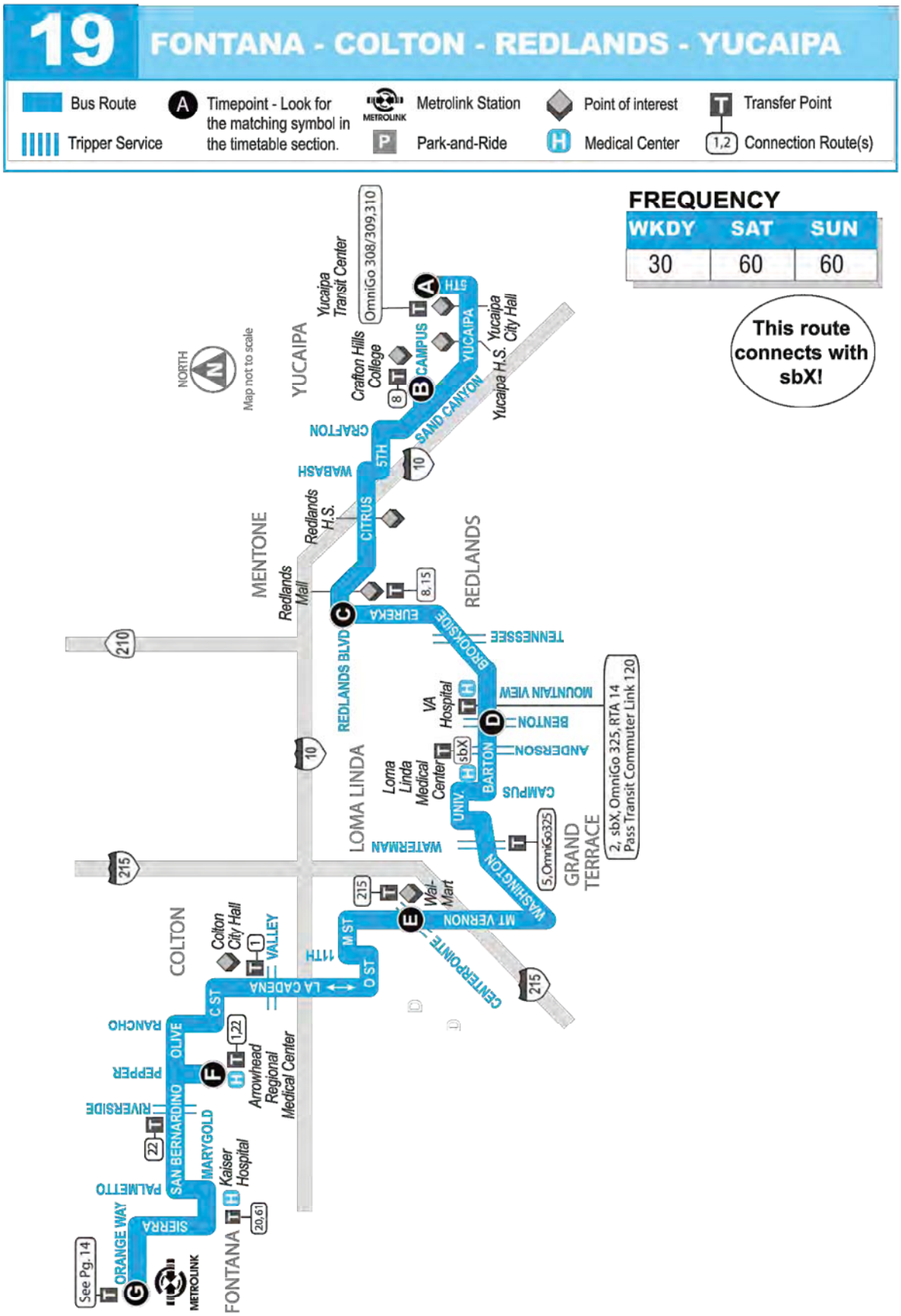


SOURCE: OmniTrans

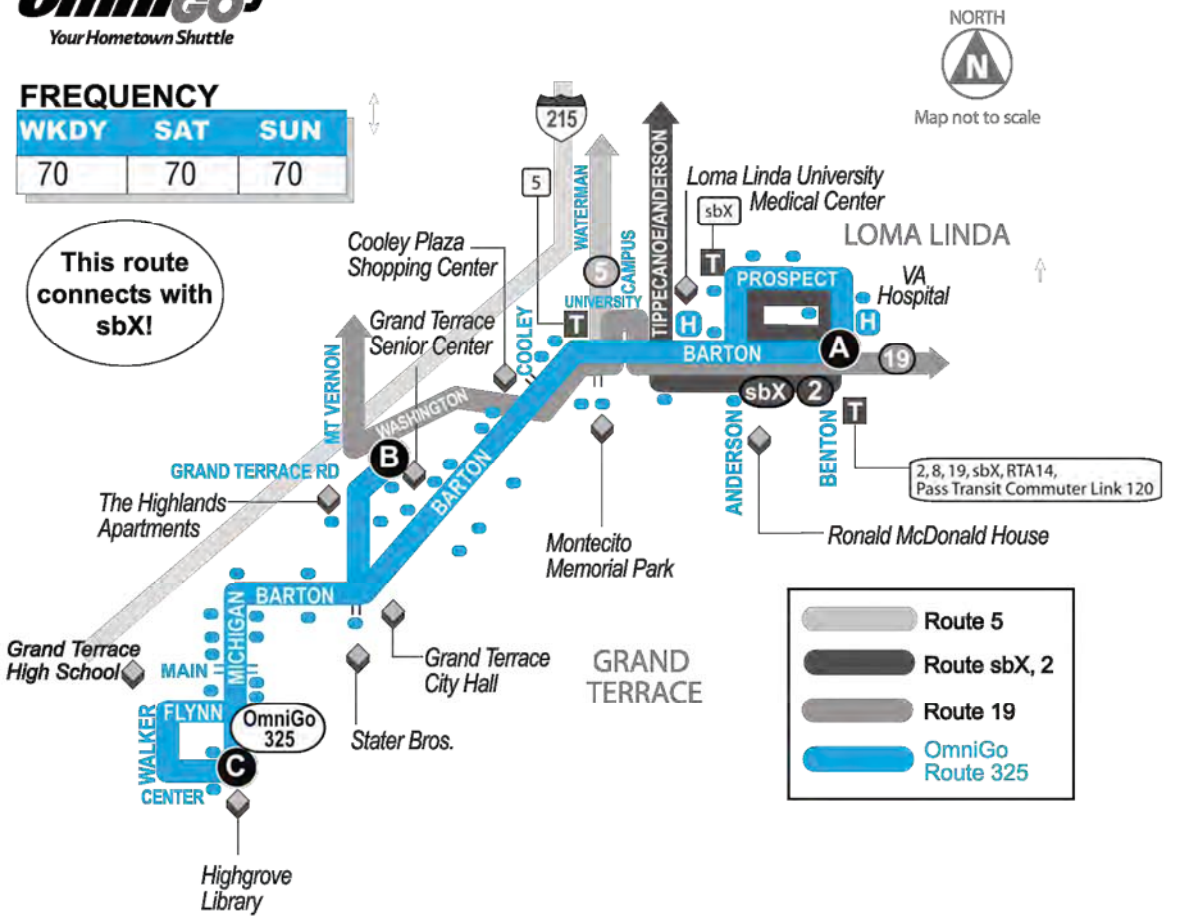
325 OMNIGO GRAND TERRACE

OmniGo
Your Hometown Shuttle

FREQUENCY

WKDY	SAT	SUN
70	70	70

This route connects with sbX!



OmniGo Route 325 Monday - Friday

A	B	C	B	A
VA Hospital	Grand Terrace Senior Center	Michigan & Center	Grand Terrace Senior Center	VA Hospital
SOUTHBOUND			NORTHBOUND	
5:12	5:26	5:35	5:50	6:05	6:21
6:22	6:36	6:45	7:00	7:15	7:31
7:32	7:46	7:55	8:10	8:25	8:41
8:42	8:56	9:05	9:20	9:35	9:51
9:52	10:06	10:15	10:30	10:45	11:01
11:02	11:16	11:25	11:40	11:55	12:11
12:17	**12:31**	**12:40**	**12:55**	**1:10**	**1:26**
1:27	**1:41**	**1:50**	**2:05**	**2:20**	**2:36**
2:37	**2:51**	**3:00**	**3:15**	**3:30**	**3:46**
3:47	**4:01**	**4:10**	**4:25**	**4:40**	**4:56**
4:57	**5:11**	**5:20**	**5:35**	**5:50**	**6:06**
6:07	**6:21**	**6:30**	**6:45**	**7:00**	**7:16**
7:17	**7:31**	**7:40**	**7:55**	**8:10**	**8:26**

SOURCE: OmniTrans

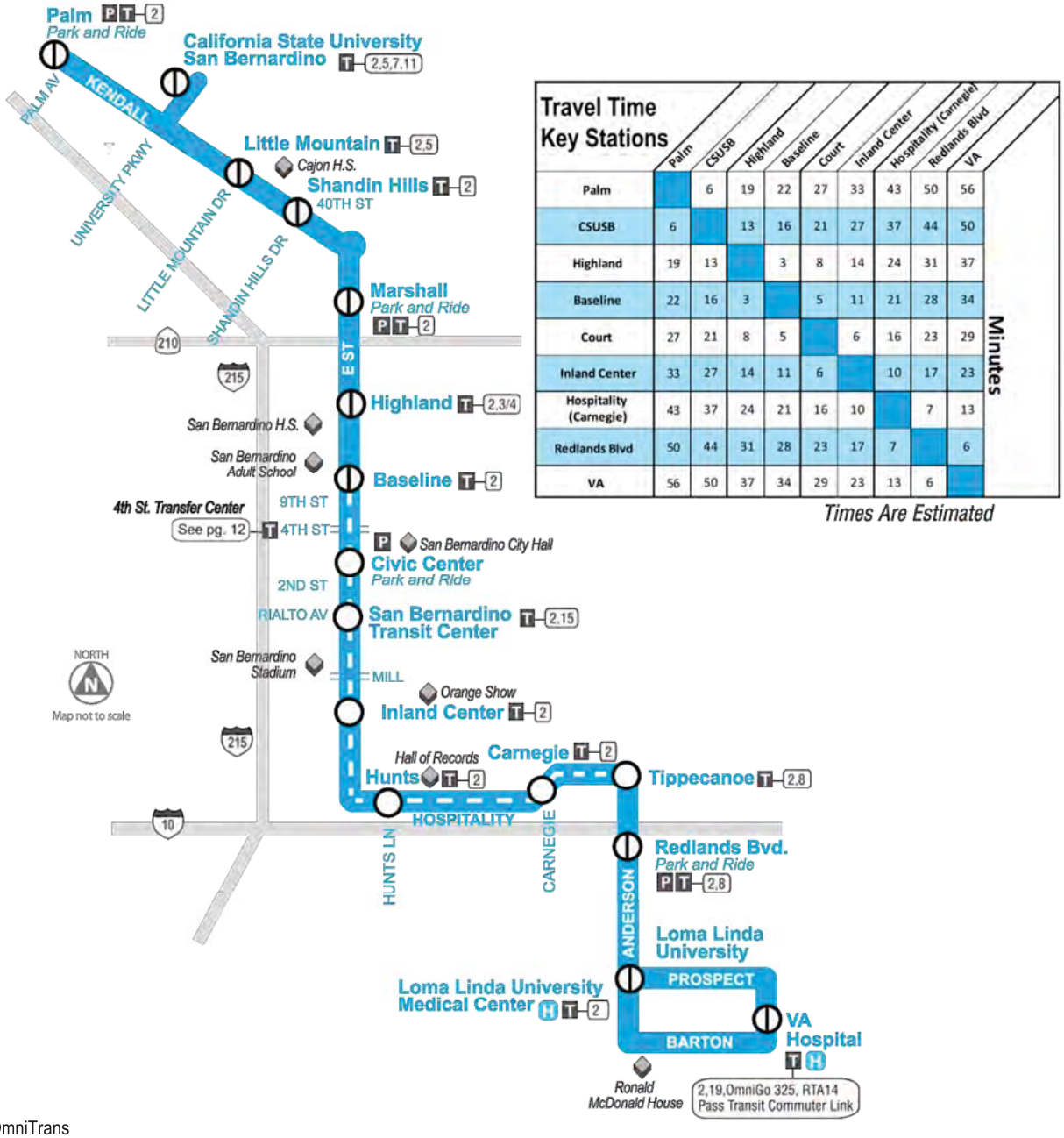
sbX CSUSB - VA HOSPTIAL

sbX Route
Locations of exclusive Center Lanes
Center Boarding Stations
Side Boarding Stations
Park-and-Ride Locations
Metrolink Station
Point of Interest
Medical Center
Transfer Point
Connecting Route(s)

Service Frequency *Frecuencia del servicio*

WEEKDAYS ONLY *Solo días de semana* 6:00 AM - 8:00 PM

	10 Minutes	15 Minutes	10 Minutes	15 Minutes
Northbound	6 - 9 AM	9 AM - 3 PM	3 - 6 PM	6 - 8 PM
Southbound	6 - 9 AM	9 AM - 2 PM	2 - 6 PM	6 - 8 PM



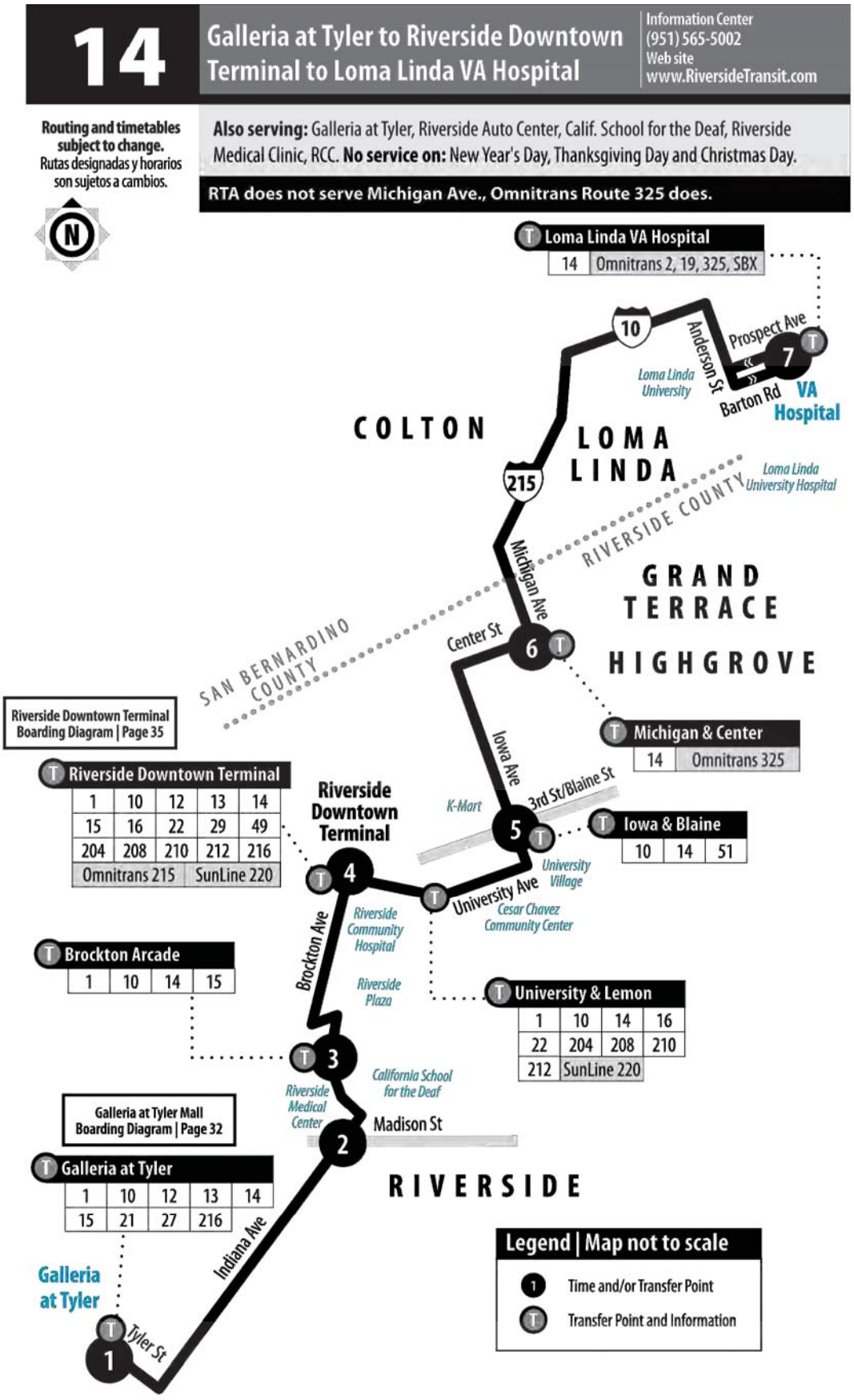
Travel Time Key Stations

	Palm	CSUSB	Highland	Baseline	Court	Inland Center	Hospitality (Carnegie)	Redlands Blvd	VA
Palm		6	19	22	27	33	43	50	56
CSUSB	6		13	16	21	27	37	44	50
Highland	19	13		3	8	14	24	31	37
Baseline	22	16	3		5	11	21	28	34
Court	27	21	8	5		6	16	23	29
Inland Center	33	27	14	11	6		10	17	23
Hospitality (Carnegie)	43	37	24	21	16	10		7	13
Redlands Blvd	50	44	31	28	23	17	7		6
VA	56	50	37	34	29	23	13	6	

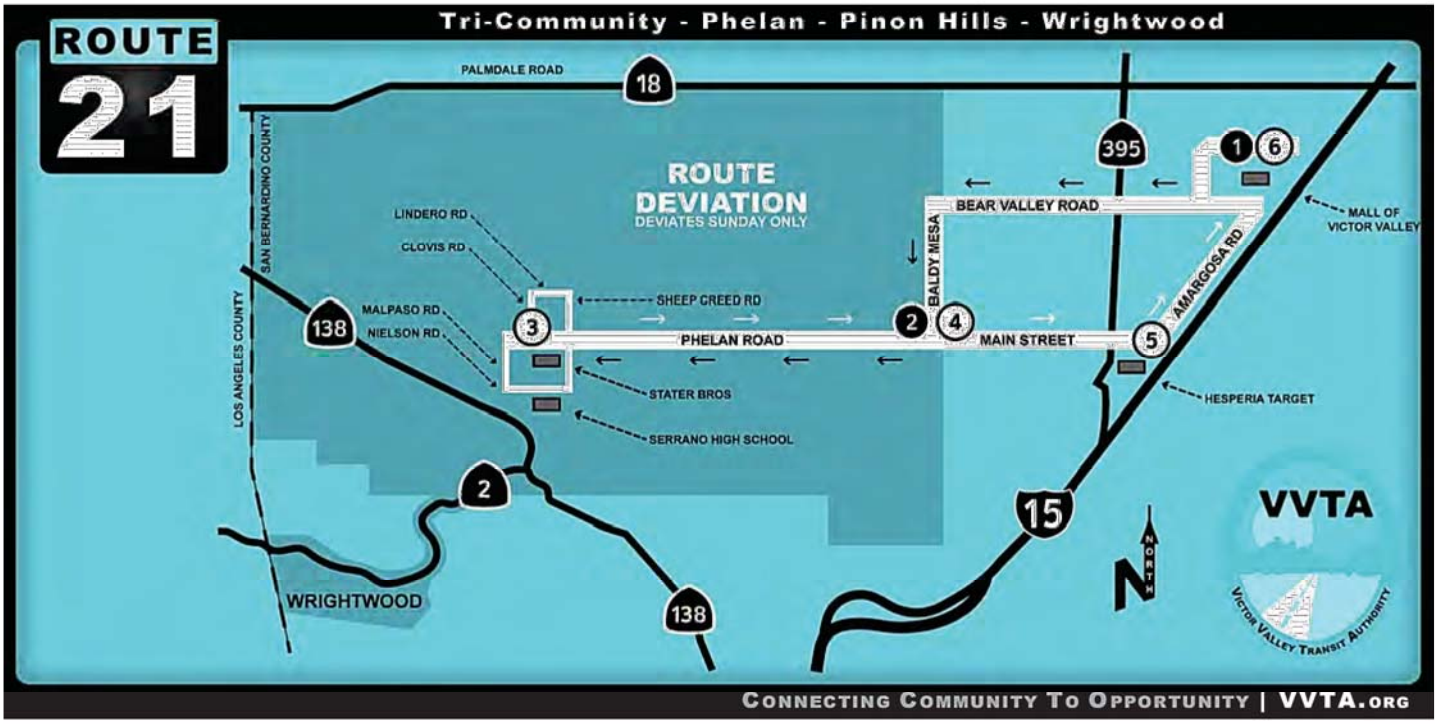
Minutes

Times Are Estimated

SOURCE: OmniTrans



SOURCE: Riverside Transit Agency



SOURCE: Victor Valley Transit Authority

APPENDIX F

Project Construction Daily Traffic Estimation for Adelanto Compressor Station, Typical Off-Road, and Typical Street

APPENDIX F-1
CONSTRUCTION DAILY TRAFFIC ESTIMATION
ADELANTO COMPRESSOR STATION [1]

Construction Equipment	Number Required		Daily Trips (PCE)
Workers [2]	40	employees	54
Pick-up Truck	4	vehicles	8
Water Truck	1	vehicles	5
Dump Truck	2	vehicles	10
Fuel Truck	1	vehicles	5
		Total Trips (PCE)	82

Source:
[1] This assumes a worst case scenario, i.e. all of the construction activities overlap on the same day and that all construction vehicles associated with each of the activities also access and egress the site on the same day.
[2] Assumes an AVR=1.48 per SCAG's RTP 2012 Regional Model.
[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5 for medium duty trucks with 2 or 3 axles per City of San Bernardino guidelines.

APPENDIX F-2
CONSTRUCTION DAILY TRAFFIC ESTIMATION
PIPELINE AND PRESSURE LIMITING STATIONS - OFF ROAD [1]

Construction Equipment	Number Required		Daily Trips (PCE)
Workers [2]	144	employees	195
Pick-up Truck	19	vehicles	38
2 Ton Fuel & Lube Truck	1	vehicles	5
3 axle Water Truck	6	vehicles	30
		Total Trips (PCE)	268

Source:
[1] This assumes a worst case scenario, i.e. all of the construction activities overlap on the same day and that all construction vehicles associated with each of the activities also access and egress the site on the same day.
[2] Assumes an AVR=1.48 per SCAG's RTP 2012 Regional Model.
[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5 for medium duty trucks with 2 or 3 axles per City of San Bernardino guidelines.

APPENDIX F-3
CONSTRUCTION DAILY TRAFFIC ESTIMATION
PIPELINE AND PRESSURE LIMITING STATIONS - TYPICAL STREET [1]

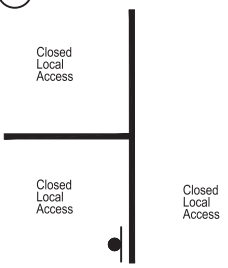
Construction Equipment	Number Required		Daily Trips (PCE)
Workers [2]	172	employees	232
Pick-up Truck	20	vehicles	40
2 Ton Fuel & Lube Truck	1	vehicles	5
3 axle Water Truck	2	vehicles	10
Dump Truck 12 CY	20	vehicles [4]	25
		Total Trips (PCE)	312

Source:
[1] This assumes a worst case scenario, i.e. all of the construction activities overlap on the same day and that all construction vehicles associated with each of the activities also access and egress the site on the same day.
[2] Assumes an AVR=1.48 per SCAG's RTP 2012 Regional Model.
[3] Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.5 for medium duty trucks with 2 or 3 axles per City of San Bernardino guidelines.
[4] It is assumed that 25% of the dump trucks would leave the construction zone and staging area for debris and road surface disposal. Excavated soil to be reused will remain along the pipeline alignment and/or transported to/from staging areas.

APPENDIX G

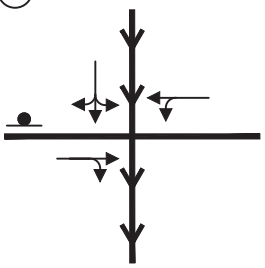
Project Construction Intersection Lane Configurations

1



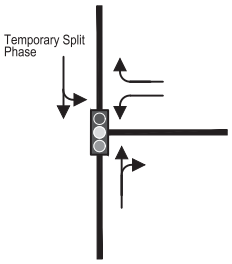
BALDY MESA RD &
BONANZA RD

6



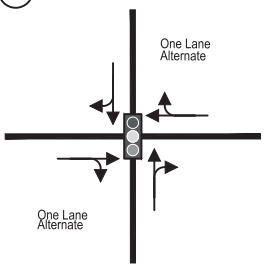
I-15 SB RAMPS &
CLEGHORN RD

11



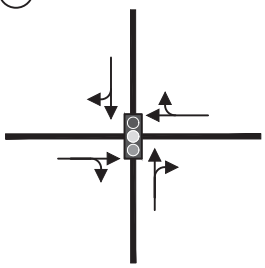
KENDALL DR &
CAMPUS PKWY

15



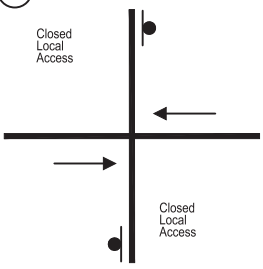
WATERMAN AV (SR-18) &
40TH ST

19



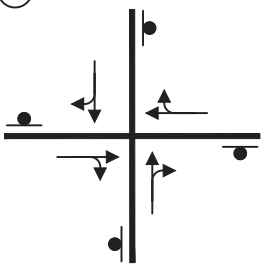
DEL ROSA AV &
HIGHLAND AV

2



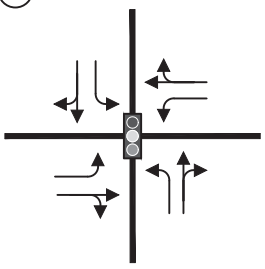
BALDY MESA RD &
YUCCA TERRACE DR

7



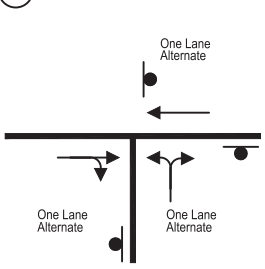
DEVORE RD/ GLEN HELEN PKWY &
CAJON BL

12



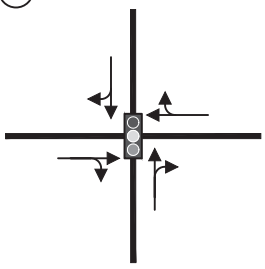
KENDALL DR &
UNIVERSITY PKWY

16



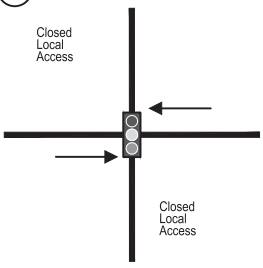
VALENCIA AV &
40TH ST

20



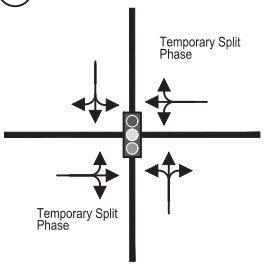
DEL ROSA DR &
BASELINE ST

3



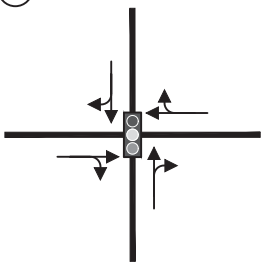
BALDY MESA RD &
PHELAN RD

8



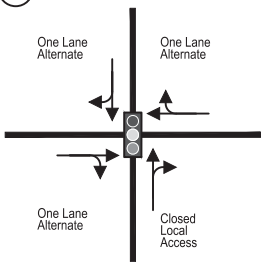
KENDALL DR &
PALM AV

13



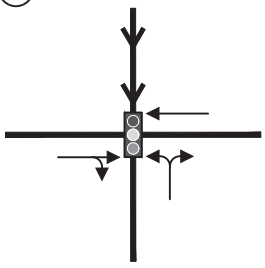
KENDALL DR &
LITTLE MOUNTAIN DR

17



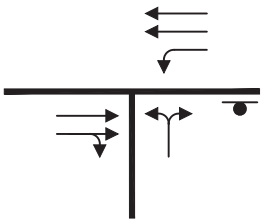
GOLDEN AV &
LYNWOOD DR

21



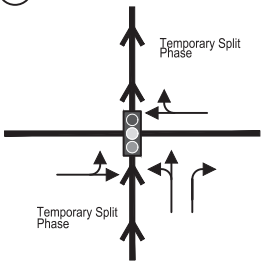
TIPPECANOE AV &
BASELINE ST

4



SANTA FE RD/ WAGON TRAIN RD &
SR-138

9



I-215 NB RAMPS &
PALM AV

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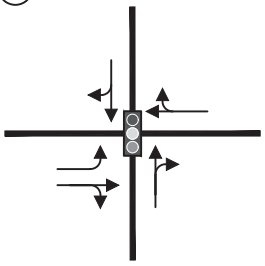
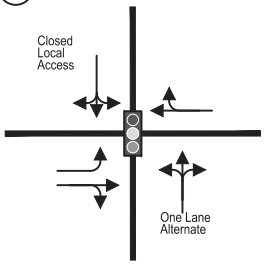


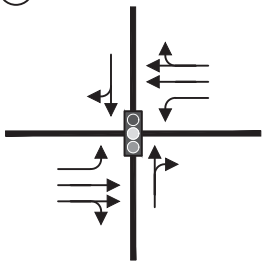
KENDALL DR &
SHANDIN HILLS DR/40TH ST

18



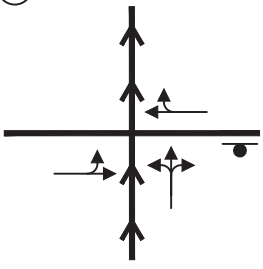
GOLDEN AV &
HIGHLAND AV

22



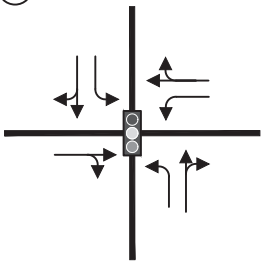
TIPPECANOE AV &
9TH ST

5



I-15 NB RAMPS &
CLEGHORN RD

10



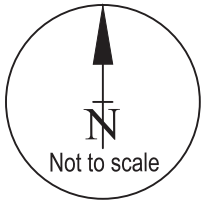
LITTLE LEAGUE DR/KENDALL DR &
PALM AV

LEGEND:

(#) - Analyzed Intersection

- Traffic Signal Control

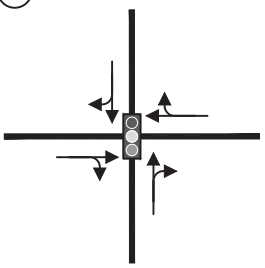
- STOP Sign



APPENDIX G1
CONSTRUCTION INTERSECTION LANE CONFIGURATIONS

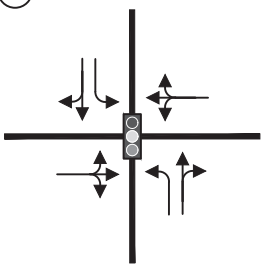
RAJU Associates, Inc.

23



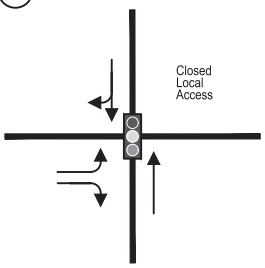
TIPPECANOE AV &
6TH ST

28



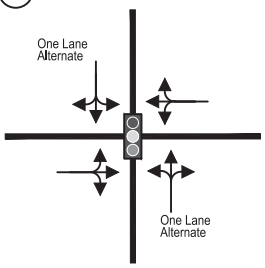
TIPPECANOE AV &
HOSPITALITY LN/COULSTON ST

33



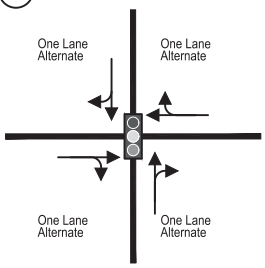
WATERMAN AV &
WIER RD

37



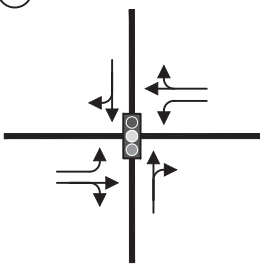
RECHE CANYON RD &
SHANE DR

41



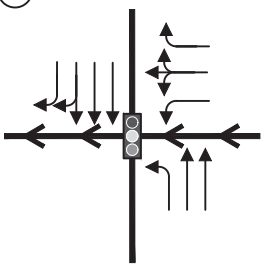
REDLANDS BL &
IRONWOOD AV

24



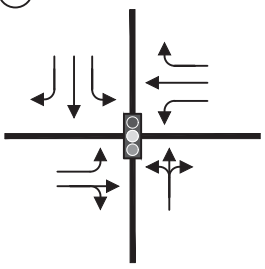
TIPPECANOE AV &
3RD ST

29



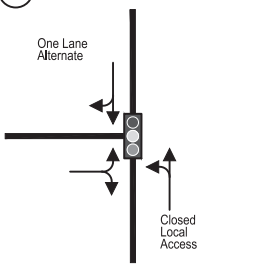
TIPPECANOE AV/ANDERSON ST &
I-10 WB RAMPS

34



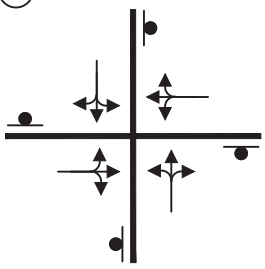
WATERMAN AV &
WASHINGTON ST

38



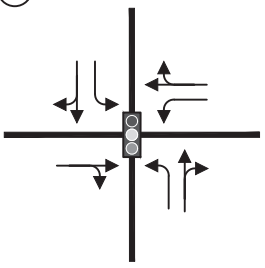
RECHE CANYON RD &
RECHE VISTA DR

42



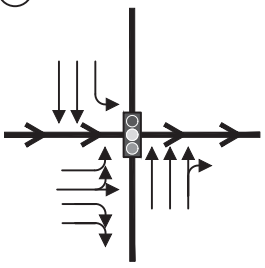
REDLANDS BL &
SPRUCE AV/SR-60 WB RAMPS

25



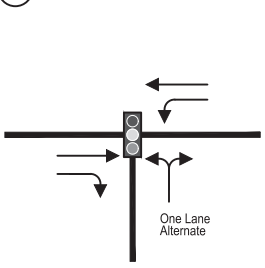
TIPPECANOE AV &
HARRY SHEPARD BL

30



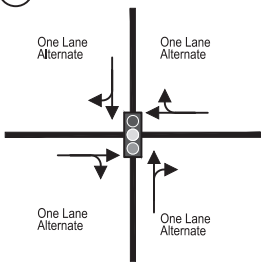
ANDERSON ST &
I-10 EB RAMPS

35



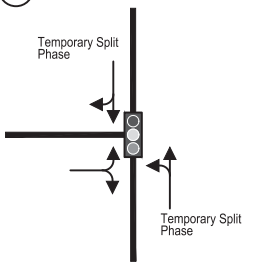
RECHE CANYON RD &
WASHINGTON ST

39



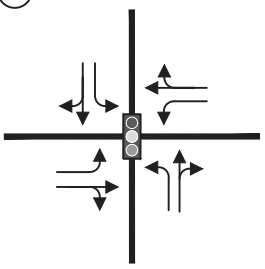
MORENO BEACH DR &
IRONWOOD AV

43



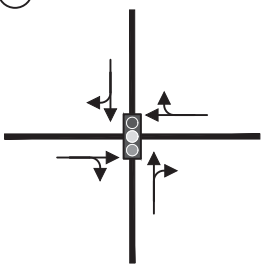
REDLANDS BL &
SR-60 EB RAMPS

26



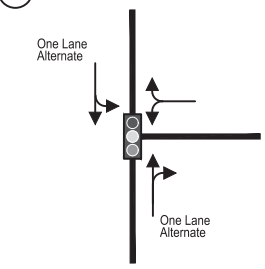
TIPPECANOE AV &
MILL ST

31



ANDERSON ST &
REDLANDS BL

36



RECHE CANYON RD &
PRADO LN

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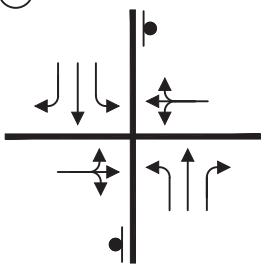
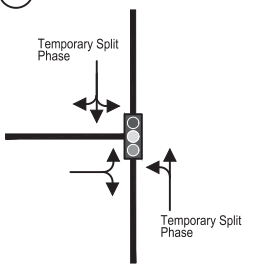


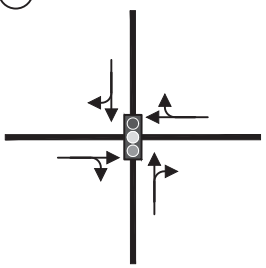
REDLANDS BL &
LOCUST AV

44



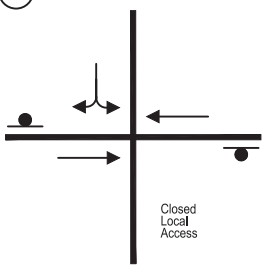
REDLANDS BL &
COTTONWOOD AV

27



TIPPECANOE AV &
ORANGE SHOW RD/SAN BERNARDINO AV

32



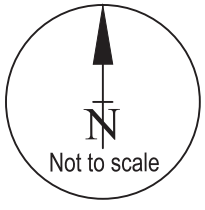
GARDENA ST &
REDLANDS BL

LEGEND:

(#) - Analyzed Intersection

- Traffic Signal Control

- STOP Sign



APPENDIX G2
CONSTRUCTION INTERSECTION LANE CONFIGURATIONS

RAJU Associates, Inc.

APPENDIX H

Existing Baseline Plus Project Construction Level of Service Worksheets

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	222	0	0	10	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	234	0	0	11	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	5	0	0	117	0	0	0	0	0	0	0	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	5	0	-	117	0	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1016	-	-	859	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	888	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	888	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0	-	-
HCM Lane LOS	A	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑							
Volume (veh/h)	0	719	0	0	415	0	0	0	0	0	0	0
Number	7	4	14	3	8	18						
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						
Adj Sat Flow, veh/h/ln	0	1176	0	0	1176	0						
Adj Flow Rate, veh/h	0	757	0	0	437	0						
Adj No. of Lanes	0	1	0	0	1	0						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95						
Percent Heavy Veh, %	0	2	0	0	2	0						
Cap, veh/h	0	975	0	0	975	0						
Arrive On Green	0.00	0.83	0.00	0.00	0.83	0.00						
Sat Flow, veh/h	0	1176	0	0	1176	0						
Grp Volume(v), veh/h	0	757	0	0	437	0						
Grp Sat Flow(s),veh/h/ln	0	1176	0	0	1176	0						
Q Serve(g_s), s	0.0	7.2	0.0	0.0	2.4	0.0						
Cycle Q Clear(g_c), s	0.0	7.2	0.0	0.0	2.4	0.0						
Prop In Lane	0.00		0.00	0.00		0.00						
Lane Grp Cap(c), veh/h	0	975	0	0	975	0						
V/C Ratio(X)	0.00	0.78	0.00	0.00	0.45	0.00						
Avail Cap(c_a), veh/h	0	1811	0	0	1811	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	1.0	0.0	0.0	0.5	0.0						
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	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	2.3	0.0	0.0	0.7	0.0						
LnGrp Delay(d),s/veh	0.0	2.3	0.0	0.0	0.9	0.0						
LnGrp LOS		A			A							
Approach Vol, veh/h		757			437							
Approach Delay, s/veh		2.3			0.9							
Approach LOS		A			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				23.4				23.4
Change Period (Y+Rc), s				4.0				4.0
Max Green Setting (Gmax), s				36.0				36.0
Max Q Clear Time (g_c+I1), s				9.2				4.4
Green Ext Time (p_c), s				10.2				10.8

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	51	134	13	308	124	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	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	54	141	14	324	131	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	195	0	313	97
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1390	-	661	947
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1390	-	654	947
Mov Cap-2 Maneuver	-	-	-	-	654	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	674	-	-	1390	-
HCM Lane V/C Ratio	0.214	-	-	0.01	-
HCM Control Delay (s)	11.8	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	75	0	0	0	0	0	12	14	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	79	0	0	0	0	0	13	15	11	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	0	0	0	0	0	0	158	158	0
Stage 1	-	-	-	-	-	-	158	158	-
Stage 2	-	-	-	-	-	-	0	0	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	-	-	-	838	738	-
Stage 1	-	-	-	-	-	-	875	771	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	-	838	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	838	0	-
Stage 1	-	-	-	-	-	-	875	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s		0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	0	-	-
HCM Lane LOS	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	71	3	7	5	0	0	0	0	5	10	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	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	0	75	3	7	5	0	0	0	0	5	11	114

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	5	0	0	78	0	0	96	98	5
Stage 1	-	-	-	-	-	-	20	20	-
Stage 2	-	-	-	-	-	-	76	78	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1630	-	-	1533	-	-	908	796	1084
Stage 1	-	-	-	-	-	-	1008	883	-
Stage 2	-	-	-	-	-	-	952	834	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1630	-	-	1533	-	-	903	0	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	903	0	-
Stage 1	-	-	-	-	-	-	1003	0	-
Stage 2	-	-	-	-	-	-	952	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1630	-	-	1533	-	-	1074
HCM Lane V/C Ratio	-	-	-	0.005	-	-	0.121
HCM Control Delay (s)	0	-	-	7.4	0	-	8.8
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	61	7	0	0	82	96	0	0	65	110
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	64	7	0	0	86	101	0	0	68	116
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.8	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	37%	90%	46%	77%
Vol Right, %	63%	10%	54%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	175	68	178	146
LT Vol	0	0	0	0
Through Vol	65	61	82	112
RT Vol	110	7	96	34
Lane Flow Rate	184	72	187	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0.22	0.096	0.23	0.195
Departure Headway (Hd)	4.298	4.815	4.418	4.56
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	833	742	809	785
Service Time	2.338	2.864	2.459	2.602
HCM Lane V/C Ratio	0.221	0.097	0.231	0.196
HCM Control Delay	8.6	8.4	8.8	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0.9	0.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	112	34
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	0	118	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.7
HCM LOS	A

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	141	63	720	267	67	114	12	366	35	97	46
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	39	148	66	758	281	71	120	13	385	37	102	48
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	28	108	48	314	116	29	47	5	150	28	76	36
Arrive On Green	0.16	0.16	0.16	0.40	0.40	0.40	0.19	0.19	0.19	0.12	0.12	0.12
Sat Flow, veh/h	176	666	297	784	291	73	243	26	780	225	620	292
Grp Volume(v), veh/h	253	0	0	1110	0	0	518	0	0	187	0	0
Grp Sat Flow(s),veh/h/ln	1139	0	0	1148	0	0	1050	0	0	1137	0	0
Q Serve(g_s), s	21.0	0.0	0.0	52.0	0.0	0.0	25.0	0.0	0.0	16.0	0.0	0.0
Cycle Q Clear(g_c), s	21.0	0.0	0.0	52.0	0.0	0.0	25.0	0.0	0.0	16.0	0.0	0.0
Prop In Lane	0.15		0.26	0.68		0.06	0.23		0.74	0.20		0.26
Lane Grp Cap(c), veh/h	184	0	0	459	0	0	202	0	0	140	0	0
V/C Ratio(X)	1.38	0.00	0.00	2.42	0.00	0.00	2.57	0.00	0.00	1.34	0.00	0.00
Avail Cap(c_a), veh/h	184	0	0	459	0	0	202	0	0	140	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.5	0.0	0.0	39.0	0.0	0.0	52.5	0.0	0.0	57.0	0.0	0.0
Incr Delay (d2), s/veh	199.3	0.0	0.0	644.5	0.0	0.0	718.6	0.0	0.0	191.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	0.0	0.0	98.7	0.0	0.0	47.5	0.0	0.0	12.5	0.0	0.0
LnGrp Delay(d),s/veh	253.8	0.0	0.0	683.5	0.0	0.0	771.1	0.0	0.0	248.6	0.0	0.0
LnGrp LOS	F			F			F			F		
Approach Vol, veh/h		253			1110			518			187	
Approach Delay, s/veh		253.8			683.5			771.1			248.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		20.0		56.0		29.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		21.0		16.0		52.0		25.0
Max Q Clear Time (g_c+I1), s		23.0		18.0		54.0		27.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	613.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	494	0	0	890	411	160	1	406	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1200	1200	0	0	1200	1200	1200	1200	1200			
Adj Flow Rate, veh/h	54	520	0	0	937	433	168	1	427			
Adj No. of Lanes	0	1	0	0	1	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	31	300	0	0	395	182	140	1	126			
Arrive On Green	0.28	0.28	0.00	0.00	0.51	0.51	0.12	0.12	0.12			
Sat Flow, veh/h	112	1082	0	0	777	359	1136	7	1020			
Grp Volume(v), veh/h	574	0	0	0	0	1370	169	0	427			
Grp Sat Flow(s),veh/h/ln	1194	0	0	0	0	1137	1143	0	1020			
Q Serve(g_s), s	36.0	0.0	0.0	0.0	0.0	66.0	16.0	0.0	16.0			
Cycle Q Clear(g_c), s	36.0	0.0	0.0	0.0	0.0	66.0	16.0	0.0	16.0			
Prop In Lane	0.09		0.00	0.00		0.32	0.99		1.00			
Lane Grp Cap(c), veh/h	331	0	0	0	0	577	141	0	126			
V/C Ratio(X)	1.74	0.00	0.00	0.00	0.00	2.37	1.20	0.00	3.40			
Avail Cap(c_a), veh/h	331	0	0	0	0	577	141	0	126			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.0	0.0	0.0	0.0	0.0	32.0	57.0	0.0	57.0			
Incr Delay (d2), s/veh	343.3	0.0	0.0	0.0	0.0	623.7	139.9	0.0	1100.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	43.4	0.0	0.0	0.0	0.0	120.5	10.5	0.0	42.9			
LnGrp Delay(d),s/veh	390.3	0.0	0.0	0.0	0.0	655.7	196.9	0.0	1157.5			
LnGrp LOS	F					F	F		F			
Approach Vol, veh/h		574			1370			596				
Approach Delay, s/veh		390.3			655.7			885.2				
Approach LOS		F			F			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		40.0				70.0		20.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		36.0				66.0		16.0
Max Q Clear Time (g_c+I1), s		38.0				68.0		18.0
Green Ext Time (p_c), s		0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	649.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	522	388	121	731	93	369	74	158	30	55	212
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	0	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	549	408	127	769	98	388	78	166	32	58	223
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	320	238	79	626	80	211	95	203	34	27	103
Arrive On Green	0.00	0.50	0.50	0.07	0.60	0.60	0.18	0.28	0.28	0.03	0.12	0.12
Sat Flow, veh/h	0	640	476	1143	1044	133	1143	342	729	1143	217	835
Grp Volume(v), veh/h	0	0	957	127	0	867	388	0	244	32	0	281
Grp Sat Flow(s),veh/h/ln	0	0	1116	1143	0	1177	1143	0	1071	1143	0	1053
Q Serve(g_s), s	0.0	0.0	65.0	9.0	0.0	78.0	24.0	0.0	27.7	3.6	0.0	16.0
Cycle Q Clear(g_c), s	0.0	0.0	65.0	9.0	0.0	78.0	24.0	0.0	27.7	3.6	0.0	16.0
Prop In Lane	0.00		0.43	1.00		0.11	1.00		0.68	1.00		0.79
Lane Grp Cap(c), veh/h	0	0	558	79	0	706	211	0	298	34	0	130
V/C Ratio(X)	0.00	0.00	1.71	1.61	0.00	1.23	1.84	0.00	0.82	0.94	0.00	2.17
Avail Cap(c_a), veh/h	0	0	558	79	0	706	211	0	298	53	0	130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	32.5	60.5	0.0	26.0	53.0	0.0	43.9	63.0	0.0	57.0
Incr Delay (d2), s/veh	0.0	0.0	329.3	323.2	0.0	114.9	395.4	0.0	16.3	80.9	0.0	550.7
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	0.0	0.0	70.9	9.9	0.0	47.6	30.7	0.0	9.6	1.9	0.0	24.5
LnGrp Delay(d),s/veh	0.0	0.0	361.8	383.7	0.0	140.9	448.4	0.0	60.2	143.9	0.0	607.7
LnGrp LOS			F	F		F	F		E	F		F
Approach Vol, veh/h		957			994			632			313	
Approach Delay, s/veh		361.8			172.0			298.5			560.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	13.0	69.0	28.0	20.0		82.0	7.9	40.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	65.0	24.0	16.0		78.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	11.0	67.0	26.0	18.0		80.0	5.6	29.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		0.0	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	304.3
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	34	102	450	26	256	701
Number	1	16	8	18	7	4
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	36	107	474	27	269	738
Adj No. of Lanes	1	1	1	0	0	1
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	74	623	326	19	173	474
Arrive On Green	0.06	0.06	0.29	0.29	0.55	0.55
Sat Flow, veh/h	1143	1020	1125	64	316	868
Grp Volume(v), veh/h	36	107	0	501	1007	0
Grp Sat Flow(s),veh/h/ln	1143	1020	0	1189	1184	0
Q Serve(g_s), s	3.7	5.5	0.0	35.0	66.0	0.0
Cycle Q Clear(g_c), s	3.7	5.5	0.0	35.0	66.0	0.0
Prop In Lane	1.00	1.00		0.05	0.27	
Lane Grp Cap(c), veh/h	74	623	0	344	647	0
V/C Ratio(X)	0.49	0.17	0.00	1.45	1.56	0.00
Avail Cap(c_a), veh/h	161	701	0	344	647	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.6	10.2	0.0	42.9	27.4	0.0
Incr Delay (d2), s/veh	4.9	0.1	0.0	220.1	257.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.6	0.0	32.4	67.7	0.0
LnGrp Delay(d),s/veh	59.5	10.3	0.0	263.0	285.3	0.0
LnGrp LOS	E	B		F	F	
Approach Vol, veh/h	143		501			1007
Approach Delay, s/veh	22.7		263.0			285.3
Approach LOS	C		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				70.0		11.8		39.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				66.0		17.0		35.0
Max Q Clear Time (g_c+I1), s				68.0		7.5		37.0
Green Ext Time (p_c), s				0.0		0.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	255.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	132	1180	85	33	337	95	298	260	153	220	375	198
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	139	1242	89	35	355	100	314	274	161	232	395	208
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	528	38	35	347	98	132	196	115	105	188	99
Arrive On Green	0.12	0.48	0.48	0.03	0.38	0.38	0.12	0.28	0.28	0.09	0.25	0.25
Sat Flow, veh/h	1143	1107	79	1143	901	254	1143	710	417	1143	741	390
Grp Volume(v), veh/h	139	0	1331	35	0	455	314	0	435	232	0	603
Grp Sat Flow(s),veh/h/ln	1143	0	1186	1143	0	1155	1143	0	1126	1143	0	1131
Q Serve(g_s), s	15.8	0.0	62.0	4.0	0.0	50.0	15.0	0.0	36.0	12.0	0.0	33.0
Cycle Q Clear(g_c), s	15.8	0.0	62.0	4.0	0.0	50.0	15.0	0.0	36.0	12.0	0.0	33.0
Prop In Lane	1.00		0.07	1.00		0.22	1.00		0.37	1.00		0.34
Lane Grp Cap(c), veh/h	141	0	566	35	0	444	132	0	312	105	0	287
V/C Ratio(X)	0.99	0.00	2.35	1.00	0.00	1.02	2.38	0.00	1.39	2.20	0.00	2.10
Avail Cap(c_a), veh/h	141	0	566	35	0	444	132	0	312	105	0	287
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.9	0.0	34.0	63.0	0.0	40.0	57.5	0.0	47.0	59.0	0.0	48.5
Incr Delay (d2), s/veh	72.1	0.0	614.4	149.8	0.0	49.0	644.2	0.0	196.0	569.3	0.0	506.7
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	7.8	0.0	116.8	2.7	0.0	22.0	28.3	0.0	28.2	20.5	0.0	50.7
LnGrp Delay(d),s/veh	129.0	0.0	648.4	212.8	0.0	89.0	701.7	0.0	243.0	628.3	0.0	555.2
LnGrp LOS	F		F	F		F	F		F	F		F
Approach Vol, veh/h		1470			490			749			835	
Approach Delay, s/veh		599.3			97.8			435.3			575.5	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	66.0	19.0	37.0	20.0	54.0	16.0	40.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	62.0	15.0	33.0	16.0	50.0	12.0	36.0
Max Q Clear Time (g_c+I1), s	6.0	64.0	17.0	35.0	17.8	52.0	14.0	38.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	489.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	402	123	0	413	30	0	457	100	0	369	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	423	129	0	435	32	0	481	105	0	388	74
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	393	120	0	491	36	0	446	97	0	457	87
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.44	0.00	0.47	0.47	0.00	0.47	0.47
Sat Flow, veh/h	0	883	269	0	1104	81	0	955	208	0	980	187
Grp Volume(v), veh/h	0	0	552	0	0	467	0	0	586	0	0	462
Grp Sat Flow(s),veh/h/ln	0	0	1152	0	0	1186	0	0	1163	0	0	1167
Q Serve(g_s), s	0.0	0.0	40.0	0.0	0.0	32.5	0.0	0.0	42.0	0.0	0.0	31.5
Cycle Q Clear(g_c), s	0.0	0.0	40.0	0.0	0.0	32.5	0.0	0.0	42.0	0.0	0.0	31.5
Prop In Lane	0.00		0.23	0.00		0.07	0.00		0.18	0.00		0.16
Lane Grp Cap(c), veh/h	0	0	512	0	0	527	0	0	543	0	0	545
V/C Ratio(X)	0.00	0.00	1.08	0.00	0.00	0.89	0.00	0.00	1.08	0.00	0.00	0.85
Avail Cap(c_a), veh/h	0	0	512	0	0	527	0	0	543	0	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	25.0	0.0	0.0	22.9	0.0	0.0	24.0	0.0	0.0	21.2
Incr Delay (d2), s/veh	0.0	0.0	62.3	0.0	0.0	16.5	0.0	0.0	61.8	0.0	0.0	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	21.5	0.0	0.0	12.9	0.0	0.0	22.7	0.0	0.0	11.8
LnGrp Delay(d),s/veh	0.0	0.0	87.3	0.0	0.0	39.4	0.0	0.0	85.8	0.0	0.0	33.2
LnGrp LOS			F			D			F			C
Approach Vol, veh/h		552			467			586			462	
Approach Delay, s/veh		87.3			39.4			85.8			33.2	
Approach LOS		F			D			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		44.0		46.0		44.0		46.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		40.0		42.0		40.0		42.0
Max Q Clear Time (g_c+I1), s		42.0		33.5		34.5		44.0
Green Ext Time (p_c), s		0.0		4.5		3.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	64.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	8	21	0	17	241	0	264	3	0	566	55
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	66	8	22	0	18	254	0	278	3	0	596	58
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	24	65	0	14	192	0	673	7	0	612	60
Arrive On Green	0.08	0.08	0.08	0.00	0.20	0.20	0.00	0.57	0.57	0.00	0.57	0.57
Sat Flow, veh/h	1143	283	779	0	68	962	0	1185	13	0	1077	105
Grp Volume(v), veh/h	66	0	30	0	0	272	0	0	281	0	0	654
Grp Sat Flow(s),veh/h/ln	1143	0	1063	0	0	1030	0	0	1198	0	0	1182
Q Serve(g_s), s	4.5	0.0	2.1	0.0	0.0	16.0	0.0	0.0	10.6	0.0	0.0	43.0
Cycle Q Clear(g_c), s	4.5	0.0	2.1	0.0	0.0	16.0	0.0	0.0	10.6	0.0	0.0	43.0
Prop In Lane	1.00		0.73	0.00		0.93	0.00		0.01	0.00		0.09
Lane Grp Cap(c), veh/h	95	0	89	0	0	205	0	0	680	0	0	671
V/C Ratio(X)	0.69	0.00	0.34	0.00	0.00	1.33	0.00	0.00	0.41	0.00	0.00	0.97
Avail Cap(c_a), veh/h	228	0	212	0	0	205	0	0	686	0	0	677
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	34.7	0.0	0.0	32.2	0.0	0.0	9.8	0.0	0.0	16.8
Incr Delay (d2), s/veh	8.7	0.0	2.2	0.0	0.0	176.1	0.0	0.0	0.4	0.0	0.0	28.1
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	1.7	0.0	0.7	0.0	0.0	14.5	0.0	0.0	3.6	0.0	0.0	19.0
LnGrp Delay(d),s/veh	44.5	0.0	37.0	0.0	0.0	208.3	0.0	0.0	10.2	0.0	0.0	44.9
LnGrp LOS	D		D			F			B			D
Approach Vol, veh/h		96			272			281			654	
Approach Delay, s/veh		42.1			208.3			10.2			44.9	
Approach LOS		D			F			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		10.7		49.6		20.0		49.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		46.0		16.0		46.0
Max Q Clear Time (g_c+I1), s		6.5		45.0		18.0		12.6
Green Ext Time (p_c), s		0.2		0.6		0.0		7.9

Intersection Summary	
HCM 2010 Ctrl Delay	71.3
HCM 2010 LOS	E

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	337	347	0	362	16	0	504	6	0	800	31
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	1000	0	1000	1000	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	674	694	0	724	32	0	531	6	0	842	33
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	203	209	0	427	19	0	556	6	0	538	21
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.00	0.47	0.47	0.00	0.47	0.47
Sat Flow, veh/h	0	452	466	0	951	42	0	1184	13	0	1147	45
Grp Volume(v), veh/h	0	0	1368	0	0	756	0	0	537	0	0	875
Grp Sat Flow(s),veh/h/ln	0	0	918	0	0	993	0	0	1198	0	0	1192
Q Serve(g_s), s	0.0	0.0	44.0	0.0	0.0	44.0	0.0	0.0	42.3	0.0	0.0	46.0
Cycle Q Clear(g_c), s	0.0	0.0	44.0	0.0	0.0	44.0	0.0	0.0	42.3	0.0	0.0	46.0
Prop In Lane	0.00		0.51	0.00		0.04	0.00		0.01	0.00		0.04
Lane Grp Cap(c), veh/h	0	0	412	0	0	446	0	0	562	0	0	560
V/C Ratio(X)	0.00	0.00	3.32	0.00	0.00	1.70	0.00	0.00	0.96	0.00	0.00	1.56
Avail Cap(c_a), veh/h	0	0	412	0	0	446	0	0	562	0	0	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	27.0	0.0	0.0	27.0	0.0	0.0	25.0	0.0	0.0	26.0
Incr Delay (d2), s/veh	0.0	0.0	1050.1	0.0	0.0	322.9	0.0	0.0	27.1	0.0	0.0	262.3
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	0.0	0.0	131.3	0.0	0.0	52.0	0.0	0.0	18.1	0.0	0.0	55.9
LnGrp Delay(d),s/veh	0.0	0.0	1077.1	0.0	0.0	349.9	0.0	0.0	52.1	0.0	0.0	288.3
LnGrp LOS			F			F			D			F
Approach Vol, veh/h		1368			756			537			875	
Approach Delay, s/veh		1077.1			349.9			52.1			288.3	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		48.0		50.0		48.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		46.0		44.0		46.0		28.0
Max Q Clear Time (g_c+I1), s		44.3		46.0		48.0		46.0
Green Ext Time (p_c), s		1.3		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	570.8
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	53.6
Intersection LOS	F

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	228	153	0	0	303	0	124	44
Peak Hour Factor	0.95	0.50	0.50	0.95	0.50	0.50	0.95	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	456	306	0	0	606	0	248	88
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	60.8	62	22.1
HCM LOS	F	F	C

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	74%	0%	0%
Vol Thru, %	0%	60%	100%
Vol Right, %	26%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	168	381	303
LT Vol	124	0	0
Through Vol	0	228	303
RT Vol	44	153	0
Lane Flow Rate	336	762	606
Geometry Grp	1	1	1
Degree of Util (X)	0.652	1	1
Departure Headway (Hd)	6.988	5.928	6.169
Convergence, Y/N	Yes	Yes	Yes
Cap	521	617	588
Service Time	4.988	3.963	4.204
HCM Lane V/C Ratio	0.645	1.235	1.031
HCM Control Delay	22.1	60.8	62
HCM Lane LOS	C	F	F
HCM 95th-tile Q	4.7	15	14.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	255	0	0	257	16	0	0	0	146	0	47
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	0	0	1000	1000				1000	1000	1000
Adj Flow Rate, veh/h	0	510	0	0	514	32				292	0	94
Adj No. of Lanes	0	1	0	0	1	0				0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	518	0	0	482	30				272	0	87
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.52				0.39	0.00	0.39
Sat Flow, veh/h	0	1000	0	0	932	58				700	0	225
Grp Volume(v), veh/h	0	510	0	0	0	546				386	0	0
Grp Sat Flow(s),veh/h/ln	0	1000	0	0	0	990				925	0	0
Q Serve(g_s), s	0.0	42.7	0.0	0.0	0.0	44.0				33.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	42.7	0.0	0.0	0.0	44.0				33.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.06				0.76		0.24
Lane Grp Cap(c), veh/h	0	518	0	0	0	512				359	0	0
V/C Ratio(X)	0.00	0.99	0.00	0.00	0.00	1.07				1.07	0.00	0.00
Avail Cap(c_a), veh/h	0	518	0	0	0	512				359	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.2	0.0	0.0	0.0	20.5				26.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	35.6	0.0	0.0	0.0	58.4				68.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.7	0.0	0.0	0.0	20.1				15.2	0.0	0.0
LnGrp Delay(d),s/veh	0.0	55.8	0.0	0.0	0.0	78.9				94.8	0.0	0.0
LnGrp LOS		E				F				F		
Approach Vol, veh/h		510			546						386	
Approach Delay, s/veh		55.8			78.9						94.8	
Approach LOS		E			E						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				48.0		37.0		48.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				41.0		33.0		44.0
Max Q Clear Time (g_c+I1), s				44.7		35.0		46.0
Green Ext Time (p_c), s				0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	75.0
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	462	18	0	465	0	2	0	1	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	0	1000	1000	1000			
Adj Flow Rate, veh/h	0	486	19	0	489	0	4	0	2			
Adj No. of Lanes	0	1	0	0	1	0	0	1	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.50	0.50	0.50			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	596	23	0	623	0	196	0	98			
Arrive On Green	0.00	0.52	0.52	0.00	0.52	0.00	0.32	0.00	0.32			
Sat Flow, veh/h	0	1147	45	0	1200	0	610	0	305			
Grp Volume(v), veh/h	0	0	505	0	489	0	6	0	0			
Grp Sat Flow(s),veh/h/ln	0	0	1192	0	1200	0	916	0	0			
Q Serve(g_s), s	0.0	0.0	17.6	0.0	16.5	0.0	0.2	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	17.6	0.0	16.5	0.0	0.2	0.0	0.0			
Prop In Lane	0.00		0.04	0.00		0.00	0.67		0.33			
Lane Grp Cap(c), veh/h	0	0	619	0	623	0	293	0	0			
V/C Ratio(X)	0.00	0.00	0.82	0.00	0.78	0.00	0.02	0.00	0.00			
Avail Cap(c_a), veh/h	0	0	859	0	865	0	293	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	10.0	0.0	9.7	0.0	11.6	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	4.3	0.0	3.2	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.4	0.0	5.9	0.0	0.1	0.0	0.0			
LnGrp Delay(d),s/veh	0.0	0.0	14.3	0.0	13.0	0.0	11.7	0.0	0.0			
LnGrp LOS			B		B		B					
Approach Vol, veh/h		505			489			6				
Approach Delay, s/veh		14.3			13.0			11.7				
Approach LOS		B			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		20.0		29.9				29.9
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		16.0		36.0				36.0
Max Q Clear Time (g_c+I1), s		2.2		19.6				18.5
Green Ext Time (p_c), s		0.0		6.3				6.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	307	97	0	344	135	0	498	38	0	629	143
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	323	102	0	362	142	0	524	40	0	662	151
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	310	98	0	291	114	0	631	48	0	542	124
Arrive On Green	0.00	0.35	0.35	0.00	0.35	0.35	0.00	0.57	0.57	0.00	0.57	0.57
Sat Flow, veh/h	0	875	276	0	821	322	0	1101	84	0	946	216
Grp Volume(v), veh/h	0	0	425	0	0	504	0	0	564	0	0	813
Grp Sat Flow(s),veh/h/ln	0	0	1151	0	0	1143	0	0	1185	0	0	1162
Q Serve(g_s), s	0.0	0.0	39.0	0.0	0.0	39.0	0.0	0.0	42.7	0.0	0.0	63.0
Cycle Q Clear(g_c), s	0.0	0.0	39.0	0.0	0.0	39.0	0.0	0.0	42.7	0.0	0.0	63.0
Prop In Lane	0.00		0.24	0.00		0.28	0.00		0.07	0.00		0.19
Lane Grp Cap(c), veh/h	0	0	408	0	0	405	0	0	679	0	0	665
V/C Ratio(X)	0.00	0.00	1.04	0.00	0.00	1.24	0.00	0.00	0.83	0.00	0.00	1.22
Avail Cap(c_a), veh/h	0	0	408	0	0	405	0	0	679	0	0	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.5	0.0	0.0	35.5	0.0	0.0	19.2	0.0	0.0	23.5
Incr Delay (d2), s/veh	0.0	0.0	55.7	0.0	0.0	128.9	0.0	0.0	11.3	0.0	0.0	112.9
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	0.0	0.0	18.7	0.0	0.0	26.8	0.0	0.0	15.9	0.0	0.0	40.8
LnGrp Delay(d),s/veh	0.0	0.0	91.2	0.0	0.0	164.4	0.0	0.0	30.5	0.0	0.0	136.4
LnGrp LOS			F			F			C			F
Approach Vol, veh/h		425			504			564			813	
Approach Delay, s/veh		91.2			164.4			30.5			136.4	
Approach LOS		F			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.0		43.0		67.0		43.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		63.0		39.0		63.0		39.0
Max Q Clear Time (g_c+I1), s		44.7		41.0		65.0		41.0
Green Ext Time (p_c), s		10.1		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	108.3
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	264	125	0	442	33	0	239	50	0	340	147
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	278	132	0	465	35	0	252	53	0	358	155
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	330	157	0	472	36	0	440	92	0	363	157
Arrive On Green	0.00	0.43	0.43	0.00	0.43	0.43	0.00	0.46	0.46	0.00	0.46	0.46
Sat Flow, veh/h	0	770	366	0	1102	83	0	962	202	0	795	344
Grp Volume(v), veh/h	0	0	410	0	0	500	0	0	305	0	0	513
Grp Sat Flow(s),veh/h/ln	0	0	1135	0	0	1185	0	0	1164	0	0	1139
Q Serve(g_s), s	0.0	0.0	22.6	0.0	0.0	29.2	0.0	0.0	13.5	0.0	0.0	31.1
Cycle Q Clear(g_c), s	0.0	0.0	22.6	0.0	0.0	29.2	0.0	0.0	13.5	0.0	0.0	31.1
Prop In Lane	0.00		0.32	0.00		0.07	0.00		0.17	0.00		0.30
Lane Grp Cap(c), veh/h	0	0	487	0	0	508	0	0	532	0	0	521
V/C Ratio(X)	0.00	0.00	0.84	0.00	0.00	0.98	0.00	0.00	0.57	0.00	0.00	0.99
Avail Cap(c_a), veh/h	0	0	487	0	0	508	0	0	532	0	0	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.9	0.0	0.0	19.8	0.0	0.0	14.0	0.0	0.0	18.8
Incr Delay (d2), s/veh	0.0	0.0	12.6	0.0	0.0	35.7	0.0	0.0	4.4	0.0	0.0	35.9
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	0.0	0.0	8.8	0.0	0.0	14.5	0.0	0.0	5.0	0.0	0.0	14.9
LnGrp Delay(d),s/veh	0.0	0.0	30.5	0.0	0.0	55.5	0.0	0.0	18.4	0.0	0.0	54.7
LnGrp LOS			C			E			B			D
Approach Vol, veh/h		410			500			305			513	
Approach Delay, s/veh		30.5			55.5			18.4			54.7	
Approach LOS		C			E			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.0		34.0		36.0		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		32.0		30.0		32.0		30.0
Max Q Clear Time (g_c+I1), s		15.5		24.6		33.1		31.2
Green Ext Time (p_c), s		5.3		2.8		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	311	178	0	756	2	159	0	134	0	0	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	327	187	0	796	2	167	0	141	0	0	6
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	460	263	0	768	2	0	0	244	0	0	244
Arrive On Green	0.00	0.64	0.64	0.00	0.64	0.64	0.00	0.00	0.24	0.00	0.00	0.24
Sat Flow, veh/h	0	717	410	0	1196	3	0	0	1020	0	0	1020
Grp Volume(v), veh/h	0	0	514	0	0	798	0	0	141	0	0	6
Grp Sat Flow(s),veh/h/ln	0	0	1128	0	0	1199	0	0	1020	0	0	1020
Q Serve(g_s), s	0.0	0.0	20.1	0.0	0.0	43.0	0.0	0.0	8.2	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	0.0	20.1	0.0	0.0	43.0	0.0	0.0	8.2	0.0	0.0	0.3
Prop In Lane	0.00		0.36	0.00		0.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	0	724	0	0	770	0	0	244	0	0	244
V/C Ratio(X)	0.00	0.00	0.71	0.00	0.00	1.04	0.00	0.00	0.58	0.00	0.00	0.02
Avail Cap(c_a), veh/h	0	0	724	0	0	770	0	0	365	0	0	244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	7.9	0.0	0.0	12.0	0.0	0.0	22.5	0.0	0.0	19.5
Incr Delay (d2), s/veh	0.0	0.0	3.2	0.0	0.0	42.3	0.0	0.0	2.2	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.8	0.0	0.0	22.9	0.0	0.0	2.5	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	0.0	11.1	0.0	0.0	54.3	0.0	0.0	24.7	0.0	0.0	19.7
LnGrp LOS			B			F			C			B
Approach Vol, veh/h		514			798			141			6	
Approach Delay, s/veh		11.1			54.3			24.7			19.7	
Approach LOS		B			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		20.0		47.0	0.0	20.0		47.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		24.0		43.0	4.0	16.0		43.0
Max Q Clear Time (g_c+I1), s		10.2		22.1	0.0	2.3		45.0
Green Ext Time (p_c), s		0.7		10.4	0.0	0.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	286	111	79	242	19	0	489	77	0	388	34
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	28	301	117	83	255	20	0	515	81	0	408	36
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	569	216	297	754	59	0	634	100	0	681	60
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.00	0.63	0.63	0.00	0.63	0.63
Sat Flow, veh/h	1589	2424	923	1394	3215	250	0	1013	159	0	1087	96
Grp Volume(v), veh/h	28	210	208	83	135	140	0	0	596	0	0	444
Grp Sat Flow(s),veh/h/ln	1589	1710	1637	1394	1710	1756	0	0	1172	0	0	1183
Q Serve(g_s), s	0.9	6.2	6.4	3.2	3.8	3.8	0.0	0.0	22.2	0.0	0.0	12.9
Cycle Q Clear(g_c), s	4.7	6.2	6.4	9.6	3.8	3.8	0.0	0.0	22.2	0.0	0.0	12.9
Prop In Lane	1.00		0.56	1.00		0.14	0.00		0.14	0.00		0.08
Lane Grp Cap(c), veh/h	392	401	384	297	401	412	0	0	734	0	0	741
V/C Ratio(X)	0.07	0.52	0.54	0.28	0.34	0.34	0.00	0.00	0.81	0.00	0.00	0.60
Avail Cap(c_a), veh/h	462	476	456	358	476	489	0	0	734	0	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	19.2	19.3	23.5	18.3	18.3	0.0	0.0	8.2	0.0	0.0	6.4
Incr Delay (d2), s/veh	0.1	1.1	1.2	0.5	0.5	0.5	0.0	0.0	9.5	0.0	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	3.0	1.3	1.8	1.9	0.0	0.0	8.9	0.0	0.0	4.8
LnGrp Delay(d),s/veh	20.3	20.3	20.5	24.0	18.8	18.8	0.0	0.0	17.7	0.0	0.0	10.0
LnGrp LOS	C	C	C	C	B	B			B			A
Approach Vol, veh/h		446			358			596			444	
Approach Delay, s/veh		20.4			20.0			17.7			10.0	
Approach LOS		C			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		17.5		40.0		17.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0
Max Q Clear Time (g_c+I1), s		24.2		8.4		14.9		11.6
Green Ext Time (p_c), s		5.6		2.9		7.7		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	156	15	0	322	141	0	437	106	0	527	30
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	164	16	0	339	148	0	460	112	0	555	32
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	443	43	0	326	142	0	466	114	0	562	32
Arrive On Green	0.00	0.41	0.41	0.00	0.41	0.41	0.00	0.50	0.50	0.00	0.50	0.50
Sat Flow, veh/h	0	1076	105	0	793	346	0	933	227	0	1124	65
Grp Volume(v), veh/h	0	0	180	0	0	487	0	0	572	0	0	587
Grp Sat Flow(s),veh/h/ln	0	0	1181	0	0	1139	0	0	1160	0	0	1189
Q Serve(g_s), s	0.0	0.0	9.5	0.0	0.0	37.0	0.0	0.0	43.8	0.0	0.0	43.9
Cycle Q Clear(g_c), s	0.0	0.0	9.5	0.0	0.0	37.0	0.0	0.0	43.8	0.0	0.0	43.9
Prop In Lane	0.00		0.09	0.00		0.30	0.00		0.20	0.00		0.05
Lane Grp Cap(c), veh/h	0	0	486	0	0	468	0	0	580	0	0	594
V/C Ratio(X)	0.00	0.00	0.37	0.00	0.00	1.04	0.00	0.00	0.99	0.00	0.00	0.99
Avail Cap(c_a), veh/h	0	0	486	0	0	468	0	0	580	0	0	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.4	0.0	0.0	26.5	0.0	0.0	22.2	0.0	0.0	22.2
Incr Delay (d2), s/veh	0.0	0.0	0.5	0.0	0.0	52.4	0.0	0.0	34.2	0.0	0.0	34.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.2	0.0	0.0	18.4	0.0	0.0	19.3	0.0	0.0	19.8
LnGrp Delay(d),s/veh	0.0	0.0	18.9	0.0	0.0	78.9	0.0	0.0	56.3	0.0	0.0	56.3
LnGrp LOS			B			F			E			E
Approach Vol, veh/h		180			487			572			587	
Approach Delay, s/veh		18.9			78.9			56.3			56.3	
Approach LOS		B			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		49.0		41.0		49.0		41.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		45.0		37.0		45.0		37.0
Max Q Clear Time (g_c+I1), s		45.8		11.5		45.9		39.0
Green Ext Time (p_c), s		0.0		5.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.6
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	198	50	295	550	31	0	421	184	0	633	45
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	36	208	53	311	579	33	0	443	194	0	666	47
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	199	51	246	450	26	0	378	165	0	528	37
Arrive On Green	0.03	0.22	0.22	0.22	0.40	0.40	0.00	0.48	0.48	0.00	0.48	0.48
Sat Flow, veh/h	1143	923	235	1143	1125	64	0	792	347	0	1108	78
Grp Volume(v), veh/h	36	0	261	311	0	612	0	0	637	0	0	713
Grp Sat Flow(s),veh/h/ln	1143	0	1158	1143	0	1189	0	0	1139	0	0	1186
Q Serve(g_s), s	4.0	0.0	28.0	28.0	0.0	52.0	0.0	0.0	62.0	0.0	0.0	62.0
Cycle Q Clear(g_c), s	4.0	0.0	28.0	28.0	0.0	52.0	0.0	0.0	62.0	0.0	0.0	62.0
Prop In Lane	1.00		0.20	1.00		0.05	0.00		0.30	0.00		0.07
Lane Grp Cap(c), veh/h	35	0	250	246	0	475	0	0	543	0	0	566
V/C Ratio(X)	1.02	0.00	1.05	1.26	0.00	1.29	0.00	0.00	1.17	0.00	0.00	1.26
Avail Cap(c_a), veh/h	35	0	250	246	0	475	0	0	543	0	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	63.0	0.0	51.0	51.0	0.0	39.0	0.0	0.0	34.0	0.0	0.0	34.0
Incr Delay (d2), s/veh	159.0	0.0	69.5	146.9	0.0	144.4	0.0	0.0	96.0	0.0	0.0	130.9
Initial Q Delay(d3),s/veh	0.3	0.0	0.0	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	13.8	18.9	0.0	36.1	0.0	0.0	33.9	0.0	0.0	40.8
LnGrp Delay(d),s/veh	222.3	0.0	120.5	197.9	0.0	183.4	0.0	0.0	130.0	0.0	0.0	164.9
LnGrp LOS	F		F	F		F			F			F
Approach Vol, veh/h		297			923			637			713	
Approach Delay, s/veh		132.9			188.3			130.0			164.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		66.0	32.0	32.0		66.0	8.0	56.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		62.0	28.0	28.0		62.0	4.0	52.0
Max Q Clear Time (g_c+I1), s		64.0	30.0	30.0		64.0	6.0	54.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	160.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	7	6	338	8	87	4	469	300	104	820	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	7	6	356	8	92	4	494	316	109	863	6
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	20	17	262	24	281	5	366	234	78	712	5
Arrive On Green	0.00	0.03	0.03	0.23	0.30	0.30	0.00	0.53	0.53	0.07	0.60	0.60
Sat Flow, veh/h	0	597	512	1143	83	950	1143	685	438	1143	1190	8
Grp Volume(v), veh/h	0	0	13	356	0	100	4	0	810	109	0	869
Grp Sat Flow(s),veh/h/ln	0	0	1110	1143	0	1032	1143	0	1123	1143	0	1199
Q Serve(g_s), s	0.0	0.0	1.4	27.0	0.0	8.9	0.4	0.0	63.0	8.0	0.0	70.5
Cycle Q Clear(g_c), s	0.0	0.0	1.4	27.0	0.0	8.9	0.4	0.0	63.0	8.0	0.0	70.5
Prop In Lane	0.00		0.46	1.00		0.92	1.00		0.39	1.00		0.01
Lane Grp Cap(c), veh/h	0	0	37	262	0	306	5	0	600	78	0	717
V/C Ratio(X)	0.00	0.00	0.35	1.36	0.00	0.33	0.84	0.00	1.35	1.41	0.00	1.21
Avail Cap(c_a), veh/h	0	0	151	262	0	412	39	0	600	78	0	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	55.8	45.5	0.0	32.3	58.7	0.0	27.5	55.0	0.0	23.7
Incr Delay (d2), s/veh	0.0	0.0	5.7	184.9	0.0	0.6	143.4	0.0	168.4	243.0	0.0	108.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	21.9	0.0	2.6	0.3	0.0	47.4	7.7	0.0	44.6
LnGrp Delay(d),s/veh	0.0	0.0	61.5	230.3	0.0	33.0	202.1	0.0	195.9	297.9	0.0	131.9
LnGrp LOS			E	F		C	F		F	F		F
Approach Vol, veh/h		13			456			814			978	
Approach Delay, s/veh		61.5			187.0			195.9			150.4	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	67.0	31.0	7.9	4.5	74.5		38.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.0	63.0	27.0	16.0	4.0	67.0		47.0
Max Q Clear Time (g_c+I1), s	10.0	65.0	29.0	3.4	2.4	72.5		10.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	173.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	33	166	23	22	12	157	742	0	21	835	222
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.95		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1140	1050		1140	1135		1140	1200		1140	1162	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1140	1050		1140	1135		1140	1200		1140	1162	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	35	175	24	23	13	165	781	0	22	879	234
RTOR Reduction (vph)	0	137	0	0	12	0	0	0	0	0	7	0
Lane Group Flow (vph)	143	73	0	24	24	0	165	781	0	22	1106	0
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	16.0		7.2	7.2		12.0	81.5		2.3	71.8	
Effective Green, g (s)	16.0	16.0		7.2	7.2		12.0	81.5		2.3	71.8	
Actuated g/C Ratio	0.13	0.13		0.06	0.06		0.10	0.66		0.02	0.58	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	148	136		66	66		111	795		21	678	
v/s Ratio Prot	c0.13	0.07		c0.02	0.02		c0.14	0.65		0.02	c0.95	
v/s Ratio Perm												
v/c Ratio	0.97	0.53		0.36	0.36		1.49	0.98		1.05	1.63	
Uniform Delay, d1	53.2	50.0		55.7	55.7		55.5	20.1		60.4	25.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	63.2	4.0		3.4	3.3		260.6	27.9		212.0	291.0	
Delay (s)	116.4	54.0		59.1	59.0		316.1	48.0		272.4	316.6	
Level of Service	F	D		E	E		F	D		F	F	
Approach Delay (s)		79.3			59.0			94.7			315.7	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	192.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	123.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	140.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	266	131	0	320	149	0	686	48	0	722	70
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	280	138	0	337	157	0	722	51	0	760	74
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	263	130	0	268	125	0	656	46	0	638	62
Arrive On Green	0.00	0.35	0.35	0.00	0.35	0.35	0.00	0.59	0.59	0.00	0.59	0.59
Sat Flow, veh/h	0	760	374	0	775	361	0	1108	78	0	1077	105
Grp Volume(v), veh/h	0	0	418	0	0	494	0	0	773	0	0	834
Grp Sat Flow(s),veh/h/ln	0	0	1134	0	0	1136	0	0	1186	0	0	1181
Q Serve(g_s), s	0.0	0.0	45.0	0.0	0.0	45.0	0.0	0.0	77.0	0.0	0.0	77.0
Cycle Q Clear(g_c), s	0.0	0.0	45.0	0.0	0.0	45.0	0.0	0.0	77.0	0.0	0.0	77.0
Prop In Lane	0.00		0.33	0.00		0.32	0.00		0.07	0.00		0.09
Lane Grp Cap(c), veh/h	0	0	393	0	0	393	0	0	703	0	0	700
V/C Ratio(X)	0.00	0.00	1.06	0.00	0.00	1.26	0.00	0.00	1.10	0.00	0.00	1.19
Avail Cap(c_a), veh/h	0	0	393	0	0	393	0	0	703	0	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	42.5	0.0	0.0	42.5	0.0	0.0	26.5	0.0	0.0	26.5
Incr Delay (d2), s/veh	0.0	0.0	63.7	0.0	0.0	134.4	0.0	0.0	64.7	0.0	0.0	100.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	21.0	0.0	0.0	28.8	0.0	0.0	37.6	0.0	0.0	44.3
LnGrp Delay(d),s/veh	0.0	0.0	106.2	0.0	0.0	176.9	0.0	0.0	91.2	0.0	0.0	126.6
LnGrp LOS			F			F			F			F
Approach Vol, veh/h		418			494			773			834	
Approach Delay, s/veh		106.2			176.9			91.2			126.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		81.0		49.0		81.0		49.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		77.0		45.0		77.0		45.0
Max Q Clear Time (g_c+I1), s		79.0		47.0		79.0		47.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	122.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	22	65	97	78	48	345	852	62	28	561	47
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1105			1140		1140	1188		1140	1186	
Flt Permitted		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1105			1140		1140	1188		1140	1186	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	59	23	68	102	82	51	363	897	65	29	591	49
RTOR Reduction (vph)	0	0	0	0	8	0	0	2	0	0	2	0
Lane Group Flow (vph)	0	150	0	0	227	0	363	960	0	29	638	0
Turn Type	Split	NA		Split	NA		Split	NA		Split	NA	
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)		16.0			18.0		47.0	47.0		33.0	33.0	
Effective Green, g (s)		16.0			18.0		47.0	47.0		33.0	33.0	
Actuated g/C Ratio		0.12			0.14		0.36	0.36		0.25	0.25	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		136			157		412	429		289	301	
v/s Ratio Prot		c0.14			c0.20		0.32	c0.81		0.03	c0.54	
v/s Ratio Perm												
v/c Ratio		1.10			1.45		0.88	2.24		0.10	2.12	
Uniform Delay, d1		57.0			56.0		38.9	41.5		37.1	48.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		107.5			233.3		22.7	564.6		0.7	514.5	
Delay (s)		164.5			289.3		61.6	606.1		37.8	563.0	
Level of Service		F			F		E	F		D	F	
Approach Delay (s)		164.5			289.3			456.9			540.3	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	445.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	117.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	661	0	387	459	1003	0	1	492	446
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.97	0.85	1.00	1.00			0.95	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1532	1454	1615	3420			4427	1316
Flt Permitted				0.95	0.96	1.00	0.20	1.00			0.94	1.00
Satd. Flow (perm)				1534	1532	1454	348	3420			4156	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	696	0	407	483	1056	0	1	518	469
RTOR Reduction (vph)	0	0	0	0	66	71	0	0	0	0	137	167
Lane Group Flow (vph)	0	0	0	383	312	271	483	1056	0	0	617	67
Turn Type				Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)				16.7	16.7	16.7	35.0	35.0			17.0	17.0
Effective Green, g (s)				16.7	16.7	16.7	35.0	35.0			17.0	17.0
Actuated g/C Ratio				0.28	0.28	0.28	0.59	0.59			0.28	0.28
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				429	428	406	501	2005			1183	374
v/s Ratio Prot							c0.23	0.31				
v/s Ratio Perm				c0.25	0.20	0.19	c0.34				0.15	0.05
v/c Ratio				0.89	0.73	0.67	0.96	0.53			0.52	0.18
Uniform Delay, d1				20.6	19.5	19.0	12.9	7.4			17.9	16.1
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				20.3	6.3	4.1	31.0	1.0			1.6	1.0
Delay (s)				40.9	25.8	23.1	43.9	8.4			19.6	17.1
Level of Service				D	C	C	D	A			B	B
Approach Delay (s)		0.0			30.2			19.5			19.0	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	766	0	578	0	0	0	0	704	214	199	943	0
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.97		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1624	2693					4742		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.20	1.00	
Satd. Flow (perm)	1534	1624	2693					4742		340	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	806	0	608	0	0	0	0	741	225	209	993	0
RTOR Reduction (vph)	0	0	90	0	0	0	0	109	0	0	0	0
Lane Group Flow (vph)	403	403	518	0	0	0	0	857	0	209	993	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	17.0	17.0	17.0					16.0		25.0	25.0	
Effective Green, g (s)	17.0	17.0	17.0					16.0		25.0	25.0	
Actuated g/C Ratio	0.34	0.34	0.34					0.32		0.50	0.50	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	521	552	915					1517		297	1710	
v/s Ratio Prot	c0.26	0.25	0.19					0.18		0.07	c0.29	
v/s Ratio Perm										c0.28		
v/c Ratio	0.77	0.73	0.57					0.56		0.70	0.58	
Uniform Delay, d1	14.8	14.5	13.5					14.1		8.3	8.8	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	7.0	4.9	0.8					1.5		7.4	1.4	
Delay (s)	21.8	19.4	14.3					15.6		15.6	10.3	
Level of Service	C	B	B					B		B	B	
Approach Delay (s)		17.9			0.0			15.6			11.2	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	203	241	118	242	180	76	671	45	150	1225	243
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	76	214	254	124	255	189	80	706	47	158	1289	256
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	308	275	151	409	292	191	1550	103	534	1443	283
Arrive On Green	0.06	0.18	0.18	0.09	0.21	0.21	0.04	0.48	0.48	0.07	0.51	0.51
Sat Flow, veh/h	1619	1710	1530	1619	1906	1363	1619	3255	217	1619	2851	560
Grp Volume(v), veh/h	76	214	254	124	228	216	80	371	382	158	767	778
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1559	1619	1710	1762	1619	1710	1701
Q Serve(g_s), s	4.1	10.4	14.5	6.7	10.7	11.2	2.2	12.9	12.9	4.3	35.7	37.0
Cycle Q Clear(g_c), s	4.1	10.4	14.5	6.7	10.7	11.2	2.2	12.9	12.9	4.3	35.7	37.0
Prop In Lane	1.00		1.00	1.00		0.87	1.00		0.12	1.00		0.33
Lane Grp Cap(c), veh/h	95	308	275	151	367	334	191	814	839	534	865	861
V/C Ratio(X)	0.80	0.70	0.92	0.82	0.62	0.65	0.42	0.46	0.46	0.30	0.89	0.90
Avail Cap(c_a), veh/h	164	308	275	164	367	334	197	814	839	601	865	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	34.2	35.9	39.6	31.7	31.9	18.9	15.6	15.6	11.0	19.7	20.0
Incr Delay (d2), s/veh	14.2	6.7	34.5	25.7	3.2	4.3	1.5	1.8	1.8	0.3	13.0	14.7
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	2.2	5.5	8.8	4.1	5.4	5.2	1.1	6.5	6.7	1.9	19.7	20.8
LnGrp Delay(d),s/veh	55.5	40.9	70.3	65.3	34.9	36.1	20.3	17.4	17.4	11.3	32.7	34.7
LnGrp LOS	E	D	E	E	C	D	C	B	B	B	C	C
Approach Vol, veh/h		544			568			833			1703	
Approach Delay, s/veh		56.7			42.0			17.7			31.6	
Approach LOS		E			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	46.4	12.3	20.0	7.6	49.0	9.2	23.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	39.0	9.0	16.0	4.0	45.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	6.3	14.9	8.7	16.5	4.2	39.0	6.1	13.2
Green Ext Time (p_c), s	0.1	18.5	0.0	0.0	0.0	5.4	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	607	0	0	457	0	0	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	639	0	0	481	0	0	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	481	0	0	639	0	0	1120	1120	639	1120	1120	481
Stage 1	-	-	-	-	-	-	639	639	-	481	481	-
Stage 2	-	-	-	-	-	-	481	481	-	639	639	-
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	1092	-	-	955	-	-	185	208	480	185	208	589
Stage 1	-	-	-	-	-	-	468	474	-	570	557	-
Stage 2	-	-	-	-	-	-	570	557	-	468	474	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1092	-	-	955	-	-	185	208	480	185	208	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	208	-	185	208	-
Stage 1	-	-	-	-	-	-	468	474	-	570	557	-
Stage 2	-	-	-	-	-	-	570	557	-	468	474	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	24.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1092	-	-	955	-	-	185
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.006
HCM Control Delay (s)	0	0	-	-	0	-	-	24.6
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	307	0	72	0	0	0	0	493	0	0	750	34
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	0	1200	0	0	1200	1200
Adj Flow Rate, veh/h	323	0	76	0	0	0	0	519	0	0	789	36
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	0	79	0	427	0	0	698	0	0	663	30
Arrive On Green	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.58
Sat Flow, veh/h	940	0	221	0	1200	0	0	1200	0	0	1139	52
Grp Volume(v), veh/h	399	0	0	0	0	0	0	519	0	0	0	825
Grp Sat Flow(s),veh/h/ln	1161	0	0	0	1200	0	0	1200	0	0	0	1191
Q Serve(g_s), s	43.5	0.0	0.0	0.0	0.0	0.0	0.0	41.1	0.0	0.0	0.0	75.0
Cycle Q Clear(g_c), s	43.5	0.0	0.0	0.0	0.0	0.0	0.0	41.1	0.0	0.0	0.0	75.0
Prop In Lane	0.81		0.19	0.00		0.00	0.00		0.00	0.00		0.04
Lane Grp Cap(c), veh/h	464	0	0	0	427	0	0	698	0	0	0	693
V/C Ratio(X)	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.00	1.19
Avail Cap(c_a), veh/h	474	0	0	0	438	0	0	698	0	0	0	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	40.7	0.0	0.0	0.0	0.0	0.0	0.0	19.8	0.0	0.0	0.0	26.9
Incr Delay (d2), s/veh	14.6	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	99.6
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	15.7	0.0	0.0	0.0	0.0	0.0	0.0	14.9	0.0	0.0	0.0	43.6
LnGrp Delay(d),s/veh	55.3	0.0	0.0	0.0	0.0	0.0	0.0	26.9	0.0	0.0	0.0	126.6
LnGrp LOS	E							C				F
Approach Vol, veh/h		399			0			519			825	
Approach Delay, s/veh		55.3			0.0			26.9			126.6	
Approach LOS		E						C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		79.0		49.9		79.0		49.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		75.0		47.0		75.0		47.0
Max Q Clear Time (g_c+I1), s		43.1		45.5		77.0		0.0
Green Ext Time (p_c), s		13.0		0.4		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	80.6
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	404	1127	13	6	810	76	3	8	3	437	17	324
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	425	1186	14	6	853	80	3	8	3	460	18	0
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	1	1	1
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	185	603	7	7	425	361	32	86	32	264	277	235
Arrive On Green	0.16	0.51	0.51	0.01	0.35	0.35	0.13	0.13	0.13	0.23	0.23	0.00
Sat Flow, veh/h	1143	1184	14	1143	1200	1020	245	654	245	1143	1200	1020
Grp Volume(v), veh/h	425	0	1200	6	853	80	14	0	0	460	18	0
Grp Sat Flow(s),veh/h/ln	1143	0	1198	1143	1200	1020	1144	0	0	1143	1200	1020
Q Serve(g_s), s	21.0	0.0	66.2	0.7	46.0	7.1	1.4	0.0	0.0	30.0	1.5	0.0
Cycle Q Clear(g_c), s	21.0	0.0	66.2	0.7	46.0	7.1	1.4	0.0	0.0	30.0	1.5	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.21		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	185	0	610	7	425	361	150	0	0	264	277	235
V/C Ratio(X)	2.30	0.00	1.97	0.88	2.01	0.22	0.09	0.00	0.00	1.74	0.06	0.00
Avail Cap(c_a), veh/h	185	0	610	35	425	361	150	0	0	264	277	235
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.5	0.0	31.9	64.6	42.0	29.4	49.7	0.0	0.0	50.0	39.0	0.0
Incr Delay (d2), s/veh	602.7	0.0	441.1	124.2	462.3	0.3	1.2	0.0	0.0	350.2	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	37.5	0.0	96.6	0.5	69.7	2.1	0.5	0.0	0.0	35.1	0.5	0.0
LnGrp Delay(d),s/veh	657.2	0.0	473.0	188.8	504.3	29.8	51.0	0.0	0.0	400.2	39.5	0.0
LnGrp LOS	F		F	F	F	C	D			F	D	
Approach Vol, veh/h		1625			939			14			478	
Approach Delay, s/veh		521.2			461.8			51.0			386.6	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		21.0	4.8	70.2		34.0	25.0	50.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	4.0	63.0		30.0	21.0	46.0
Max Q Clear Time (g_c+I1), s		3.4	2.7	68.2		32.0	23.0	48.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	479.8
HCM 2010 LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	888	201	346	690	700	868
Ideal Flow (vphpl)	1200	1000	1000	1200	1000	1000
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.93	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1176	833	931	1176	887	
Flt Permitted	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (perm)	1176	833	931	1176	887	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	935	212	364	726	737	914
RTOR Reduction (vph)	0	69	0	0	34	0
Lane Group Flow (vph)	935	143	364	726	1617	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4				
Actuated Green, G (s)	43.0	43.0	18.0	65.0	57.0	
Effective Green, g (s)	43.0	43.0	18.0	65.0	57.0	
Actuated g/C Ratio	0.33	0.33	0.14	0.50	0.44	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	388	275	128	588	388	
v/s Ratio Prot	c0.79		c0.39	0.62	c1.82	
v/s Ratio Perm		0.17				
v/c Ratio	2.41	0.52	2.84	1.23	4.17	
Uniform Delay, d1	43.5	35.2	56.0	32.5	36.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	642.2	1.8	850.8	119.8	1431.2	
Delay (s)	685.7	36.9	906.8	152.3	1467.7	
Level of Service	F	D	F	F	F	
Approach Delay (s)	565.8			404.3	1467.7	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	903.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.31		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	295.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	99	1538	10	39	396
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	1.00		1.00			1.00
Frt	0.87		1.00			1.00
Flt Protected	1.00		1.00			1.00
Satd. Flow (prot)	1042		1176			1173
Flt Permitted	1.00		1.00			1.00
Satd. Flow (perm)	1042		1176			1173
Peak-hour factor, PHF	0.95	0.95	0.50	0.50	0.50	0.50
Adj. Flow (vph)	4	104	3076	20	78	792
RTOR Reduction (vph)	101	0	0	0	0	0
Lane Group Flow (vph)	7	0	3096	0	0	870
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Turn Type	Prot		NA		Split	NA
Protected Phases	3		2		6	6
Permitted Phases						
Actuated Green, G (s)	4.0		81.0			33.0
Effective Green, g (s)	4.0		81.0			33.0
Actuated g/C Ratio	0.03		0.62			0.25
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	32		732			297
v/s Ratio Prot	c0.01		c2.63			c0.74
v/s Ratio Perm						
v/c Ratio	0.23		4.23			2.93
Uniform Delay, d1	61.5		24.5			48.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	3.6		1456.5			877.3
Delay (s)	65.0		1481.0			925.8
Level of Service	E		F			F
Approach Delay (s)	65.0		1481.0			925.8
Approach LOS	E		F			F

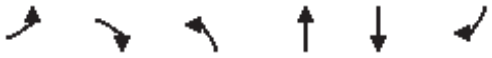
Intersection Summary			
HCM 2000 Control Delay	1324.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	145.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	0	2	0	0	6	1	1278	0	1	362	7
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1176	1200	1200	1177	1200
Adj Flow Rate, veh/h	37	0	2	0	0	6	2	2556	0	2	724	14
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	101	0	2	0	0	44	1	740	0	1	260	5
Arrive On Green	0.04	0.00	0.04	0.00	0.00	0.04	0.63	0.63	0.00	0.23	0.23	0.23
Sat Flow, veh/h	980	0	53	0	0	1020	1	1176	0	3	1148	22
Grp Volume(v), veh/h	39	0	0	0	0	6	2558	0	0	740	0	0
Grp Sat Flow(s),veh/h/ln	1033	0	0	0	0	1020	1176	0	0	1173	0	0
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.7	75.0	0.0	0.0	27.0	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.0	0.0	0.0	0.0	0.7	75.0	0.0	0.0	27.0	0.0	0.0
Prop In Lane	0.95		0.05	0.00		1.00	0.00		0.00	0.00		0.02
Lane Grp Cap(c), veh/h	104	0	0	0	0	44	741	0	0	266	0	0
V/C Ratio(X)	0.38	0.00	0.00	0.00	0.00	0.14	3.45	0.00	0.00	2.78	0.00	0.00
Avail Cap(c_a), veh/h	212	0	0	0	0	137	741	0	0	266	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.1	0.0	0.0	0.0	0.0	54.9	22.1	0.0	0.0	46.1	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.0	0.0	1.4	1107.8	0.0	0.0	813.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.0	0.0	0.2	252.0	0.0	0.0	68.8	0.0	0.0
LnGrp Delay(d),s/veh	59.3	0.0	0.0	0.0	0.0	56.2	1129.9	0.0	0.0	859.4	0.0	0.0
LnGrp LOS	E					E	F			F		
Approach Vol, veh/h		39			6			2558			740	
Approach Delay, s/veh		59.3			56.2			1129.9			859.4	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		79.0		9.1		31.0		9.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		75.0		16.0		27.0		16.0
Max Q Clear Time (g_c+I1), s		77.0		6.6		29.0		2.7
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	1055.6
HCM 2010 LOS	F



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1134	3	7	8	2	221
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	
Frt	1.00	0.85		1.00	0.87	
Flt Protected	0.95	1.00		0.98	1.00	
Satd. Flow (prot)	1118	950		1150	1019	
Flt Permitted	0.95	1.00		0.98	1.00	
Satd. Flow (perm)	1118	950		1150	1019	
Peak-hour factor, PHF	0.95	0.95	0.50	0.50	0.50	0.50
Adj. Flow (vph)	1194	3	14	16	4	442
RTOR Reduction (vph)	0	1	0	0	394	0
Lane Group Flow (vph)	1194	2	0	30	52	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	Perm	Split	NA	NA	
Protected Phases	2		8	8	4	
Permitted Phases		2				
Actuated Green, G (s)	86.6	86.6		5.9	12.6	
Effective Green, g (s)	86.6	86.6		5.9	12.6	
Actuated g/C Ratio	0.74	0.74		0.05	0.11	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	826	702		57	109	
v/s Ratio Prot	c1.07			c0.03	c0.05	
v/s Ratio Perm		0.00				
v/c Ratio	1.45	0.00		0.53	0.47	
Uniform Delay, d1	15.2	4.0		54.2	49.1	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	207.3	0.0		8.5	3.2	
Delay (s)	222.6	4.0		62.7	52.3	
Level of Service	F	A		E	D	
Approach Delay (s)	222.0			62.7	52.3	
Approach LOS	F			E	D	

Intersection Summary			
HCM 2000 Control Delay	173.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	117.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	128.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	205	50	0	277	3	0	118	188	0	136	44
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	410	100	0	554	6	0	236	376	0	272	88
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	389	95	0	494	5	0	197	314	0	410	133
Arrive On Green	0.00	0.42	0.42	0.00	0.42	0.42	0.00	0.47	0.47	0.00	0.47	0.47
Sat Flow, veh/h	0	932	227	0	1185	13	0	417	665	0	869	281
Grp Volume(v), veh/h	0	0	510	0	0	560	0	0	612	0	0	360
Grp Sat Flow(s),veh/h/ln	0	0	1160	0	0	1198	0	0	1083	0	0	1150
Q Serve(g_s), s	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	34.0	0.0	0.0	17.3
Cycle Q Clear(g_c), s	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	34.0	0.0	0.0	17.3
Prop In Lane	0.00		0.20	0.00		0.01	0.00		0.61	0.00		0.24
Lane Grp Cap(c), veh/h	0	0	483	0	0	499	0	0	511	0	0	543
V/C Ratio(X)	0.00	0.00	1.06	0.00	0.00	1.12	0.00	0.00	1.20	0.00	0.00	0.66
Avail Cap(c_a), veh/h	0	0	483	0	0	499	0	0	511	0	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.0	0.0	0.0	21.0	0.0	0.0	19.0	0.0	0.0	14.6
Incr Delay (d2), s/veh	0.0	0.0	56.3	0.0	0.0	78.2	0.0	0.0	106.5	0.0	0.0	6.3
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	0.0	0.0	17.1	0.0	0.0	20.7	0.0	0.0	25.2	0.0	0.0	6.3
LnGrp Delay(d),s/veh	0.0	0.0	77.3	0.0	0.0	99.2	0.0	0.0	125.5	0.0	0.0	20.8
LnGrp LOS			F			F			F			C
Approach Vol, veh/h		510			560			612			360	
Approach Delay, s/veh		77.3			99.2			125.5			20.8	
Approach LOS		E			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.0		34.0		38.0		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		28.0		22.0		30.0
Max Q Clear Time (g_c+I1), s		36.0		32.0		19.3		32.0
Green Ext Time (p_c), s		0.0		0.0		1.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.8
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	41	1	17	4	0	1	17	787	0	0	556	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	0	60	-	150
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	43	1	18	4	0	1	18	828	0	0	585	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1450	1449	585	1459	1449	828	585	0	0	828	0	0
Stage 1	585	585	-	864	864	-	-	-	-	-	-	-
Stage 2	865	864	-	595	585	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	110	132	515	108	132	374	1000	-	-	812	-	-
Stage 1	501	501	-	352	374	-	-	-	-	-	-	-
Stage 2	351	374	-	494	501	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	108	130	515	102	130	374	1000	-	-	812	-	-
Mov Cap-2 Maneuver	108	130	-	102	130	-	-	-	-	-	-	-
Stage 1	492	501	-	346	367	-	-	-	-	-	-	-
Stage 2	344	367	-	476	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.8	36.6	0.2	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	140	119	812	-	-
HCM Lane V/C Ratio	0.018	-	-	0.444	0.044	-	-	-
HCM Control Delay (s)	8.7	-	-	49.8	36.6	0	-	-
HCM Lane LOS	A	-	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	210	31	0	13	5	0	647	52	0	486	95
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	420	62	0	26	10	0	1294	104	0	972	190
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	321	47	0	260	100	0	626	50	0	558	109
Arrive On Green	0.00	0.31	0.31	0.00	0.31	0.31	0.00	0.57	0.57	0.00	0.57	0.57
Sat Flow, veh/h	0	1022	151	0	826	318	0	1096	88	0	976	191
Grp Volume(v), veh/h	0	0	482	0	0	36	0	0	1398	0	0	1162
Grp Sat Flow(s),veh/h/ln	0	0	1173	0	0	1144	0	0	1184	0	0	1166
Q Serve(g_s), s	0.0	0.0	22.0	0.0	0.0	1.6	0.0	0.0	40.0	0.0	0.0	40.0
Cycle Q Clear(g_c), s	0.0	0.0	22.0	0.0	0.0	1.6	0.0	0.0	40.0	0.0	0.0	40.0
Prop In Lane	0.00		0.13	0.00		0.28	0.00		0.07	0.00		0.16
Lane Grp Cap(c), veh/h	0	0	369	0	0	360	0	0	677	0	0	666
V/C Ratio(X)	0.00	0.00	1.31	0.00	0.00	0.10	0.00	0.00	2.07	0.00	0.00	1.74
Avail Cap(c_a), veh/h	0	0	369	0	0	360	0	0	677	0	0	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	24.0	0.0	0.0	17.0	0.0	0.0	15.0	0.0	0.0	15.0
Incr Delay (d2), s/veh	0.0	0.0	156.5	0.0	0.0	0.1	0.0	0.0	484.6	0.0	0.0	340.8
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	0.0	0.0	23.1	0.0	0.0	0.5	0.0	0.0	103.9	0.0	0.0	75.7
LnGrp Delay(d),s/veh	0.0	0.0	180.5	0.0	0.0	17.1	0.0	0.0	499.6	0.0	0.0	355.8
LnGrp LOS			F			B			F			F
Approach Vol, veh/h		482			36			1398			1162	
Approach Delay, s/veh		180.5			17.1			499.6			355.8	
Approach LOS		F			B			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		44.0		26.0		44.0		26.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		40.0		22.0		36.0		16.0
Max Q Clear Time (g_c+I1), s		42.0		24.0		42.0		3.6
Green Ext Time (p_c), s		0.0		0.0		0.0		2.8

Intersection Summary	
HCM 2010 Ctrl Delay	389.7
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	41.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	5	6	0	55	4	41	0	21	596	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	5	6	0	58	4	43	0	22	627	193
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.1	11.3	55.1
HCM LOS	B	B	F

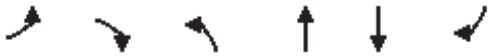
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	8%	55%	56%
Vol Thru, %	74%	42%	4%	43%
Vol Right, %	23%	50%	41%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	800	12	100	530
LT Vol	21	1	55	299
Through Vol	596	5	4	229
RT Vol	183	6	41	2
Lane Flow Rate	842	13	105	558
Geometry Grp	1	1	1	1
Degree of Util (X)	1	0.024	0.193	0.815
Departure Headway (Hd)	4.948	6.945	6.613	5.256
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	519	539	686
Service Time	2.948	4.945	4.695	3.307
HCM Lane V/C Ratio	1.136	0.025	0.195	0.813
HCM Control Delay	55.1	10.1	11.3	27.3
HCM Lane LOS	F	B	B	D
HCM 95th-tile Q	16.5	0.1	0.7	8.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	299	229	2
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	315	241	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	27.3
HCM LOS	D

Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	321	94	73	506	247	36
Ideal Flow (vphpl)	1800	1800	1200	1200	1200	1200
Total Lost time (s)	4.0			4.0	4.0	4.0
Lane Util. Factor	1.00			1.00	1.00	1.00
Frt	0.97			1.00	1.00	0.85
Flt Protected	0.96			0.99	1.00	1.00
Satd. Flow (prot)	1680			1192	1200	1020
Flt Permitted	0.96			0.99	1.00	1.00
Satd. Flow (perm)	1680			1192	1200	1020
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	338	99	77	533	260	38
RTOR Reduction (vph)	8	0	0	0	0	16
Lane Group Flow (vph)	429	0	0	610	260	22
Turn Type	Prot		Split	NA	NA	Perm
Protected Phases	7		2	2	6	
Permitted Phases						6
Actuated Green, G (s)	35.1			56.1	24.0	24.0
Effective Green, g (s)	35.1			56.1	24.0	24.0
Actuated g/C Ratio	0.28			0.44	0.19	0.19
Clearance Time (s)	4.0			4.0	4.0	4.0
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	463			525	226	192
v/s Ratio Prot	c0.26			c0.51	c0.22	
v/s Ratio Perm						0.02
v/c Ratio	0.93			1.16	1.15	0.11
Uniform Delay, d1	44.8			35.5	51.6	42.8
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	24.6			92.3	106.4	1.2
Delay (s)	69.4			127.8	158.0	44.0
Level of Service	E			F	F	D
Approach Delay (s)	69.4			127.8	143.5	
Approach LOS	E			F	F	

Intersection Summary			
HCM 2000 Control Delay	112.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	127.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	0	56	0	0	5	33	443	0	17	298	31
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200				1200	1200	0	1200	1200	1200
Adj Flow Rate, veh/h	47	0	59				35	466	0	18	314	33
Adj No. of Lanes	0	1	0				0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	54	0	68				36	480	0	18	316	33
Arrive On Green	0.11	0.00	0.11				0.43	0.43	0.00	0.31	0.31	0.31
Sat Flow, veh/h	475	0	596				84	1112	0	58	1014	107
Grp Volume(v), veh/h	106	0	0				501	0	0	365	0	0
Grp Sat Flow(s),veh/h/ln	1071	0	0				1196	0	0	1178	0	0
Q Serve(g_s), s	8.1	0.0	0.0				34.2	0.0	0.0	25.8	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	0.0				34.2	0.0	0.0	25.8	0.0	0.0
Prop In Lane	0.44		0.56				0.07		0.00	0.05		0.09
Lane Grp Cap(c), veh/h	122	0	0				516	0	0	367	0	0
V/C Ratio(X)	0.87	0.00	0.00				0.97	0.00	0.00	0.99	0.00	0.00
Avail Cap(c_a), veh/h	205	0	0				516	0	0	367	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.4	0.0	0.0				23.2	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	18.5	0.0	0.0				33.2	0.0	0.0	45.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0				16.0	0.0	0.0	13.0	0.0	0.0
LnGrp Delay(d),s/veh	54.9	0.0	0.0				56.4	0.0	0.0	74.3	0.0	0.0
LnGrp LOS	D						E			E		
Approach Vol, veh/h		106						501			365	
Approach Delay, s/veh		54.9						56.4			74.3	
Approach LOS		D						E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		40.0		13.5		30.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		36.0		16.0		26.0		
Max Q Clear Time (g_c+I1), s		36.2		10.1		27.8		
Green Ext Time (p_c), s		0.0		0.2		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	62.9
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	85	0	0	2	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	89	0	0	2	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	0	0	45	0	0	0	0	0	0	0	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	1	0	-	45	0	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	-	-	957	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	969	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	969	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0	-	-
HCM Lane LOS	A	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑							
Volume (veh/h)	0	577	0	0	728	0	0	0	0	0	0	0
Number	7	4	14	3	8	18						
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						
Adj Sat Flow, veh/h/ln	0	1176	0	0	1176	0						
Adj Flow Rate, veh/h	0	607	0	0	766	0						
Adj No. of Lanes	0	1	0	0	1	0						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95						
Percent Heavy Veh, %	0	2	0	0	2	0						
Cap, veh/h	0	992	0	0	992	0						
Arrive On Green	0.00	0.84	0.00	0.00	0.84	0.00						
Sat Flow, veh/h	0	1176	0	0	1176	0						
Grp Volume(v), veh/h	0	607	0	0	766	0						
Grp Sat Flow(s),veh/h/ln	0	1176	0	0	1176	0						
Q Serve(g_s), s	0.0	4.3	0.0	0.0	7.5	0.0						
Cycle Q Clear(g_c), s	0.0	4.3	0.0	0.0	7.5	0.0						
Prop In Lane	0.00		0.00	0.00		0.00						
Lane Grp Cap(c), veh/h	0	992	0	0	992	0						
V/C Ratio(X)	0.00	0.61	0.00	0.00	0.77	0.00						
Avail Cap(c_a), veh/h	0	1659	0	0	1659	0						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00						
Uniform Delay (d), s/veh	0.0	0.6	0.0	0.0	0.9	0.0						
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	1.3	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	1.3	0.0	0.0	2.3	0.0						
LnGrp Delay(d),s/veh	0.0	1.3	0.0	0.0	2.2	0.0						
LnGrp LOS		A			A							
Approach Vol, veh/h		607			766							
Approach Delay, s/veh		1.3			2.2							
Approach LOS		A			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4				8
Phs Duration (G+Y+Rc), s				25.5				25.5
Change Period (Y+Rc), s				4.0				4.0
Max Green Setting (Gmax), s				36.0				36.0
Max Q Clear Time (g_c+I1), s				6.3				9.5
Green Ext Time (p_c), s				12.7				12.1

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	242	120	3	83	131	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	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	255	126	3	87	138	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	381	0	368	191
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1189	-	611	825
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	609	825
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	634	-	-	1189	-
HCM Lane V/C Ratio	0.256	-	-	0.003	-
HCM Control Delay (s)	12.6	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	657	2	0	0	10	2	6	11	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	692	2	0	0	11	2	6	12	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	13	0	0	2	0	0	1397	1398	2
Stage 1	-	-	-	-	-	-	1385	1385	-
Stage 2	-	-	-	-	-	-	12	13	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1619	-	-	1634	-	-	157	142	1088
Stage 1	-	-	-	-	-	-	234	213	-
Stage 2	-	-	-	-	-	-	1016	889	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1619	-	-	1634	-	-	90	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	0	-
Stage 1	-	-	-	-	-	-	134	0	-
Stage 2	-	-	-	-	-	-	1016	0	-

Approach	EB	WB	NB
HCM Control Delay, s	8.8	0	42
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	117	1619	-	-	1634	-	-
HCM Lane V/C Ratio	0.171	0.427	-	-	-	-	-
HCM Control Delay (s)	42	8.9	0	-	0	-	-
HCM Lane LOS	E	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.6	2.2	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	655	0	12	8	0	0	0	0	3	1	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	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	0	689	0	13	8	0	0	0	0	3	1	41

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	8	0	0	689	0	0	723	723	8
Stage 1	-	-	-	-	-	-	34	34	-
Stage 2	-	-	-	-	-	-	689	689	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1625	-	-	915	-	-	396	355	1080
Stage 1	-	-	-	-	-	-	994	871	-
Stage 2	-	-	-	-	-	-	502	450	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1625	-	-	915	-	-	390	0	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	390	0	-
Stage 1	-	-	-	-	-	-	980	0	-
Stage 2	-	-	-	-	-	-	502	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1625	-	-	915	-	-	959
HCM Lane V/C Ratio	-	-	-	0.014	-	-	0.047
HCM Control Delay (s)	0	-	-	9	0	-	8.9
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	23	8	0	0	79	172	0	0	201	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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	24	8	0	0	83	181	0	0	212	175
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.6	10.1	11.6
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	55%	74%	31%	86%
Vol Right, %	45%	26%	69%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	367	31	251	94
LT Vol	0	0	0	0
Through Vol	201	23	79	81
RT Vol	166	8	172	13
Lane Flow Rate	386	33	264	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.478	0.047	0.34	0.137
Departure Headway (Hd)	4.457	5.206	4.633	4.973
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	680	769	714
Service Time	2.513	3.299	2.699	3.05
HCM Lane V/C Ratio	0.48	0.049	0.343	0.139
HCM Control Delay	11.6	8.6	10.1	8.9
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2.6	0.1	1.5	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	81	13
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	0	85	14
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.9
HCM LOS	A

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	234	114	338	114	119	43	33	354	41	183	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	27	246	120	356	120	125	45	35	373	43	193	20
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	175	85	200	67	70	18	14	152	30	136	14
Arrive On Green	0.25	0.25	0.25	0.30	0.30	0.30	0.18	0.18	0.18	0.15	0.15	0.15
Sat Flow, veh/h	78	710	347	667	225	234	104	81	859	197	885	92
Grp Volume(v), veh/h	393	0	0	601	0	0	453	0	0	256	0	0
Grp Sat Flow(s),veh/h/ln	1135	0	0	1125	0	0	1043	0	0	1174	0	0
Q Serve(g_s), s	32.0	0.0	0.0	39.0	0.0	0.0	23.0	0.0	0.0	20.0	0.0	0.0
Cycle Q Clear(g_c), s	32.0	0.0	0.0	39.0	0.0	0.0	23.0	0.0	0.0	20.0	0.0	0.0
Prop In Lane	0.07		0.31	0.59		0.21	0.10		0.82	0.17		0.08
Lane Grp Cap(c), veh/h	279	0	0	338	0	0	185	0	0	181	0	0
V/C Ratio(X)	1.41	0.00	0.00	1.78	0.00	0.00	2.45	0.00	0.00	1.42	0.00	0.00
Avail Cap(c_a), veh/h	279	0	0	338	0	0	185	0	0	181	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.0	0.0	0.0	45.5	0.0	0.0	53.5	0.0	0.0	55.0	0.0	0.0
Incr Delay (d2), s/veh	203.1	0.0	0.0	362.8	0.0	0.0	670.5	0.0	0.0	217.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.8	0.0	0.0	46.1	0.0	0.0	41.0	0.0	0.0	17.4	0.0	0.0
LnGrp Delay(d),s/veh	252.1	0.0	0.0	408.3	0.0	0.0	724.0	0.0	0.0	272.1	0.0	0.0
LnGrp LOS	F			F			F			F		
Approach Vol, veh/h		393			601			453			256	
Approach Delay, s/veh		252.1			408.3			724.0			272.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		36.0		24.0		43.0		27.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		32.0		20.0		39.0		23.0
Max Q Clear Time (g_c+I1), s		34.0		22.0		41.0		25.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	435.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	501	0	0	416	311	147	5	659	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1200	1200	0	0	1200	1200	1200	1200	1200			
Adj Flow Rate, veh/h	132	527	0	0	438	327	155	5	694			
Adj No. of Lanes	0	1	0	0	1	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	86	344	0	0	256	191	162	5	149			
Arrive On Green	0.36	0.36	0.00	0.00	0.40	0.40	0.15	0.15	0.15			
Sat Flow, veh/h	238	950	0	0	639	477	1109	36	1020			
Grp Volume(v), veh/h	659	0	0	0	0	765	160	0	694			
Grp Sat Flow(s),veh/h/ln	1188	0	0	0	0	1116	1145	0	1020			
Q Serve(g_s), s	47.0	0.0	0.0	0.0	0.0	52.0	18.0	0.0	19.0			
Cycle Q Clear(g_c), s	47.0	0.0	0.0	0.0	0.0	52.0	18.0	0.0	19.0			
Prop In Lane	0.20		0.00	0.00		0.43	0.97		1.00			
Lane Grp Cap(c), veh/h	430	0	0	0	0	446	167	0	149			
V/C Ratio(X)	1.53	0.00	0.00	0.00	0.00	1.71	0.96	0.00	4.66			
Avail Cap(c_a), veh/h	430	0	0	0	0	446	167	0	149			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	41.5	0.0	0.0	0.0	0.0	39.0	55.1	0.0	55.5			
Incr Delay (d2), s/veh	251.9	0.0	0.0	0.0	0.0	330.7	56.6	0.0	1660.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	45.4	0.0	0.0	0.0	0.0	57.0	8.3	0.0	74.1			
LnGrp Delay(d),s/veh	293.4	0.0	0.0	0.0	0.0	369.7	111.7	0.0	1715.6			
LnGrp LOS	F					F	F		F			
Approach Vol, veh/h		659			765			854				
Approach Delay, s/veh		293.4			369.7			1415.1				
Approach LOS		F			F			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		51.0				56.0		23.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		47.0				52.0		19.0
Max Q Clear Time (g_c+I1), s		49.0				54.0		21.0
Green Ext Time (p_c), s		0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	739.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	815	331	83	349	59	404	92	151	60	89	126
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	0	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	858	348	87	367	62	425	97	159	63	94	133
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	437	177	53	616	104	193	95	155	70	55	78
Arrive On Green	0.00	0.54	0.54	0.05	0.62	0.62	0.17	0.23	0.23	0.06	0.12	0.12
Sat Flow, veh/h	0	812	329	1143	1001	169	1143	410	672	1143	450	637
Grp Volume(v), veh/h	0	0	1206	87	0	429	425	0	256	63	0	227
Grp Sat Flow(s),veh/h/ln	0	0	1142	1143	0	1170	1143	0	1081	1143	0	1088
Q Serve(g_s), s	0.0	0.0	70.0	6.0	0.0	28.9	22.0	0.0	30.0	7.1	0.0	16.0
Cycle Q Clear(g_c), s	0.0	0.0	70.0	6.0	0.0	28.9	22.0	0.0	30.0	7.1	0.0	16.0
Prop In Lane	0.00		0.29	1.00		0.14	1.00		0.62	1.00		0.59
Lane Grp Cap(c), veh/h	0	0	615	53	0	720	193	0	250	70	0	134
V/C Ratio(X)	0.00	0.00	1.96	1.65	0.00	0.60	2.20	0.00	1.03	0.90	0.00	1.70
Avail Cap(c_a), veh/h	0	0	615	53	0	720	193	0	250	70	0	134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	30.0	62.0	0.0	15.2	54.0	0.0	50.0	60.6	0.0	57.0
Incr Delay (d2), s/veh	0.0	0.0	438.6	362.2	0.0	1.3	555.4	0.0	63.8	72.4	0.0	343.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	96.8	7.2	0.0	9.6	36.8	0.0	13.4	3.7	0.0	17.6
LnGrp Delay(d),s/veh	0.0	0.0	468.6	424.2	0.0	16.5	609.4	0.0	113.9	133.0	0.0	400.1
LnGrp LOS			F	F		B	F		F	F		F
Approach Vol, veh/h		1206			516			681			290	
Approach Delay, s/veh		468.6			85.2			423.1			342.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	10.0	74.0	26.0	20.0		84.0	12.0	34.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	70.0	22.0	16.0		80.0	8.0	30.0
Max Q Clear Time (g_c+I1), s	8.0	72.0	24.0	18.0		30.9	9.1	32.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		26.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	370.0
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	31	241	565	67	83	695
Number	1	16	8	18	7	4
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	33	254	595	71	87	732
Adj No. of Lanes	1	1	1	0	0	1
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	141	565	372	44	55	460
Arrive On Green	0.12	0.12	0.35	0.35	0.43	0.43
Sat Flow, veh/h	1143	1020	1052	126	127	1067
Grp Volume(v), veh/h	33	254	0	666	819	0
Grp Sat Flow(s),veh/h/ln	1143	1020	0	1178	1194	0
Q Serve(g_s), s	3.4	16.0	0.0	46.0	56.0	0.0
Cycle Q Clear(g_c), s	3.4	16.0	0.0	46.0	56.0	0.0
Prop In Lane	1.00	1.00		0.11	0.11	
Lane Grp Cap(c), veh/h	141	565	0	417	514	0
V/C Ratio(X)	0.23	0.45	0.00	1.60	1.59	0.00
Avail Cap(c_a), veh/h	141	565	0	417	514	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	16.5	0.0	42.0	37.0	0.0
Incr Delay (d2), s/veh	0.8	0.6	0.0	280.2	275.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.2	0.0	47.4	57.8	0.0
LnGrp Delay(d),s/veh	52.3	17.1	0.0	322.2	312.9	0.0
LnGrp LOS	D	B		F	F	
Approach Vol, veh/h	287		666			819
Approach Delay, s/veh	21.1		322.2			312.9
Approach LOS	C		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				60.0		20.0		50.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				56.0		16.0		46.0
Max Q Clear Time (g_c+I1), s				58.0		18.0		48.0
Green Ext Time (p_c), s				0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	269.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	272	1169	189	114	1082	112	224	344	118	155	405	286
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	286	1231	199	120	1139	118	236	362	124	163	426	301
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	473	76	62	461	48	97	250	86	70	176	125
Arrive On Green	0.09	0.47	0.47	0.05	0.43	0.43	0.08	0.29	0.29	0.06	0.27	0.27
Sat Flow, veh/h	1143	1008	163	1143	1070	111	1143	855	293	1143	655	463
Grp Volume(v), veh/h	286	0	1430	120	0	1257	236	0	486	163	0	727
Grp Sat Flow(s),veh/h/ln	1143	0	1171	1143	0	1180	1143	0	1148	1143	0	1118
Q Serve(g_s), s	12.0	0.0	61.0	7.0	0.0	56.0	11.0	0.0	38.0	8.0	0.0	35.0
Cycle Q Clear(g_c), s	12.0	0.0	61.0	7.0	0.0	56.0	11.0	0.0	38.0	8.0	0.0	35.0
Prop In Lane	1.00		0.14	1.00		0.09	1.00		0.26	1.00		0.41
Lane Grp Cap(c), veh/h	105	0	550	62	0	508	97	0	336	70	0	301
V/C Ratio(X)	2.71	0.00	2.60	1.95	0.00	2.47	2.44	0.00	1.45	2.32	0.00	2.41
Avail Cap(c_a), veh/h	105	0	550	62	0	508	97	0	336	70	0	301
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.0	0.0	34.5	61.5	0.0	37.0	59.5	0.0	46.0	61.0	0.0	47.5
Incr Delay (d2), s/veh	796.1	0.0	726.2	480.9	0.0	668.3	678.3	0.0	217.6	635.0	0.0	646.6
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	27.1	0.0	130.6	10.4	0.0	112.6	21.7	0.0	32.3	14.9	0.0	64.9
LnGrp Delay(d),s/veh	855.1	0.0	760.7	542.4	0.0	705.3	737.8	0.0	263.6	696.0	0.0	694.1
LnGrp LOS	F		F	F		F	F		F	F		F
Approach Vol, veh/h		1716			1377			722			890	
Approach Delay, s/veh		776.4			691.1			418.6			694.5	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	65.0	15.0	39.0	16.0	60.0	12.0	42.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	61.0	11.0	35.0	12.0	56.0	8.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	63.0	13.0	37.0	14.0	58.0	10.0	40.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	681.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	244	106	0	468	21	0	619	129	0	751	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	257	112	0	493	22	0	652	136	0	791	44
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	299	130	0	430	19	0	541	113	0	632	35
Arrive On Green	0.00	0.38	0.38	0.00	0.38	0.38	0.00	0.56	0.56	0.00	0.56	0.56
Sat Flow, veh/h	0	793	346	0	1140	51	0	964	201	0	1126	63
Grp Volume(v), veh/h	0	0	369	0	0	515	0	0	788	0	0	835
Grp Sat Flow(s),veh/h/ln	0	0	1139	0	0	1191	0	0	1165	0	0	1189
Q Serve(g_s), s	0.0	0.0	38.8	0.0	0.0	49.0	0.0	0.0	73.0	0.0	0.0	73.0
Cycle Q Clear(g_c), s	0.0	0.0	38.8	0.0	0.0	49.0	0.0	0.0	73.0	0.0	0.0	73.0
Prop In Lane	0.00		0.30	0.00		0.04	0.00		0.17	0.00		0.05
Lane Grp Cap(c), veh/h	0	0	429	0	0	449	0	0	654	0	0	668
V/C Ratio(X)	0.00	0.00	0.86	0.00	0.00	1.15	0.00	0.00	1.21	0.00	0.00	1.25
Avail Cap(c_a), veh/h	0	0	429	0	0	449	0	0	654	0	0	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	37.3	0.0	0.0	40.5	0.0	0.0	28.5	0.0	0.0	28.5
Incr Delay (d2), s/veh	0.0	0.0	16.0	0.0	0.0	89.4	0.0	0.0	106.3	0.0	0.0	124.9
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	0.0	0.0	14.1	0.0	0.0	27.2	0.0	0.0	42.6	0.0	0.0	46.9
LnGrp Delay(d),s/veh	0.0	0.0	53.3	0.0	0.0	129.9	0.0	0.0	134.8	0.0	0.0	153.4
LnGrp LOS			D			F			F			F
Approach Vol, veh/h		369			515			788			835	
Approach Delay, s/veh		53.3			129.9			134.8			153.4	
Approach LOS		D			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		53.0		77.0		53.0		77.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		49.0		73.0		49.0		73.0
Max Q Clear Time (g_c+I1), s		40.8		75.0		51.0		75.0
Green Ext Time (p_c), s		3.7		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	128.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	159	33	22	0	47	295	0	426	6	0	782	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	167	35	23	0	49	311	0	448	6	0	823	158
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	171	102	67	0	19	120	0	729	10	0	604	116
Arrive On Green	0.15	0.15	0.15	0.00	0.13	0.13	0.00	0.62	0.62	0.00	0.62	0.62
Sat Flow, veh/h	1143	677	445	0	142	900	0	1181	16	0	979	188
Grp Volume(v), veh/h	167	0	58	0	0	360	0	0	454	0	0	981
Grp Sat Flow(s),veh/h/ln	1143	0	1122	0	0	1041	0	0	1197	0	0	1167
Q Serve(g_s), s	17.5	0.0	5.6	0.0	0.0	16.0	0.0	0.0	28.1	0.0	0.0	74.0
Cycle Q Clear(g_c), s	17.5	0.0	5.6	0.0	0.0	16.0	0.0	0.0	28.1	0.0	0.0	74.0
Prop In Lane	1.00		0.40	0.00		0.86	0.00		0.01	0.00		0.16
Lane Grp Cap(c), veh/h	171	0	168	0	0	139	0	0	738	0	0	720
V/C Ratio(X)	0.97	0.00	0.34	0.00	0.00	2.59	0.00	0.00	0.61	0.00	0.00	1.36
Avail Cap(c_a), veh/h	171	0	168	0	0	139	0	0	738	0	0	720
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	45.7	0.0	0.0	52.0	0.0	0.0	14.2	0.0	0.0	23.0
Incr Delay (d2), s/veh	60.9	0.0	1.2	0.0	0.0	737.4	0.0	0.0	1.5	0.0	0.0	172.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	1.8	0.0	0.0	33.0	0.0	0.0	9.5	0.0	0.0	58.0
LnGrp Delay(d),s/veh	111.7	0.0	46.9	0.0	0.0	789.4	0.0	0.0	15.7	0.0	0.0	195.4
LnGrp LOS	F		D			F			B			F
Approach Vol, veh/h		225			360			454			981	
Approach Delay, s/veh		95.0			789.4			15.7			195.4	
Approach LOS		F			F			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		78.0		20.0		78.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		18.0		74.0		16.0		74.0
Max Q Clear Time (g_c+I1), s		19.5		76.0		18.0		30.1
Green Ext Time (p_c), s		0.0		0.0		0.0		17.4

Intersection Summary	
HCM 2010 Ctrl Delay	249.7
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	533	331	0	442	81	0	964	47	0	326	39
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	1000	0	1000	1000	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	1066	662	0	884	162	0	1015	49	0	343	41
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	269	167	0	383	70	0	502	24	0	465	56
Arrive On Green	0.00	0.47	0.47	0.00	0.47	0.47	0.00	0.44	0.44	0.00	0.44	0.44
Sat Flow, veh/h	0	578	359	0	823	151	0	1136	55	0	1052	126
Grp Volume(v), veh/h	0	0	1728	0	0	1046	0	0	1064	0	0	384
Grp Sat Flow(s),veh/h/ln	0	0	937	0	0	973	0	0	1190	0	0	1178
Q Serve(g_s), s	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	38.0	0.0	0.0	23.2
Cycle Q Clear(g_c), s	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	38.0	0.0	0.0	23.2
Prop In Lane	0.00		0.38	0.00		0.15	0.00		0.05	0.00		0.11
Lane Grp Cap(c), veh/h	0	0	436	0	0	453	0	0	526	0	0	520
V/C Ratio(X)	0.00	0.00	3.97	0.00	0.00	2.31	0.00	0.00	2.02	0.00	0.00	0.74
Avail Cap(c_a), veh/h	0	0	436	0	0	453	0	0	526	0	0	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.0	0.0	0.0	23.0	0.0	0.0	24.0	0.0	0.0	19.9
Incr Delay (d2), s/veh	0.0	0.0	1340.4	0.0	0.0	596.6	0.0	0.0	467.0	0.0	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	172.5	0.0	0.0	85.7	0.0	0.0	80.6	0.0	0.0	8.3
LnGrp Delay(d),s/veh	0.0	0.0	1363.4	0.0	0.0	619.6	0.0	0.0	491.0	0.0	0.0	25.4
LnGrp LOS			F			F			F			C
Approach Vol, veh/h		1728			1046			1064			384	
Approach Delay, s/veh		1363.4			619.6			491.0			25.4	
Approach LOS		F			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.0		44.0		42.0		44.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		40.0		38.0		40.0
Max Q Clear Time (g_c+I1), s		40.0		42.0		25.2		42.0
Green Ext Time (p_c), s		0.0		0.0		7.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	837.6
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	66
Intersection LOS	F

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	318	97	0	0	334	0	292	53
Peak Hour Factor	0.95	0.50	0.50	0.95	0.50	0.50	0.95	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	636	194	0	0	668	0	584	106
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	65.4	66.1	66.5
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	85%	0%	0%
Vol Thru, %	0%	77%	100%
Vol Right, %	15%	23%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	345	415	334
LT Vol	292	0	0
Through Vol	0	318	334
RT Vol	53	97	0
Lane Flow Rate	690	830	668
Geometry Grp	1	1	1
Degree of Util (X)	1	1	1
Departure Headway (Hd)	7.074	6.857	6.997
Convergence, Y/N	Yes	Yes	Yes
Cap	518	540	528
Service Time	5.074	4.857	4.997
HCM Lane V/C Ratio	1.332	1.537	1.265
HCM Control Delay	66.5	65.4	66.1
HCM Lane LOS	F	F	F
HCM 95th-tile Q	13.8	14	13.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	363	0	0	233	50	0	0	0	112	0	32
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	0	0	1000	1000				1000	1000	1000
Adj Flow Rate, veh/h	0	726	0	0	466	100				224	0	64
Adj No. of Lanes	0	1	0	0	1	0				0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	619	0	0	494	106				206	0	59
Arrive On Green	0.00	0.62	0.00	0.00	0.62	0.62				0.29	0.00	0.29
Sat Flow, veh/h	0	1000	0	0	798	171				721	0	206
Grp Volume(v), veh/h	0	726	0	0	0	566				288	0	0
Grp Sat Flow(s),veh/h/ln	0	1000	0	0	0	970				928	0	0
Q Serve(g_s), s	0.0	52.0	0.0	0.0	0.0	44.9				24.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	52.0	0.0	0.0	0.0	44.9				24.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.18				0.78		0.22
Lane Grp Cap(c), veh/h	0	619	0	0	0	600				265	0	0
V/C Ratio(X)	0.00	1.17	0.00	0.00	0.00	0.94				1.09	0.00	0.00
Avail Cap(c_a), veh/h	0	619	0	0	0	600				265	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.0	0.0	0.0	0.0	14.6				30.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	94.1	0.0	0.0	0.0	23.5				80.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.3	0.0	0.0	0.0	15.7				12.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	110.1	0.0	0.0	0.0	38.2				110.4	0.0	0.0
LnGrp LOS		F				D				F		
Approach Vol, veh/h		726			566						288	
Approach Delay, s/veh		110.1			38.2						110.4	
Approach LOS		F			D						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				56.0		28.0		56.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				52.0		24.0		42.0
Max Q Clear Time (g_c+I1), s				54.0		26.0		46.9
Green Ext Time (p_c), s				0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	84.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	788	2	0	769	0	23	0	29	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	0	1000	1000	1000			
Adj Flow Rate, veh/h	0	829	2	0	809	0	46	0	58			
Adj No. of Lanes	0	1	0	0	1	0	0	1	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.50	0.50	0.50			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	869	2	0	871	0	72	0	91			
Arrive On Green	0.00	0.73	0.73	0.00	0.73	0.00	0.18	0.00	0.18			
Sat Flow, veh/h	0	1197	3	0	1200	0	395	0	498			
Grp Volume(v), veh/h	0	0	831	0	809	0	104	0	0			
Grp Sat Flow(s),veh/h/ln	0	0	1199	0	1200	0	892	0	0			
Q Serve(g_s), s	0.0	0.0	54.1	0.0	49.7	0.0	9.4	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	54.1	0.0	49.7	0.0	9.4	0.0	0.0			
Prop In Lane	0.00		0.00	0.00		0.00	0.44		0.56			
Lane Grp Cap(c), veh/h	0	0	871	0	871	0	163	0	0			
V/C Ratio(X)	0.00	0.00	0.95	0.00	0.93	0.00	0.64	0.00	0.00			
Avail Cap(c_a), veh/h	0	0	904	0	905	0	163	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	10.7	0.0	10.1	0.0	33.1	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	19.4	0.0	15.2	0.0	17.5	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	22.0	0.0	19.6	0.0	3.1	0.0	0.0			
LnGrp Delay(d),s/veh	0.0	0.0	30.1	0.0	25.3	0.0	50.6	0.0	0.0			
LnGrp LOS			C		C		D					
Approach Vol, veh/h		831			809			104				
Approach Delay, s/veh		30.1			25.3			50.6				
Approach LOS		C			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		20.0		67.5				67.5
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		16.0		66.0				66.0
Max Q Clear Time (g_c+I1), s		11.4		56.1				51.7
Green Ext Time (p_c), s		0.2		7.4				10.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	648	142	0	495	155	0	714	72	0	687	160
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	682	149	0	521	163	0	752	76	0	723	168
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	433	95	0	398	125	0	520	53	0	457	106
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.00	0.48	0.48	0.00	0.48	0.48
Sat Flow, veh/h	0	955	209	0	877	274	0	1072	108	0	942	219
Grp Volume(v), veh/h	0	0	831	0	0	684	0	0	828	0	0	891
Grp Sat Flow(s),veh/h/ln	0	0	1163	0	0	1152	0	0	1181	0	0	1161
Q Serve(g_s), s	0.0	0.0	59.0	0.0	0.0	59.0	0.0	0.0	63.0	0.0	0.0	63.0
Cycle Q Clear(g_c), s	0.0	0.0	59.0	0.0	0.0	59.0	0.0	0.0	63.0	0.0	0.0	63.0
Prop In Lane	0.00		0.18	0.00		0.24	0.00		0.09	0.00		0.19
Lane Grp Cap(c), veh/h	0	0	528	0	0	523	0	0	572	0	0	563
V/C Ratio(X)	0.00	0.00	1.57	0.00	0.00	1.31	0.00	0.00	1.45	0.00	0.00	1.58
Avail Cap(c_a), veh/h	0	0	528	0	0	523	0	0	572	0	0	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.5	0.0	0.0	35.5	0.0	0.0	33.5	0.0	0.0	33.5
Incr Delay (d2), s/veh	0.0	0.0	267.4	0.0	0.0	152.3	0.0	0.0	210.8	0.0	0.0	270.8
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	0.0	0.0	58.1	0.0	0.0	40.8	0.0	0.0	54.0	0.0	0.0	62.5
LnGrp Delay(d),s/veh	0.0	0.0	302.9	0.0	0.0	187.8	0.0	0.0	244.3	0.0	0.0	304.3
LnGrp LOS			F			F			F			F
Approach Vol, veh/h		831			684			828			891	
Approach Delay, s/veh		302.9			187.8			244.3			304.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.0		63.0		67.0		63.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		63.0		59.0		63.0		59.0
Max Q Clear Time (g_c+I1), s		65.0		61.0		65.0		61.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	263.9
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	797	56	0	422	54	0	292	32	0	311	105
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	839	59	0	444	57	0	307	34	0	327	111
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	683	48	0	643	83	0	336	37	0	272	92
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.62	0.00	0.32	0.32	0.00	0.32	0.32
Sat Flow, veh/h	0	1108	78	0	1043	134	0	1062	118	0	858	291
Grp Volume(v), veh/h	0	0	898	0	0	501	0	0	341	0	0	438
Grp Sat Flow(s),veh/h/ln	0	0	1186	0	0	1176	0	0	1179	0	0	1149
Q Serve(g_s), s	0.0	0.0	74.0	0.0	0.0	34.1	0.0	0.0	33.4	0.0	0.0	38.0
Cycle Q Clear(g_c), s	0.0	0.0	74.0	0.0	0.0	34.1	0.0	0.0	33.4	0.0	0.0	38.0
Prop In Lane	0.00		0.07	0.00		0.11	0.00		0.10	0.00		0.25
Lane Grp Cap(c), veh/h	0	0	732	0	0	725	0	0	373	0	0	364
V/C Ratio(X)	0.00	0.00	1.23	0.00	0.00	0.69	0.00	0.00	0.91	0.00	0.00	1.20
Avail Cap(c_a), veh/h	0	0	732	0	0	725	0	0	373	0	0	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.0	0.0	0.0	15.4	0.0	0.0	39.4	0.0	0.0	41.0
Incr Delay (d2), s/veh	0.0	0.0	114.3	0.0	0.0	2.8	0.0	0.0	29.1	0.0	0.0	115.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	47.2	0.0	0.0	11.6	0.0	0.0	13.8	0.0	0.0	23.7
LnGrp Delay(d),s/veh	0.0	0.0	137.3	0.0	0.0	18.2	0.0	0.0	68.5	0.0	0.0	156.2
LnGrp LOS			F			B			E			F
Approach Vol, veh/h		898			501			341			438	
Approach Delay, s/veh		137.3			18.2			68.5			156.2	
Approach LOS		F			B			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.0		78.0		42.0		78.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		74.0		38.0		74.0
Max Q Clear Time (g_c+I1), s		35.4		76.0		40.0		36.1
Green Ext Time (p_c), s		1.3		0.0		0.0		15.2

Intersection Summary	
HCM 2010 Ctrl Delay	102.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	588	157	0	559	1	237	0	285	3	3	5
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	0	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	2	619	165	0	588	1	249	0	300	3	3	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	443	118	0	619	1	0	0	342	151	123	158
Arrive On Green	0.52	0.52	0.52	0.00	0.52	0.52	0.00	0.00	0.34	0.34	0.34	0.34
Sat Flow, veh/h	0	856	228	0	1198	2	0	0	1020	199	367	472
Grp Volume(v), veh/h	786	0	0	0	0	589	0	0	300	11	0	0
Grp Sat Flow(s),veh/h/ln	1084	0	0	0	0	1200	0	0	1020	1038	0	0
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	25.2	0.0	0.0	15.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.0	0.0	0.0	0.0	0.0	25.2	0.0	0.0	15.0	0.4	0.0	0.0
Prop In Lane	0.00		0.21	0.00		0.00	0.00		1.00	0.27		0.45
Lane Grp Cap(c), veh/h	627	0	0	0	0	620	0	0	342	433	0	0
V/C Ratio(X)	1.25	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.88	0.03	0.00	0.00
Avail Cap(c_a), veh/h	627	0	0	0	0	620	0	0	452	433	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	0.0	0.0	12.4	0.0	0.0	16.9	12.1	0.0	0.0
Incr Delay (d2), s/veh	126.9	0.0	0.0	0.0	0.0	24.3	0.0	0.0	14.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.3	0.0	0.0	0.0	0.0	12.4	0.0	0.0	5.5	0.1	0.0	0.0
LnGrp Delay(d),s/veh	140.8	0.0	0.0	0.0	0.0	36.7	0.0	0.0	31.1	12.2	0.0	0.0
LnGrp LOS	F					D			C	B		
Approach Vol, veh/h		786			589			300			11	
Approach Delay, s/veh		140.8			36.7			31.1			12.2	
Approach LOS		F			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		22.2		32.0	0.0	22.2		32.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		24.0		28.0	4.0	16.0		28.0
Max Q Clear Time (g_c+I1), s		17.0		30.0	0.0	2.4		27.2
Green Ext Time (p_c), s		1.2		0.0	0.0	1.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	84.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	292	118	55	219	36	0	519	79	0	302	28
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	61	307	124	58	231	38	0	546	83	0	318	29
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	385	547	217	281	674	109	0	643	98	0	684	62
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.00	0.63	0.63	0.00	0.63	0.63
Sat Flow, veh/h	1598	2395	948	1377	2948	478	0	1018	155	0	1084	99
Grp Volume(v), veh/h	61	217	214	58	133	136	0	0	629	0	0	347
Grp Sat Flow(s),veh/h/ln	1598	1710	1633	1377	1710	1716	0	0	1173	0	0	1183
Q Serve(g_s), s	1.9	6.4	6.6	2.2	3.7	3.8	0.0	0.0	24.3	0.0	0.0	8.7
Cycle Q Clear(g_c), s	5.7	6.4	6.6	8.9	3.7	3.8	0.0	0.0	24.3	0.0	0.0	8.7
Prop In Lane	1.00		0.58	1.00		0.28	0.00		0.13	0.00		0.08
Lane Grp Cap(c), veh/h	385	391	373	281	391	392	0	0	740	0	0	746
V/C Ratio(X)	0.16	0.56	0.57	0.21	0.34	0.35	0.00	0.00	0.85	0.00	0.00	0.46
Avail Cap(c_a), veh/h	468	480	458	353	480	481	0	0	740	0	0	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	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	20.8	19.4	19.5	23.5	18.4	18.4	0.0	0.0	8.4	0.0	0.0	5.5
Incr Delay (d2), s/veh	0.2	1.2	1.4	0.4	0.5	0.5	0.0	0.0	11.7	0.0	0.0	2.1
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	3.2	3.1	0.9	1.8	1.8	0.0	0.0	10.1	0.0	0.0	3.2
LnGrp Delay(d),s/veh	21.0	20.7	20.9	23.8	18.9	19.0	0.0	0.0	20.1	0.0	0.0	7.6
LnGrp LOS	C	C	C	C	B	B			C			A
Approach Vol, veh/h		492			327			629			347	
Approach Delay, s/veh		20.8			19.8			20.1			7.6	
Approach LOS		C			B			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		17.0		40.0		17.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0
Max Q Clear Time (g_c+I1), s		26.3		8.6		10.7		10.9
Green Ext Time (p_c), s		4.6		2.8		7.7		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	149	22	0	103	29	0	546	41	0	375	25
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	157	23	0	108	31	0	575	43	0	395	26
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	202	30	0	177	51	0	724	54	0	731	48
Arrive On Green	0.00	0.20	0.20	0.00	0.20	0.20	0.00	0.66	0.66	0.00	0.66	0.66
Sat Flow, veh/h	0	1024	150	0	897	257	0	1103	82	0	1114	73
Grp Volume(v), veh/h	0	0	180	0	0	139	0	0	618	0	0	421
Grp Sat Flow(s),veh/h/ln	0	0	1174	0	0	1155	0	0	1185	0	0	1187
Q Serve(g_s), s	0.0	0.0	8.0	0.0	0.0	6.0	0.0	0.0	20.5	0.0	0.0	10.3
Cycle Q Clear(g_c), s	0.0	0.0	8.0	0.0	0.0	6.0	0.0	0.0	20.5	0.0	0.0	10.3
Prop In Lane	0.00		0.13	0.00		0.22	0.00		0.07	0.00		0.06
Lane Grp Cap(c), veh/h	0	0	232	0	0	228	0	0	778	0	0	779
V/C Ratio(X)	0.00	0.00	0.78	0.00	0.00	0.61	0.00	0.00	0.79	0.00	0.00	0.54
Avail Cap(c_a), veh/h	0	0	342	0	0	337	0	0	778	0	0	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	20.9	0.0	0.0	20.1	0.0	0.0	6.8	0.0	0.0	5.0
Incr Delay (d2), s/veh	0.0	0.0	6.5	0.0	0.0	2.6	0.0	0.0	8.2	0.0	0.0	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	0.0	0.0	3.0	0.0	0.0	2.1	0.0	0.0	8.3	0.0	0.0	3.9
LnGrp Delay(d),s/veh	0.0	0.0	27.3	0.0	0.0	22.7	0.0	0.0	14.9	0.0	0.0	7.7
LnGrp LOS			C			C			B			A
Approach Vol, veh/h		180			139			618			421	
Approach Delay, s/veh		27.3			22.7			14.9			7.7	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		14.8		40.0		14.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0
Max Q Clear Time (g_c+I1), s		22.5		10.0		12.3		8.0
Green Ext Time (p_c), s		6.0		0.9		8.0		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	572	78	211	210	44	0	565	430	0	432	21
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	42	602	82	222	221	46	0	595	453	0	455	22
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	326	44	114	361	75	0	312	237	0	559	27
Arrive On Green	0.04	0.32	0.32	0.10	0.37	0.37	0.00	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	1143	1034	141	1143	964	201	0	633	482	0	1135	55
Grp Volume(v), veh/h	42	0	684	222	0	267	0	0	1048	0	0	477
Grp Sat Flow(s),veh/h/ln	1143	0	1175	1143	0	1165	0	0	1115	0	0	1190
Q Serve(g_s), s	4.8	0.0	41.0	13.0	0.0	24.2	0.0	0.0	64.0	0.0	0.0	44.1
Cycle Q Clear(g_c), s	4.8	0.0	41.0	13.0	0.0	24.2	0.0	0.0	64.0	0.0	0.0	44.1
Prop In Lane	1.00		0.12	1.00		0.17	0.00		0.43	0.00		0.05
Lane Grp Cap(c), veh/h	46	0	371	114	0	436	0	0	549	0	0	586
V/C Ratio(X)	0.90	0.00	1.85	1.94	0.00	0.61	0.00	0.00	1.91	0.00	0.00	0.81
Avail Cap(c_a), veh/h	70	0	371	114	0	436	0	0	549	0	0	586
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	44.5	58.5	0.0	33.0	0.0	0.0	33.0	0.0	0.0	28.0
Incr Delay (d2), s/veh	57.8	0.0	390.8	454.4	0.0	2.5	0.0	0.0	415.9	0.0	0.0	11.8
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	2.3	0.0	53.5	18.5	0.0	8.1	0.0	0.0	83.1	0.0	0.0	16.4
LnGrp Delay(d),s/veh	119.9	0.0	435.3	512.9	0.0	35.5	0.0	0.0	448.9	0.0	0.0	39.7
LnGrp LOS	F		F	F		D			F			D
Approach Vol, veh/h		726			489			1048			477	
Approach Delay, s/veh		417.1			252.2			448.9			39.7	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		68.0	17.0	45.0		68.0	9.3	52.7
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		64.0	13.0	41.0		64.0	8.0	46.0
Max Q Clear Time (g_c+I1), s		66.0	15.0	43.0		46.1	6.8	26.2
Green Ext Time (p_c), s		0.0	0.0	0.0		12.0	0.0	7.0

Intersection Summary	
HCM 2010 Ctrl Delay	334.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	9	8	363	8	77	14	874	338	58	589	3
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	9	8	382	8	81	15	920	356	61	620	3
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	20	18	213	24	240	15	496	192	48	752	4
Arrive On Green	0.00	0.03	0.03	0.19	0.25	0.25	0.01	0.60	0.60	0.04	0.63	0.63
Sat Flow, veh/h	0	587	521	1143	93	941	1143	825	319	1143	1193	6
Grp Volume(v), veh/h	0	0	17	382	0	89	15	0	1276	61	0	623
Grp Sat Flow(s),veh/h/ln	0	0	1108	1143	0	1034	1143	0	1144	1143	0	1199
Q Serve(g_s), s	0.0	0.0	1.8	22.0	0.0	8.3	1.5	0.0	71.0	5.0	0.0	47.2
Cycle Q Clear(g_c), s	0.0	0.0	1.8	22.0	0.0	8.3	1.5	0.0	71.0	5.0	0.0	47.2
Prop In Lane	0.00		0.47	1.00		0.91	1.00		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	38	213	0	263	15	0	688	48	0	756
V/C Ratio(X)	0.00	0.00	0.45	1.79	0.00	0.34	1.00	0.00	1.86	1.26	0.00	0.82
Avail Cap(c_a), veh/h	0	0	150	213	0	368	39	0	688	48	0	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	55.9	48.0	0.0	35.9	58.3	0.0	23.5	56.5	0.0	16.8
Incr Delay (d2), s/veh	0.0	0.0	8.0	375.3	0.0	0.8	107.0	0.0	390.4	215.2	0.0	9.9
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	0.0	0.0	0.6	29.1	0.0	2.4	0.9	0.0	96.8	4.5	0.0	17.5
LnGrp Delay(d),s/veh	0.0	0.0	63.9	423.4	0.0	36.6	165.3	0.0	414.0	271.7	0.0	26.7
LnGrp LOS			E	F		D	F		F	F		C
Approach Vol, veh/h		17			471			1291			684	
Approach Delay, s/veh		63.9			350.3			411.1			48.5	
Approach LOS		E			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	75.0	26.0	8.1	5.6	78.4		34.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.0	71.0	22.0	16.0	4.0	72.0		42.0
Max Q Clear Time (g_c+I1), s	7.0	73.0	24.0	3.8	3.5	49.2		10.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	18.1		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	296.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	15	227	21	58	12	123	960	0	4	793	183
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.97		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1140	1031		1140	1168		1140	1200		1140	1166	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1140	1031		1140	1168		1140	1200		1140	1166	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	240	16	239	22	61	13	129	1011	0	4	835	193
RTOR Reduction (vph)	0	200	0	0	6	0	0	0	0	0	6	0
Lane Group Flow (vph)	240	55	0	22	68	0	129	1011	0	4	1022	0
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	21.1	21.1		10.4	10.4		9.0	79.8		0.8	71.6	
Effective Green, g (s)	21.1	21.1		10.4	10.4		9.0	79.8		0.8	71.6	
Actuated g/C Ratio	0.16	0.16		0.08	0.08		0.07	0.62		0.01	0.56	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	187	169		92	94		80	747		7	651	
v/s Ratio Prot	c0.21	0.05		0.02	c0.06		c0.11	0.84		0.00	c0.88	
v/s Ratio Perm												
v/c Ratio	1.28	0.33		0.24	0.72		1.61	1.35		0.57	1.57	
Uniform Delay, d1	53.5	47.2		55.1	57.4		59.5	24.1		63.5	28.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	161.9	1.1		1.3	23.0		325.7	167.8		80.4	264.0	
Delay (s)	215.4	48.4		56.5	80.4		385.3	191.9		143.8	292.3	
Level of Service	F	D		E	F		F	F		F	F	
Approach Delay (s)		129.3			74.9			213.8			291.7	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	222.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	128.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	132.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	466	108	0	265	146	0	771	97	0	881	66
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	491	114	0	279	154	0	812	102	0	927	69
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	341	79	0	263	145	0	603	76	0	637	47
Arrive On Green	0.00	0.36	0.36	0.00	0.36	0.36	0.00	0.58	0.58	0.00	0.58	0.58
Sat Flow, veh/h	0	943	219	0	728	402	0	1045	131	0	1103	82
Grp Volume(v), veh/h	0	0	605	0	0	433	0	0	914	0	0	996
Grp Sat Flow(s),veh/h/ln	0	0	1161	0	0	1129	0	0	1177	0	0	1186
Q Serve(g_s), s	0.0	0.0	47.0	0.0	0.0	47.0	0.0	0.0	75.0	0.0	0.0	75.0
Cycle Q Clear(g_c), s	0.0	0.0	47.0	0.0	0.0	47.0	0.0	0.0	75.0	0.0	0.0	75.0
Prop In Lane	0.00		0.19	0.00		0.36	0.00		0.11	0.00		0.07
Lane Grp Cap(c), veh/h	0	0	420	0	0	408	0	0	679	0	0	684
V/C Ratio(X)	0.00	0.00	1.44	0.00	0.00	1.06	0.00	0.00	1.35	0.00	0.00	1.46
Avail Cap(c_a), veh/h	0	0	420	0	0	408	0	0	679	0	0	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	41.5	0.0	0.0	41.5	0.0	0.0	27.5	0.0	0.0	27.5
Incr Delay (d2), s/veh	0.0	0.0	211.5	0.0	0.0	61.5	0.0	0.0	165.5	0.0	0.0	213.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	39.7	0.0	0.0	21.6	0.0	0.0	55.4	0.0	0.0	64.9
LnGrp Delay(d),s/veh	0.0	0.0	253.0	0.0	0.0	103.0	0.0	0.0	193.0	0.0	0.0	240.9
LnGrp LOS			F			F			F			F
Approach Vol, veh/h		605			433			914			996	
Approach Delay, s/veh		253.0			103.0			193.0			240.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		79.0		51.0		79.0		51.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		75.0		47.0		75.0		47.0
Max Q Clear Time (g_c+I1), s		77.0		49.0		77.0		49.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	208.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	109	382	99	79	25	486	464	90	65	836	103
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.92			0.98		1.00	0.98		1.00	0.98	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1092			1152		1140	1171		1140	1180	
Flt Permitted		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1092			1152		1140	1171		1140	1180	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	177	115	402	104	83	26	512	488	95	68	880	108
RTOR Reduction (vph)	0	0	0	0	3	0	0	5	0	0	4	0
Lane Group Flow (vph)	0	694	0	0	210	0	512	578	0	68	984	0
Turn Type	Split	NA		Split	NA		Split	NA		Split	NA	
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)		31.0			17.0		29.0	29.0		37.0	37.0	
Effective Green, g (s)		31.0			17.0		29.0	29.0		37.0	37.0	
Actuated g/C Ratio		0.24			0.13		0.22	0.22		0.28	0.28	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		260			150		254	261		324	335	
v/s Ratio Prot		c0.64			c0.18		0.45	c0.49		0.06	c0.83	
v/s Ratio Perm												
v/c Ratio		2.67			1.40		2.02	2.21		0.21	2.94	
Uniform Delay, d1		49.5			56.5		50.5	50.5		35.4	46.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		762.1			213.8		470.7	558.1		1.5	880.4	
Delay (s)		811.6			270.3		521.2	608.6		36.8	926.9	
Level of Service		F			F		F	F		D	F	
Approach Delay (s)		811.6			270.3			567.8			869.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	706.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.45		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	197.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	267	3	411	455	915	0	0	1171	699
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.87	0.85	1.00	1.00			0.97	0.85
Flt Protected				0.95	0.99	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1418	1454	1615	3420			4512	1316
Flt Permitted				0.95	0.99	1.00	0.12	1.00			1.00	1.00
Satd. Flow (perm)				1534	1418	1454	212	3420			4512	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	281	3	433	479	963	0	0	1233	736
RTOR Reduction (vph)	0	0	0	0	136	136	0	0	0	0	44	279
Lane Group Flow (vph)	0	0	0	250	102	93	479	963	0	0	1476	170
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				15.0	15.0	15.0	51.1	51.1			28.0	28.0
Effective Green, g (s)				15.0	15.0	15.0	51.1	51.1			28.0	28.0
Actuated g/C Ratio				0.20	0.20	0.20	0.69	0.69			0.38	0.38
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				310	287	294	507	2358			1704	497
v/s Ratio Prot							c0.24	0.28			0.33	
v/s Ratio Perm				c0.16	0.07	0.06	c0.41					0.13
v/c Ratio				0.81	0.36	0.32	0.94	0.41			0.87	0.34
Uniform Delay, d1				28.2	25.4	25.2	19.8	5.0			21.3	16.5
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				14.2	0.8	0.6	26.5	0.5			6.2	1.9
Delay (s)				42.3	26.2	25.8	46.4	5.5			27.5	18.3
Level of Service				D	C	C	D	A			C	B
Approach Delay (s)		0.0			31.7			19.1			25.4	
Approach LOS		A			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	74.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	564	3	332	0	0	0	0	808	320	635	804	0
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.96		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1629	2693					4705		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.17	1.00	
Satd. Flow (perm)	1534	1629	2693					4705		283	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	594	3	349	0	0	0	0	851	337	668	846	0
RTOR Reduction (vph)	0	0	275	0	0	0	0	95	0	0	0	0
Lane Group Flow (vph)	297	300	74	0	0	0	0	1093	0	668	846	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	16.0	16.0	16.0					20.0		51.0	51.0	
Effective Green, g (s)	16.0	16.0	16.0					20.0		51.0	51.0	
Actuated g/C Ratio	0.21	0.21	0.21					0.27		0.68	0.68	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	327	347	574					1254		671	2325	
v/s Ratio Prot	c0.19	0.18	0.03					0.23		c0.36	0.25	
v/s Ratio Perm										c0.32		
v/c Ratio	0.91	0.86	0.13					0.87		1.00	0.36	
Uniform Delay, d1	28.8	28.5	23.9					26.3		18.4	5.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	27.5	19.5	0.1					8.5		33.4	0.4	
Delay (s)	56.3	47.9	24.0					34.8		51.8	5.5	
Level of Service	E	D	C					C		D	A	
Approach Delay (s)		41.7			0.0			34.8			25.9	
Approach LOS		D			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	506	108	98	370	254	62	729	52	333	642	153
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	175	533	114	103	389	267	65	767	55	351	676	161
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	214	700	149	128	384	260	391	999	72	450	1199	285
Arrive On Green	0.13	0.25	0.25	0.08	0.20	0.20	0.04	0.31	0.31	0.17	0.44	0.44
Sat Flow, veh/h	1619	2807	598	1619	1952	1324	1619	3237	232	1619	2742	653
Grp Volume(v), veh/h	175	324	323	103	340	316	65	405	417	351	421	416
Grp Sat Flow(s),veh/h/ln	1619	1710	1694	1619	1710	1566	1619	1710	1759	1619	1710	1685
Q Serve(g_s), s	8.7	14.4	14.6	5.2	16.2	16.2	2.2	17.7	17.7	11.4	15.2	15.2
Cycle Q Clear(g_c), s	8.7	14.4	14.6	5.2	16.2	16.2	2.2	17.7	17.7	11.4	15.2	15.2
Prop In Lane	1.00		0.35	1.00		0.85	1.00		0.13	1.00		0.39
Lane Grp Cap(c), veh/h	214	427	423	128	336	308	391	528	543	450	748	737
V/C Ratio(X)	0.82	0.76	0.76	0.80	1.01	1.03	0.17	0.77	0.77	0.78	0.56	0.56
Avail Cap(c_a), veh/h	315	478	473	177	336	308	444	528	543	531	748	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	28.6	28.7	37.3	33.1	33.1	18.3	25.8	25.8	16.6	17.3	17.3
Incr Delay (d2), s/veh	10.3	6.2	6.5	16.8	52.3	58.3	0.2	10.2	10.0	6.2	3.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	7.6	7.6	2.9	12.4	11.9	1.0	9.8	10.1	5.8	7.8	7.7
LnGrp Delay(d),s/veh	45.0	34.8	35.2	54.1	85.5	91.4	18.5	36.0	35.8	22.9	20.4	20.4
LnGrp LOS	D	C	D	D	F	F	B	D	D	C	C	C
Approach Vol, veh/h		822			759			887			1188	
Approach Delay, s/veh		37.2			83.7			34.6			21.1	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	29.4	10.5	24.5	7.3	40.0	14.9	20.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	24.0	9.0	23.0	6.0	36.0	16.0	16.0
Max Q Clear Time (g_c+I1), s	13.4	19.7	7.2	16.6	4.2	17.2	10.7	18.2
Green Ext Time (p_c), s	0.5	3.4	0.0	4.0	0.0	11.1	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	676	0	0	648	1	0	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	712	0	0	682	1	0	0	0	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	683	0	0	712	0	0	1395	1395	712	1395	1395	683
Stage 1	-	-	-	-	-	-	712	712	-	683	683	-
Stage 2	-	-	-	-	-	-	683	683	-	712	712	-
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	919	-	-	897	-	-	120	143	436	120	143	453
Stage 1	-	-	-	-	-	-	427	439	-	442	452	-
Stage 2	-	-	-	-	-	-	442	452	-	427	439	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	919	-	-	897	-	-	120	143	436	120	143	453
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	143	-	120	143	-
Stage 1	-	-	-	-	-	-	427	439	-	442	452	-
Stage 2	-	-	-	-	-	-	441	452	-	427	439	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	13
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	919	-	-	897	-	-	453
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.002
HCM Control Delay (s)	0	0	-	-	0	-	-	13
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	0	54	0	0	0	0	962	0	0	704	184
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	0	1200	0	0	1200	1200
Adj Flow Rate, veh/h	77	0	57	0	0	0	0	1013	0	0	741	194
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	6	58	0	148	0	0	978	0	0	748	196
Arrive On Green	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.82	0.82
Sat Flow, veh/h	597	45	475	0	1200	0	0	1200	0	0	917	240
Grp Volume(v), veh/h	134	0	0	0	0	0	0	1013	0	0	0	935
Grp Sat Flow(s),veh/h/ln	1116	0	0	0	1200	0	0	1200	0	0	0	1158
Q Serve(g_s), s	14.4	0.0	0.0	0.0	0.0	0.0	0.0	106.0	0.0	0.0	0.0	100.8
Cycle Q Clear(g_c), s	15.6	0.0	0.0	0.0	0.0	0.0	0.0	106.0	0.0	0.0	0.0	100.8
Prop In Lane	0.57		0.43	0.00		0.00	0.00		0.00	0.00		0.21
Lane Grp Cap(c), veh/h	181	0	0	0	148	0	0	978	0	0	0	944
V/C Ratio(X)	0.74	0.00	0.00	0.00	0.00	0.00	0.00	1.04	0.00	0.00	0.00	0.99
Avail Cap(c_a), veh/h	181	0	0	0	148	0	0	978	0	0	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.8	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	11.5
Incr Delay (d2), s/veh	14.9	0.0	0.0	0.0	0.0	0.0	0.0	38.3	0.0	0.0	0.0	27.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	0.0	38.3
LnGrp Delay(d),s/veh	71.7	0.0	0.0	0.0	0.0	0.0	0.0	50.3	0.0	0.0	0.0	38.6
LnGrp LOS	E							F				D
Approach Vol, veh/h		134			0			1013			935	
Approach Delay, s/veh		71.7			0.0			50.3			38.6	
Approach LOS		E						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		110.0		20.0		110.0		20.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		106.0		16.0		106.0		16.0
Max Q Clear Time (g_c+I1), s		108.0		17.6		102.8		0.0
Green Ext Time (p_c), s		0.0		0.0		2.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	355	520	5	7	982	424	7	16	4	300	10	486
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	374	547	5	7	1034	446	7	17	4	316	11	0
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	1	1	1
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	167	659	6	8	498	424	40	97	23	202	212	180
Arrive On Green	0.15	0.55	0.55	0.01	0.42	0.42	0.14	0.14	0.14	0.18	0.18	0.00
Sat Flow, veh/h	1143	1187	11	1143	1200	1020	289	702	165	1143	1200	1020
Grp Volume(v), veh/h	374	0	552	7	1034	446	28	0	0	316	11	0
Grp Sat Flow(s),veh/h/ln	1143	0	1198	1143	1200	1020	1156	0	0	1143	1200	1020
Q Serve(g_s), s	19.0	0.0	49.5	0.8	54.0	54.0	2.8	0.0	0.0	23.0	1.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	49.5	0.8	54.0	54.0	2.8	0.0	0.0	23.0	1.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.25		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	167	0	665	8	498	424	160	0	0	202	212	180
V/C Ratio(X)	2.24	0.00	0.83	0.89	2.07	1.05	0.17	0.00	0.00	1.56	0.05	0.00
Avail Cap(c_a), veh/h	167	0	665	35	498	424	160	0	0	202	212	180
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.5	0.0	23.9	64.5	38.0	38.0	49.4	0.0	0.0	53.5	44.4	0.0
Incr Delay (d2), s/veh	576.4	0.0	8.8	118.5	490.3	58.2	2.4	0.0	0.0	276.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.7	0.0	17.9	0.5	85.8	22.0	1.0	0.0	0.0	22.7	0.4	0.0
LnGrp Delay(d),s/veh	631.9	0.0	32.7	183.1	528.3	96.2	51.8	0.0	0.0	329.5	44.9	0.0
LnGrp LOS	F		C	F	F	F	D			F	D	
Approach Vol, veh/h		926			1487			28			327	
Approach Delay, s/veh		274.7			397.1			51.8			319.9	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		22.0	4.9	76.1		27.0	23.0	58.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		18.0	4.0	69.0		23.0	19.0	54.0
Max Q Clear Time (g_c+I1), s		4.8	2.8	51.5		25.0	21.0	56.0
Green Ext Time (p_c), s		0.1	0.0	13.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	343.5
HCM 2010 LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	618	612	840	1020	372	337
Ideal Flow (vphpl)	1200	1000	1000	1200	1000	1000
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.94	
Flt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	1176	833	931	1176	894	
Flt Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	1176	833	931	1176	894	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	651	644	884	1074	392	355
RTOR Reduction (vph)	0	301	0	0	25	0
Lane Group Flow (vph)	651	343	884	1074	722	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4				
Actuated Green, G (s)	33.0	33.0	42.0	79.0	43.0	
Effective Green, g (s)	33.0	33.0	42.0	79.0	43.0	
Actuated g/C Ratio	0.25	0.25	0.32	0.61	0.33	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	298	211	300	714	295	
v/s Ratio Prot	c0.55		c0.95	0.91	c0.81	
v/s Ratio Perm		0.41				
v/c Ratio	2.18	1.62	2.95	1.50	2.45	
Uniform Delay, d1	48.5	48.5	44.0	25.5	43.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	544.0	301.3	885.0	234.2	661.9	
Delay (s)	592.5	349.8	929.0	259.7	705.4	
Level of Service	F	F	F	F	F	
Approach Delay (s)	471.8			561.9	705.4	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	559.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.55		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	228.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	9	55	629	3	81	1318
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	1.00		1.00			1.00
Frt	0.88		1.00			1.00
Flt Protected	0.99		1.00			1.00
Satd. Flow (prot)	1053		1176			1174
Flt Permitted	0.99		1.00			1.00
Satd. Flow (perm)	1053		1176			1174
Peak-hour factor, PHF	0.95	0.95	0.50	0.50	0.50	0.50
Adj. Flow (vph)	9	58	1258	6	162	2636
RTOR Reduction (vph)	56	0	0	0	0	0
Lane Group Flow (vph)	11	0	1264	0	0	2798
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Turn Type	Prot		NA		Split	NA
Protected Phases	3		2		6	6
Permitted Phases						
Actuated Green, G (s)	4.0		57.0			57.0
Effective Green, g (s)	4.0		57.0			57.0
Actuated g/C Ratio	0.03		0.44			0.44
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	32		515			514
v/s Ratio Prot	c0.01		c1.07			c2.38
v/s Ratio Perm						
v/c Ratio	0.34		2.45			5.44
Uniform Delay, d1	61.7		36.5			36.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	6.2		660.3			2003.9
Delay (s)	67.9		696.8			2040.4
Level of Service	E		F			F
Approach Delay (s)	67.9		696.8			2040.4
Approach LOS	E		F			F

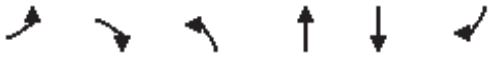
Intersection Summary			
HCM 2000 Control Delay	1597.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.82		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	185.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	0	4	0	0	0	6	533	1	4	1160	45
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1177	1200	1200	1177	1200
Adj Flow Rate, veh/h	24	0	4	0	0	0	12	1066	2	8	2320	90
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	82	0	4	0	30	0	5	486	1	2	509	20
Arrive On Green	0.02	0.00	0.02	0.00	0.00	0.00	0.42	0.42	0.42	0.45	0.45	0.45
Sat Flow, veh/h	1003	0	167	0	1200	0	13	1160	2	4	1122	44
Grp Volume(v), veh/h	28	0	0	0	0	0	1080	0	0	2418	0	0
Grp Sat Flow(s),veh/h/ln	1170	0	0	0	1200	0	1176	0	0	1170	0	0
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	49.0	0.0	0.0	53.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	0.0	0.0	0.0	49.0	0.0	0.0	53.0	0.0	0.0
Prop In Lane	0.86		0.14	0.00		0.00	0.01		0.00	0.00		0.04
Lane Grp Cap(c), veh/h	86	0	0	0	30	0	493	0	0	530	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.00	0.00	0.00	2.19	0.00	0.00	4.56	0.00	0.00
Avail Cap(c_a), veh/h	217	0	0	0	164	0	493	0	0	530	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.0	0.0	0.0	0.0	0.0	0.0	33.9	0.0	0.0	31.9	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.0	0.0	0.0	542.7	0.0	0.0	1606.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.0	0.0	90.0	0.0	0.0	253.5	0.0	0.0
LnGrp Delay(d),s/veh	59.1	0.0	0.0	0.0	0.0	0.0	576.7	0.0	0.0	1638.2	0.0	0.0
LnGrp LOS	E						F			F		
Approach Vol, veh/h		28			0			1080			2418	
Approach Delay, s/veh		59.1			0.0			576.7			1638.2	
Approach LOS		E						F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		53.0		6.9		57.0		6.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		49.0		16.0		53.0		16.0
Max Q Clear Time (g_c+I1), s		51.0		4.8		55.0		0.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1300.5
HCM 2010 LOS	F



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	523	6	4	7	10	1262
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	
Frt	1.00	0.85		1.00	0.87	
Flt Protected	0.95	1.00		0.98	1.00	
Satd. Flow (prot)	1120	950		1155	1019	
Flt Permitted	0.95	1.00		0.98	1.00	
Satd. Flow (perm)	1120	950		1155	1019	
Peak-hour factor, PHF	0.95	0.95	0.50	0.50	0.50	0.50
Adj. Flow (vph)	551	6	8	14	20	2524
RTOR Reduction (vph)	0	3	0	0	581	0
Lane Group Flow (vph)	552	2	0	22	1963	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	Perm	Split	NA	NA	
Protected Phases	2		8	8	4	
Permitted Phases		2				
Actuated Green, G (s)	21.2	21.2		1.5	26.2	
Effective Green, g (s)	21.2	21.2		1.5	26.2	
Actuated g/C Ratio	0.35	0.35		0.02	0.43	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	389	330		28	438	
v/s Ratio Prot	c0.49			c0.02	c1.93	
v/s Ratio Perm		0.00				
v/c Ratio	1.42	0.01		0.79	4.48	
Uniform Delay, d1	19.9	13.0		29.5	17.4	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	203.1	0.0		82.7	1572.5	
Delay (s)	223.0	13.0		112.3	1589.8	
Level of Service	F	B		F	F	
Approach Delay (s)	221.1			112.3	1589.8	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	1335.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.04		
Actuated Cycle Length (s)	60.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	177.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	155	76	0	233	1	0	177	108	0	201	29
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	310	152	0	466	2	0	354	216	0	402	58
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	294	144	0	461	2	0	349	213	0	513	74
Arrive On Green	0.00	0.39	0.39	0.00	0.39	0.39	0.00	0.50	0.50	0.00	0.50	0.50
Sat Flow, veh/h	0	761	373	0	1194	5	0	699	426	0	1026	148
Grp Volume(v), veh/h	0	0	462	0	0	468	0	0	570	0	0	460
Grp Sat Flow(s),veh/h/ln	0	0	1134	0	0	1199	0	0	1125	0	0	1174
Q Serve(g_s), s	0.0	0.0	27.0	0.0	0.0	27.0	0.0	0.0	35.0	0.0	0.0	22.6
Cycle Q Clear(g_c), s	0.0	0.0	27.0	0.0	0.0	27.0	0.0	0.0	35.0	0.0	0.0	22.6
Prop In Lane	0.00		0.33	0.00		0.00	0.00		0.38	0.00		0.13
Lane Grp Cap(c), veh/h	0	0	437	0	0	463	0	0	562	0	0	587
V/C Ratio(X)	0.00	0.00	1.06	0.00	0.00	1.01	0.00	0.00	1.01	0.00	0.00	0.78
Avail Cap(c_a), veh/h	0	0	437	0	0	463	0	0	562	0	0	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.5	0.0	0.0	21.5	0.0	0.0	17.5	0.0	0.0	14.4
Incr Delay (d2), s/veh	0.0	0.0	58.6	0.0	0.0	44.9	0.0	0.0	41.4	0.0	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	15.5	0.0	0.0	14.6	0.0	0.0	17.2	0.0	0.0	8.8
LnGrp Delay(d),s/veh	0.0	0.0	80.1	0.0	0.0	66.4	0.0	0.0	58.9	0.0	0.0	24.5
LnGrp LOS			F			F			F			C
Approach Vol, veh/h		462			468			570			460	
Approach Delay, s/veh		80.1			66.4			58.9			24.5	
Approach LOS		F			E			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		39.0		31.0		39.0		31.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		35.0		26.0		26.0		27.0
Max Q Clear Time (g_c+I1), s		37.0		29.0		24.6		29.0
Green Ext Time (p_c), s		0.0		0.0		1.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	57.6
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	13	1	18	7	1	0	11	660	2	0	831	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	0	60	-	150
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	14	1	19	7	1	0	12	695	2	0	875	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1593	1593	875	1603	1593	695	875	0	0	695	0	0
Stage 1	875	875	-	718	718	-	-	-	-	-	-	-
Stage 2	718	718	-	885	875	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	87	108	351	86	108	446	780	-	-	910	-	-
Stage 1	347	370	-	423	436	-	-	-	-	-	-	-
Stage 2	423	436	-	342	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	85	106	351	80	106	446	780	-	-	910	-	-
Mov Cap-2 Maneuver	85	106	-	80	106	-	-	-	-	-	-	-
Stage 1	342	370	-	416	429	-	-	-	-	-	-	-
Stage 2	415	429	-	323	370	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.8	53.2	0.2	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	780	-	-	150	83	910	-	-
HCM Lane V/C Ratio	0.015	-	-	0.225	0.101	-	-	-
HCM Control Delay (s)	9.7	-	-	35.8	53.2	0	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	142	152	0	29	3	0	597	17	0	731	145
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	284	304	0	58	6	0	1194	34	0	1462	290
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	177	190	0	357	37	0	639	18	0	536	106
Arrive On Green	0.00	0.33	0.33	0.00	0.33	0.33	0.00	0.55	0.55	0.00	0.55	0.55
Sat Flow, veh/h	0	531	569	0	1070	111	0	1161	33	0	973	193
Grp Volume(v), veh/h	0	0	588	0	0	64	0	0	1228	0	0	1752
Grp Sat Flow(s),veh/h/ln	0	0	1100	0	0	1180	0	0	1194	0	0	1166
Q Serve(g_s), s	0.0	0.0	23.0	0.0	0.0	2.6	0.0	0.0	38.0	0.0	0.0	38.0
Cycle Q Clear(g_c), s	0.0	0.0	23.0	0.0	0.0	2.6	0.0	0.0	38.0	0.0	0.0	38.0
Prop In Lane	0.00		0.52	0.00		0.09	0.00		0.03	0.00		0.17
Lane Grp Cap(c), veh/h	0	0	367	0	0	393	0	0	658	0	0	642
V/C Ratio(X)	0.00	0.00	1.60	0.00	0.00	0.16	0.00	0.00	1.87	0.00	0.00	2.73
Avail Cap(c_a), veh/h	0	0	367	0	0	393	0	0	658	0	0	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.0	0.0	0.0	16.2	0.0	0.0	15.5	0.0	0.0	15.5
Incr Delay (d2), s/veh	0.0	0.0	284.3	0.0	0.0	0.2	0.0	0.0	396.1	0.0	0.0	782.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	35.9	0.0	0.0	0.9	0.0	0.0	84.6	0.0	0.0	151.5
LnGrp Delay(d),s/veh	0.0	0.0	307.3	0.0	0.0	16.4	0.0	0.0	411.6	0.0	0.0	797.7
LnGrp LOS			F			B			F			F
Approach Vol, veh/h		588			64			1228			1752	
Approach Delay, s/veh		307.3			16.4			411.6			797.7	
Approach LOS		F			B			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.0		27.0		42.0		27.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		23.0		37.0		16.0
Max Q Clear Time (g_c+I1), s		40.0		25.0		40.0		4.6
Green Ext Time (p_c), s		0.0		0.0		0.0		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	574.0
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	54
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	3	123	7	0	71	3	20	0	13	574	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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	129	7	0	75	3	21	0	14	604	175
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	13.5	12.8	59.6
HCM LOS	B	B	F

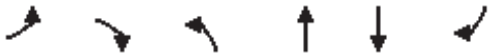
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	2%	76%	46%
Vol Thru, %	76%	92%	3%	54%
Vol Right, %	22%	5%	21%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	753	133	94	764
LT Vol	13	3	71	350
Through Vol	574	123	3	409
RT Vol	166	7	20	5
Lane Flow Rate	793	140	99	804
Geometry Grp	1	1	1	1
Degree of Util (X)	1	0.289	0.211	1
Departure Headway (Hd)	5.74	7.441	7.676	5.956
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	642	480	465	619
Service Time	3.74	5.519	5.772	3.956
HCM Lane V/C Ratio	1.235	0.292	0.213	1.299
HCM Control Delay	59.6	13.5	12.8	60.7
HCM Lane LOS	F	B	B	F
HCM 95th-tile Q	15.3	1.2	0.8	15.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	350	409	5
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	368	431	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	60.7
HCM LOS	F

Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	404	132	35	373	397	73
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.97			1.00	0.98	
Flt Protected	0.96			1.00	1.00	
Satd. Flow (prot)	1118			1195	1175	
Flt Permitted	0.96			1.00	1.00	
Satd. Flow (perm)	1118			1195	1175	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	425	139	37	393	418	77
RTOR Reduction (vph)	9	0	0	0	5	0
Lane Group Flow (vph)	555	0	0	430	490	0
Turn Type	Prot		Split	NA	NA	
Protected Phases	7		2	2	6	
Permitted Phases						
Actuated Green, G (s)	42.0			38.0	38.0	
Effective Green, g (s)	42.0			38.0	38.0	
Actuated g/C Ratio	0.32			0.29	0.29	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	361			349	343	
v/s Ratio Prot	c0.50			c0.36	c0.42	
v/s Ratio Perm						
v/c Ratio	1.54			1.23	1.43	
Uniform Delay, d1	44.0			46.0	46.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	255.6			127.0	209.1	
Delay (s)	299.6			173.0	255.1	
Level of Service	F			F	F	
Approach Delay (s)	299.6			173.0	255.1	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	248.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	131.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	0	25	0	0	121	21	272	0	5	432	54
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200				1200	1200	0	1200	1200	1200
Adj Flow Rate, veh/h	21	0	26				22	286	0	5	455	57
Adj No. of Lanes	0	1	0				0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	22	0	27				26	344	0	6	508	64
Arrive On Green	0.05	0.00	0.05				0.31	0.31	0.00	0.49	0.49	0.49
Sat Flow, veh/h	479	0	593				85	1110	0	11	1035	130
Grp Volume(v), veh/h	47	0	0				308	0	0	517	0	0
Grp Sat Flow(s),veh/h/ln	1071	0	0				1196	0	0	1177	0	0
Q Serve(g_s), s	3.4	0.0	0.0				18.6	0.0	0.0	31.0	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0				18.6	0.0	0.0	31.0	0.0	0.0
Prop In Lane	0.45		0.55				0.07		0.00	0.01		0.11
Lane Grp Cap(c), veh/h	48	0	0				370	0	0	577	0	0
V/C Ratio(X)	0.97	0.00	0.00				0.83	0.00	0.00	0.90	0.00	0.00
Avail Cap(c_a), veh/h	221	0	0				370	0	0	577	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.9	0.0	0.0				24.9	0.0	0.0	18.0	0.0	0.0
Incr Delay (d2), s/veh	52.9	0.0	0.0				19.2	0.0	0.0	19.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0				8.0	0.0	0.0	13.0	0.0	0.0
LnGrp Delay(d),s/veh	89.9	0.0	0.0				44.1	0.0	0.0	37.1	0.0	0.0
LnGrp LOS	F						D			D		
Approach Vol, veh/h		47						308			517	
Approach Delay, s/veh		89.9						44.1			37.1	
Approach LOS		F						D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		28.0		7.5		42.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		24.0		16.0		38.0		
Max Q Clear Time (g_c+I1), s		20.6		5.4		33.0		
Green Ext Time (p_c), s		0.6		0.1		1.5		

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

APPENDIX I

List of Cumulative Projects and Trip Generation

APPENDIX I

ESTIMATED WEEKDAY TRIP GENERATION OF CUMULATIVE PROJECTS

Map #	Project Name	Address	Land Use	Size	Daily*	AM Peak Hour*			PM Peak Hour*		
						IN	OUT	TOTAL	IN	OUT	TOTAL
CITY OF ADELANTO [a]											
1	Adelanto Towne Center	SW corner of US-395 and Mojave Drive	Shopping Center	280,000 s.f.	13,261	181	111	292	573	621	1,194
2	Commercial (Petra Engineering)	SW corner of US-395 and Cactus Road	Gas Station with Convenience Store	16 pumps	2,604	82	81	163	108	108	216
			Motel	52 rooms	474	12	21	33	16	14	30
			Restaurant	3,500 s.f.	445	21	17	38	20	14	34
			Retail	7,400 s.f.	1,250	20	12	32	50	55	105
			Fast-Food with Drive-Thru	2,500 s.f.	1,240	58	56	114	43	39	82
			Convenience Store	500 s.f.	369	17	17	34	13	13	26
3	Gas Station	NW corner of Bellflower Street and Palmdale Road	Gas Station with Convenience Store	5,000 s.f.	5,868	210	201	411	244	243	487
4	TTM 15636	NW corner of Muskrat Avenue and Air Expressway	Single-Family Homes	311 d.u.	2,961	58	175	233	196	115	311
5	TTM 18211	NW corner of Raccoon Avenue and Air Expressway	Single-Family Homes	180 d.u.	1,714	34	101	135	113	67	180
6	TTM 16691	NE corner of Aster Road and Air Expressway	Single-Family Homes	32 d.u.	305	6	18	24	20	12	32
7	TTM 16918	NE corner of Cactus Road and Raccoon Avenue	Single-Family Homes	75 d.u.	714	14	42	56	47	28	75
8	TTM 17171	SE corner of Mojave Drive and Aster Road	Single-Family Homes	38 d.u.	362	7	22	29	24	14	38
9	TTM 18226	SW corner Koala Road and Villa Street	Single-Family Homes	22 d.u.	209	4	13	17	14	8	22
10	TTM 17639	SW corner of Villa Street and Raccoon Avenue	Single-Family Homes	36 d.u.	343	7	20	27	23	13	36
11	TTM 16949	SW corner Aster Road and Villa Street	Single-Family Homes	108 d.u.	1,028	20	61	81	68	40	108
12	TTM 17006	NE corner of Koala Road and Seneca Road	Single-Family Homes	54 d.u.	514	10	31	41	34	20	54
13	TTM 16618	NW corner of Raccon Avenue and Seneca Road	Single-Family Homes	77 d.u.	733	15	43	58	49	28	77
14	TTM 17230	East of Koala Road btw Seneca Road and Palmdale Road	Single-Family Homes	256 d.u.	2,437	48	144	192	161	95	256
15	TTM 17869	SE corner of Raccon Avenue and Seneca Road	Single-Family Homes	60 d.u.	571	11	34	45	38	22	60
16	TTM 17873	South of Seneca Road, east of Raccoon Avenue	Single-Family Homes	20 d.u.	190	4	11	15	13	7	20
17	TTM 16549	NE and NW corner of Seneca Road and Stevens Road	Single-Family Homes	151 d.u.	1,438	28	85	113	95	56	151
CITY OF COLTON [b]											
18	Industrial Building	1601 Fairway Drive	Industrial	178,980 s.f.	1,247	145	20	165	21	153	174
19	Industrial Building	1600 Steel Road	Industrial	60,000 s.f.	418	48	7	55	7	51	58
CITY OF MORENO VALLEY [c]											
20	Shopping Center/Winco Foods	NE corner of Alessandro Boulevard and Lasselle Street	Supermarket	95,000 s.f.	9,713	200	123	323	383	367	750
			Retail	45,000 s.f.	4,041	60	36	96	168	183	351
21	Bear Valley Plaza/Smart & Final	NE corner of Alessandro Boulevard and Perris Boulevard	Supermarket	25,000 s.f.	2,556	53	32	85	142	137	279
22	Automotive Store (O'Reilly)	SW corner of John F Kennedy Drive and Perris Boulevard	Automotive Store	7,500 s.f.	320	4	3	7	14	19	33
23	Automotive Store (O'Reilly)	north side of Sunnymead Boulevard btw Olivewood Plaza and Graham Street	Automotive Store	7,500 s.f.	320	4	3	7	14	19	33

APPENDIX I

ESTIMATED WEEKDAY TRIP GENERATION OF CUMULATIVE PROJECTS

Map #	Project Name	Address	Land Use	Size	Daily*	AM Peak Hour*			PM Peak Hour*		
						IN	OUT	TOTAL	IN	OUT	TOTAL
24	Plaza del Sol	NE corner of Alessandro Boulevard and Frederick Street	Restaurant	9,000 s.f.	810	4	3	7	45	22	67
25	Rancho Belago Plaza	SW corner of John F Kennedy Drive and Moreno Beach Drive	Retail	14,000 s.f.	1,892	29	18	47	77	83	160
26	Stoneridge Towne Center	SE corner of SR-60 and Nason Street	Restaurant	5,700 s.f.	513	3	2	5	29	14	43
27	Hawthorne Inn & Suites	Cactus Avenue and Elsworth Street	Hotel	79 rooms	705	31	22	53	27	28	55
28	Fresenius Medical Center	NW corner of Iris Avenue and Oliver Street	Medical Office	12,000 s.f.	276	23	6	29	12	31	43
29	Moreno Valley Professional Center	Alessandro Boulevard e/o Elsworth Street	Office	84,000 s.f.	927	115	16	131	21	104	125
30	Riverside County Office Building	SW corner of Heacock Street and Webster Avenue	Office	52,000 s.f.	574	71	10	81	13	64	77
31	ALDI Foods - Regional Headquarters/Distribution Center [d]	south side of SR-60 btw Quincy Drive and Redlands Boulevard	Warehouse	825,480 s.f.	2,930	104	87	191	87	138	225
32	World Logistics Center [e]	south of SR-60 and east of Redlands Boulevard	Specific Master Plan - Corporate Park	41,000,000 s.f.	69,228	3,148	1,411	4,559	1,548	3,433	4,981
33	Prologis Eucalyptus Industrial Park [f]	south side of SR-60 btw Pettit Street and Quincy Drive	Industrial Park	1,500,000 s.f.	5,292	224	152	376	201	231	432
CITY OF SAN BERNARDINO [g]											
34	ALDI Market	625 E. Hospitality Lane	Supermarket	29,000 s.f.	2,965	61	38	99	159	153	312
35	ALDI Market	4020 E. Highland Avenue	Supermarket	18,000 s.f.	1,840	38	23	61	112	107	219
36	Market Project	575 W. Baseline Road	Supermarket	20,000 s.f.	2,045	42	26	68	121	116	237
37	Frontier Communities	Colony 22	Single-Family Homes	22 d.u.	209	4	13	17	14	8	22
38	The Promenade - Student Housing	Northpark Boulevard & University Parkway	Apartment (Student Housing)	104 d.u.	754	11	44	55	49	26	75
39	Waterman Gardens	425 Crestview Avenue	Senior Housing	74 d.u.	255	5	10	15	10	9	19
			Apartments	337 d.u.	2,166	34	135	169	132	71	203
			Condominiums	38 d.u.	221	3	14	17	13	7	20
			Recreational Facility	45,000 s.f.	1,522	61	31	92	60	63	123
			Community Center	58,200 s.f.	1,968	79	40	119	78	81	159
40	Popeye's Restaurant	1064 W. Highland Avenue	Fast-Food with Drive-Thru	2,300 s.f.	1,141	53	51	104	39	36	75
41	Auto Repair/Tire Shop	1107 W. 5th Street	Auto Repair/Tire Shop	1,575 s.f.	67	3	1	4	2	3	5
42	Gas Station with Convenience Store	SW corner Tippecanoe Avenue and Central Avenue	Gas Station with Convenience Store	3,050 s.f.	3,579	128	122	250	149	148	297
			Fast-Food Restaurant	2,000 s.f.	1,432	53	35	88	27	25	52
43	Gas Station	5985 N. Palm Avenue	Gas Station with Convenience Store	5,000 s.f.	5,868	210	201	411	244	243	487
44	Loma Linda University	SW corner G Street and Valley Street	Medical/Educational Facility	150,000 s.f.	4,124	332	117	449	221	160	381
45	Nation Core	NW corner 9th Street and Valencia Avenue	Apartments	76 d.u.	584	8	33	41	38	21	59
46	Restaurant with Night Club	1241 W. 5th Street	Restaurant with Night Club	6,365 s.f.	573	3	2	5	32	16	48
47	Restaurant Project	524 S. Inland Center Drive	Fast-Food Restaurant	2,999 s.f.	2,147	79	53	132	40	38	78
48	Convenience Store Expansion Project	3909 N. Hallmark Parkway	Convenience Store	650 s.f.	480	22	22	44	17	17	34
			Self-Service Car Wash (assume 6 bays)	3,000 s.f.	648	24	24	48	16	16	32
49	Church	4680 N. Hallmark Parkway	Church	121,000 s.f.	1,102	42	26	68	32	35	67
50	Gas Station with Convenience Store	NWC of Waterman Avenue and 5th Street	Gas Station with Convenience Store	8 pumps	1,302	41	40	81	54	54	108

APPENDIX I

ESTIMATED WEEKDAY TRIP GENERATION OF CUMULATIVE PROJECTS

Map #	Project Name	Address	Land Use	Size	Daily*	AM Peak Hour*			PM Peak Hour*		
						IN	OUT	TOTAL	IN	OUT	TOTAL
51	Restaurant Project	NEC of Kendall Drive and Palm Avenue	Fast-Food with Drive-Thru	4,600 s.f.	2,282	107	102	209	78	72	150
52	Big Country Restaurant	295 E. Caroline Street	High-Turnover Restaurant	10,000 s.f.	1,272	59	49	108	59	40	99
53	Golden Corral	SE corner of Waterman Avenue & Hospitality Lane	High-Turnover Restaurant	11,300 s.f.	1,437	67	55	122	67	44	111
54	Harbor Freight Tools	1700 E. Highland Avenue	Retail	17,541 s.f.	2,191	33	21	54	90	97	187
55	Hillwood Investments [h]	291 S. Waterman Avenue	Warehouse	427,000 s.f.	976	44	20	64	22	48	70
56	Volleyball Facility	NE corner of E Street & MacKay Drive	Recreational Facility (includes 6 outdoor volleyball courts)	57,600 s.f.	1,948	78	40	118	77	81	158
57	Warehouse Project	2705 W. Lexington Way	Warehouse	155,000 s.f.	352	16	7	23	9	18	27
58	Pacific Horizon Builders	NW corner Randall and Eucalyptus	Single-Family Homes	20 d.u.	190	4	11	15	13	7	20
59	Pine Trails - Frontier Communities	NE corner of Belmont Avenue and Pine Avenue	Single-Family Homes	39 d.u.	371	7	22	29	25	14	39
60	Commercial Building	216 E. Baseline Street	Retail	5,200 s.f.	994	16	10	26	40	43	83
61	Senior Housing	Hillcrest and Colton Avenue	Senior Housing	86 d.u.	296	6	11	17	12	10	22
62	Condominium Project	2226 W. Foothill Boulevard	Condominiums	53 d.u.	308	4	19	23	19	9	28
63	Home Depot [i]	Highland Avenue and Arden Avenue	Home Improvement Store Retail	136,090 s.f. 68,630 s.f.	3,973	147	14	161	129	198	327
CITY OF VICTORVILLE [j]											
64	Tanamera Homes	south of Eucalyptus Street and west of US-395	Single-Family Homes	319 d.u.	3,037	60	179	239	201	118	319
65	Victorville Acres	north of Dos Palmas Road and west of US-395	Single-Family Homes	77 d.u.	733	15	43	58	49	28	77
66	Victorville Acres	north of Dos Palmas Road and west of Bellflower Road	Single-Family Homes	73 d.u.	695	14	41	55	46	27	73
67	La Mesa Pena	north of La Mesa Road and east of Mesa View Drive	Single-Family Homes	150 d.u.	1,428	28	85	113	95	55	150
SAN BERNARDINO COUNTY [k]											
68	University Crossing Apartments [l]	north side of Lugonia Avenue btw Nevada Street and Alabama Street	Apartments	321 d.u.	2,135	32	132	164	128	71	199
69	Redlands Distribution Center Building 13 [m]	SE corner of Alabama Street and Riverbluff Avenue	High-Cube Warehouse	289,327 s.f.	639	31	10	41	14	31	45
70	Alabama Venture 1 Project	SW corner of Alabama Street and San Bernardino Avenue	High-Cube Warehouse	313,470 s.f.	689	33	10	43	18	33	51
71	Dukomo Development [n]	SE corner of Koala Road and Mojave Drive	Gas Station with Convenience Store and Car Wash High-Turnover Restaurant Fast-Food with Drive-Thru Office Specialty Retail	16 pumps 5,950 s.f. 5,135 s.f. 60,528 s.f. 37,219 s.f.	6,537	365	318	683	293	289	582

APPENDIX I

ESTIMATED WEEKDAY TRIP GENERATION OF CUMULATIVE PROJECTS

Map #	Project Name	Address	Land Use	Size	Daily*	AM Peak Hour*			PM Peak Hour*		
						IN	OUT	TOTAL	IN	OUT	TOTAL
72	Lilac Development [o]	NE corner of Coleridge Street and Mojave Drive	Fast-Food with Drive-Thru Office Specialty Retail Bank	5,300 s.f. 30,828 s.f. 24,300 s.f. 6,000 s.f.	3,991	233	203	437	199	198	397
73	Retail Project [p]	NE corner of Baldy Mesa Road and Phelan Road	Fast-Food with Drive-Thru Specialty Retail Mini Market	2,850 s.f. 17,448 s.f. 3,000 s.f.	720	71	69	140	78	82	160
CITY OF LOMA LINDA [q]											
74	Extended Stay Hotel	Richardson Street at Redlands Boulevard	Hotel	100 rooms	892	39	28	67	34	36	70
				RELATED PROJECTS TRIP GENERATION TOTAL	215,871	7,978	5,867	13,845	8,225	9,811	18,036

* Trip generation estimates calcualted using trip generation rates from the *Trip Generation Manual* , 9th Edition, ITE 2012, unless otherwise noted. Trrips generation rates are inlcuded in Table XX.

[a] List of related projects obtained from City of Adelanto website and Planning staff, June 2015.

[b] List of related projects obtained from City of Colton website per City staff, Development Project Map, March 2015.

[c] List of related projects obtained from City of Moreno Valley website, *City of Moreno Valley Ecomonic Development Summary*, June 2015.

[d] Trip generation estimates from Westridge Commerce Center Traffic Study, Urban Crossroads, May 2010.

[e] Trip generation estimates from *Traffic Impact Analysis Report for the World Logistic Center* , Parsons Brinkerhoff, Inc., September 2014. Phase 1 of this project to be completed in year 2022.

[f] Trip generation estimates from *Final Environmental Impact Report for Prologis Eucalyptus Industrial Park* , LSA, September 2014.

[g] List of related projects obtained from City of San Bernardino website, *Community Development Department - Major Projects List* , June 1, 2015.

[h] Trip generation from *Waterman Avenue High Cube Warehouse Traffic Impact Analysis* , Urban Crossroads, September 2014.

[i] Trip generation from *Home Depot Traffic Impact Analysis* , Fehr & Peers, August 2011.

[j] List of related projects obtained from City of Victoville staff and website, June 2015.

[k] List of related projects obtained from San Bernardino County staff and website, June 2015.

[l] Trip generation estimates from *University Crossings Apartments Traffic Impact Analysis* , Urban Crossroads, March 2012

[m] Trip generation estimates from *Redlands Distribution Center Building 13 Traffic Impact Analysis* , Kunzman Associates, Inc., June 2013

[n] Trip generation estimates from *APN 3132-011-01, 02 & Portion of 03 Traffic Impact Analysis* , Hal & Forman, Inc., August 2012

[o] Trip generation estimates from *APN 3128-481-010 Traffic Impact Analysis* , Hal & Forman, Inc., October 2012

[p] Trip generation estimates from *Traffic Impact Study for APN 3064-041-02 at NE Corner Phelan Road at Baldy Mesa Road* , Albert Wilson & Associates, July 2013

[q] List of related projects obtained from City of Loma Linda staff and website, June 2015.

Note that City of Highland provided related project information, but none of the projects were located within the project study area.

APPENDIX I
TRIP GENERATION RATES

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Rates [a]								
General Light Industrial (ITE Land Use Code 110)	Trips per 1,000 s.f.	6.97	88%	12%	0.92	12%	88%	0.97
High-Cube Warehouse [b]	Trips per 1,000 s.f.	1.68	69%	31%	0.11	31%	69%	0.12
(ITE Land Use Code 152)	79.57% Passenger Car	1.337	69%	31%	0.088	31%	69%	0.095
	3.46% 2-Axle Trucks (PCE =2.0)	0.116	69%	31%	0.01	31%	69%	0.008
	4.64% 3-Axle Trucks (PCE =2.5)	0.195	69%	31%	0.01	31%	69%	0.014
	12.33% 4-Axle Trucks (PCE =3.0)	0.621	69%	31%	0.041	31%	69%	0.044
Single-Family Housing (ITE Land Use Code 210)	Trips per Dwelling Unit	9.52	25%	75%	0.75	63%	37%	1.00
Apartments (ITE Land Use Code 220)	Trips per Dwelling Unit	[c]	20%	80%	[c]	65%	35%	[c]
Condominium (ITE Land Use Code 230)	Trips per Dwelling Unit	5.81	17%	83%	0.44	67%	33%	0.52
Senior Adult Housing (ITE Land Use Code 252)	Trips per Dwelling Unit	3.44	34%	66%	0.20	54%	46%	0.25
Hotel (ITE Land Use Code 310)	Trips per Occupied Room	8.92	58%	42%	0.67	49%	51%	0.70
Recreational Community Center (ITE Land Use Code 495)	Trips per 1,000 s.f.	33.82	66%	34%	2.05	49%	51%	2.74
Community College (ITE Land Use Code 540)	Trips per 1,000 s.f.	27.49	74%	26%	2.99	58%	42%	2.54
Church (ITE Land Use Code 560)	Trips per 1,000 s.f.	9.11	62%	38%	0.56	48%	52%	0.55
General Office (ITE Land Use Code 710)	Trips per 1,000 s.f.	11.03	88%	12%	1.56	17%	83%	1.49
Medical Office (ITE Land Use Code 720)	Trips per 1,000 s.f.	[d]	79%	21%	2.39	28%	73%	[d]
Retail/Shopping Center (ITE Land Use Code 820)	Trips per 1,000 s.f.	[e]	62%	38%	[e]	48%	52%	[e]
Supermarket (ITE Land Use Code 850)	Trips per 1,000 s.f.	102.24	62%	38%	3.40	51%	49%	[f]
Convenience Market (ITE Land Use Code 851)	Trips per 1,000 s.f.	737.99	50%	50%	67.03	51%	49%	52.41
Quality Restaurant (ITE Land Use Code 931)	Trips per 1,000 s.f.	89.95	50%	50%	0.81	67%	33%	7.49
High-Turnover Restaurant (ITE Land Use Code 932)	Trips per 1,000 s.f.	127.15	55%	45%	10.81	60%	40%	9.85
Fast-Food without Drive-Thru (ITE Land Use Code 933)	Trips per 1,000 s.f.	716.00	60%	40%	43.87	51%	49%	26.15
Fast-Food with Drive-Thru (ITE Land Use Code 934)	Trips per 1,000 s.f.	496.12	51%	49%	45.42	52%	48%	32.65
Automobile Care Center (ITE Land Use Code 942)	Trips per 1,000 s.f.	42.7 [g]	66%	34%	2.25	48%	52%	3.11
Automobile Parts and Service Center (ITE Land Use Code 943)	Trips per 1,000 s.f.	42.7 [h]	62% [h]	38% [h]	0.96 [h]	42%	58%	4.46
Gas Station with Convenience Store (ITE Land Use Code 945)	Trips per 1,000 s.f.	n/a	51%	49%	82.13	50%	50%	97.47
Gas Station with Convenience Store (ITE Land Use Code 945)	Trips per pump	162.78	50%	50%	10.16	50%	50%	13.51
Self-Service Car Wash (ITE Land Use Code 947)	Trips per Wash Stall	108.00	50%	50%	8.00	51%	49%	5.54

[a] Trip generation rates from the *Trip Generation Manual*, 9th Edition, ITE 2012.

[b] Vehicle mix source: City of Fontana Truck Trip Generation Study for LU 150 (Heavy Warehouse), August 2003. PCE rates per City of San Bernardino Traffic Impact Study Guidelines.

[c] Trip generation estimates for apartment was calculated using the following equations:

Daily:	T = 6.06 (X) + 123.56	Where:
AM Peak Hour:	T = 0.49 (X) + 3.73	T = Two-way volume of traffic (total trip-ends)
PM Peak Hour:	T = 0.55 (X) + 17.65	X = Number of dwelling units

[d] Trip generation estimates for medical office was calculated using the following equations:

Daily:	T = 40.89 (X) - 214.97	Ln = Natural logarithm
PM Peak Hour:	Ln(T) = 0.90 Ln(X) + 1.53	T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 square feet of gross leasable area

[e] Trip generation estimates for retail was calculated using the following equations:

		Where:
Daily:	Ln(T) = 0.65 Ln(X) + 5.83	Ln = Natural logarithm
AM Peak Hour:	Ln(T) = 0.61 Ln(X) + 2.24	T = Two-way volume of traffic (total trip-ends)
PM Peak Hour:	Ln(T) = 0.67 Ln(X) + 3.31	X = Area in 1,000 square feet of gross leasable area

[f] PM trip generation for supermarket was calculated using the following formula:

		Where:
PM Peak Hour:	Ln(T) = 0.74 Ln(X) + 3.25	Ln = Natural logarithm
		T = Two-way volume of traffic (total trip-ends)
		X = Area in 1,000 square feet of gross floor area

[g] ITE does not provide a daily trip generation rate for this use. The daily trip generation rate for Shopping Center was applied.

[h] ITE does not provide daily and AM trip generation rates for this use. The daily and AM trip generation rates for Shopping Center were applied.

APPENDIX J

Cumulative Base Level of Service Worksheet

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	97	0	79	0	0	0	117	217	0	1	320	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	-	-	100
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, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	102	0	83	0	0	0	123	228	0	1	337	189

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	814	814	337	856	814	228	337	0	0	228	0	0
Stage 1	339	339	-	475	475	-	-	-	-	-	-	-
Stage 2	475	475	-	381	339	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	297	315	705	280	315	816	1222	-	-	1352	-	-
Stage 1	676	643	-	574	561	-	-	-	-	-	-	-
Stage 2	570	561	-	645	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	274	283	705	228	283	816	1222	-	-	1352	-	-
Mov Cap-2 Maneuver	274	283	-	228	283	-	-	-	-	-	-	-
Stage 1	608	642	-	516	505	-	-	-	-	-	-	-
Stage 2	513	505	-	568	642	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.3	0	2.9	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1222	-	-	378	-	1352	-	-
HCM Lane V/C Ratio	0.101	-	-	0.49	-	0.001	-	-
HCM Control Delay (s)	8.3	-	-	23.3	0	7.7	0	-
HCM Lane LOS	A	-	-	C	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	2.6	-	0	-	-

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	101	1	134	3	3	4	133	259	2	3	329	182
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	130	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	106	1	141	3	3	4	140	273	2	3	346	192

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1005	1003	442	1073	1098	274	538	0	0	275	0	0
Stage 1	448	448	-	554	554	-	-	-	-	-	-	-
Stage 2	557	555	-	519	544	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	220	242	615	198	213	765	1030	-	-	1288	-	-
Stage 1	590	573	-	517	514	-	-	-	-	-	-	-
Stage 2	515	513	-	540	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	209	615	136	184	765	1030	-	-	1288	-	-
Mov Cap-2 Maneuver	193	209	-	136	184	-	-	-	-	-	-	-
Stage 1	510	572	-	447	444	-	-	-	-	-	-	-
Stage 2	439	443	-	414	518	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.9	21.5	3.1	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1030	-	-	316	229	1288	-	-
HCM Lane V/C Ratio	0.136	-	-	0.786	0.046	0.002	-	-
HCM Control Delay (s)	9	-	-	47.9	21.5	7.8	-	-
HCM Lane LOS	A	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	6.3	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	208	555	17	17	319	122	43	87	49	234	64	194
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1765	1800	1667	1765	1800	1667	1765	1765	1667	1765	1765
Adj Flow Rate, veh/h	219	584	18	18	336	128	45	92	52	246	67	204
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	235	1097	34	27	475	178	54	445	378	259	673	572
Arrive On Green	0.15	0.33	0.33	0.02	0.20	0.20	0.03	0.25	0.25	0.16	0.38	0.38
Sat Flow, veh/h	1587	3321	102	1587	2389	894	1587	1765	1500	1587	1765	1500
Grp Volume(v), veh/h	219	295	307	18	234	230	45	92	52	246	67	204
Grp Sat Flow(s),veh/h/ln	1587	1676	1747	1587	1676	1607	1587	1765	1500	1587	1765	1500
Q Serve(g_s), s	9.2	9.6	9.6	0.8	8.8	9.0	1.9	2.8	1.8	10.3	1.6	6.6
Cycle Q Clear(g_c), s	9.2	9.6	9.6	0.8	8.8	9.0	1.9	2.8	1.8	10.3	1.6	6.6
Prop In Lane	1.00		0.06	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	235	554	577	27	334	320	54	445	378	259	673	572
V/C Ratio(X)	0.93	0.53	0.53	0.67	0.70	0.72	0.84	0.21	0.14	0.95	0.10	0.36
Avail Cap(c_a), veh/h	235	554	577	94	398	381	141	445	378	259	673	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	18.3	18.3	32.9	25.1	25.2	32.4	19.9	19.5	27.9	13.4	14.9
Incr Delay (d2), s/veh	39.9	1.0	0.9	24.9	4.4	5.2	27.4	1.1	0.8	42.2	0.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	4.6	4.8	0.5	4.4	4.4	1.2	1.5	0.8	7.5	0.9	3.0
LnGrp Delay(d),s/veh	68.3	19.3	19.3	57.8	29.5	30.5	59.8	20.9	20.3	70.1	13.7	16.7
LnGrp LOS	E	B	B	E	C	C	E	C	C	E	B	B
Approach Vol, veh/h		821			482			189			517	
Approach Delay, s/veh		32.4			31.0			30.0			41.7	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	21.0	5.1	26.3	6.3	29.7	14.0	17.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	17.0	4.0	22.0	6.0	22.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	12.3	4.8	2.8	11.6	3.9	8.6	11.2	11.0
Green Ext Time (p_c), s	0.0	1.2	0.0	4.7	0.0	1.3	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	34.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	44	143	14	328	132	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	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	46	151	15	345	139	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	324	98
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1388	-	650	945
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	643	945
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1388	-
HCM Lane V/C Ratio	0.232	-	-	0.011	-
HCM Control Delay (s)	12.1	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	80	0	0	0	0	0	13	15	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	84	0	0	0	0	0	14	16	0	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	0	0	0	0	0	0	168	168	0
Stage 1	-	-	-	-	-	-	168	168	-
Stage 2	-	-	-	-	-	-	0	0	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	-	-	-	827	728	-
Stage 1	-	-	-	-	-	-	867	763	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	-	827	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	0	-
Stage 1	-	-	-	-	-	-	867	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s		0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	0	-	-
HCM Lane LOS	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	76	3	7	5	0	0	0	0	5	11	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	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	0	80	3	7	5	0	0	0	0	5	12	121

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	5	0	0	83	0	0	102	103	5
Stage 1	-	-	-	-	-	-	20	20	-
Stage 2	-	-	-	-	-	-	82	83	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1630	-	-	1527	-	-	901	791	1084
Stage 1	-	-	-	-	-	-	1008	883	-
Stage 2	-	-	-	-	-	-	946	830	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1630	-	-	1527	-	-	896	0	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	896	0	-
Stage 1	-	-	-	-	-	-	1003	0	-
Stage 2	-	-	-	-	-	-	946	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1630	-	-	1527	-	-	1075
HCM Lane V/C Ratio	-	-	-	0.005	-	-	0.128
HCM Control Delay (s)	0	-	-	7.4	0	-	8.8
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	60	7	8	0	76	9	105	0	5	66	102
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	63	7	8	0	80	9	111	0	5	69	107
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	8.9	8.8	8.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	80%	100%	0%	40%
Vol Thru, %	38%	9%	0%	8%	37%
Vol Right, %	59%	11%	0%	92%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	75	76	114	160
LT Vol	5	60	76	0	64
Through Vol	66	7	0	9	59
RT Vol	102	8	0	105	37
Lane Flow Rate	182	79	80	120	168
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.225	0.113	0.131	0.158	0.222
Departure Headway (Hd)	4.45	5.162	5.889	4.735	4.743
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	803	689	606	752	755
Service Time	2.498	3.232	3.649	2.495	2.792
HCM Lane V/C Ratio	0.227	0.115	0.132	0.16	0.223
HCM Control Delay	8.8	8.9	9.5	8.4	9.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.4	0.6	0.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	64	59	37
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	67	62	39
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	241	119	756	372	53	191	13	387	37	97	48
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	41	254	125	796	392	56	201	14	407	39	102	51
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	293	140	586	1386	197	135	9	272	43	111	56
Arrive On Green	0.03	0.13	0.13	0.36	0.46	0.46	0.26	0.26	0.26	0.12	0.12	0.12
Sat Flow, veh/h	1619	2248	1073	1619	3008	427	514	36	1041	346	905	452
Grp Volume(v), veh/h	41	191	188	796	222	226	622	0	0	192	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1611	1619	1710	1725	1591	0	0	1703	0	0
Q Serve(g_s), s	3.3	14.2	14.9	47.0	10.4	10.6	34.0	0.0	0.0	14.5	0.0	0.0
Cycle Q Clear(g_c), s	3.3	14.2	14.9	47.0	10.4	10.6	34.0	0.0	0.0	14.5	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.25	0.32		0.65	0.20		0.27
Lane Grp Cap(c), veh/h	51	223	210	586	788	794	416	0	0	210	0	0
V/C Ratio(X)	0.81	0.86	0.89	1.36	0.28	0.28	1.49	0.00	0.00	0.92	0.00	0.00
Avail Cap(c_a), veh/h	87	224	211	586	788	794	416	0	0	210	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.5	55.3	55.6	41.5	21.7	21.8	48.0	0.0	0.0	56.3	0.0	0.0
Incr Delay (d2), s/veh	24.9	26.8	34.7	172.5	0.2	0.2	234.8	0.0	0.0	39.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.4	8.6	49.0	5.0	5.1	42.1	0.0	0.0	9.1	0.0	0.0
LnGrp Delay(d),s/veh	87.5	82.1	90.3	213.9	21.9	21.9	282.8	0.0	0.0	95.9	0.0	0.0
LnGrp LOS	F	F	F	F	C	C	F			F		
Approach Vol, veh/h		420			1244			622			192	
Approach Delay, s/veh		86.3			144.8			282.8			95.9	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	51.0	20.9		20.0	8.1	63.8		38.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	47.0	17.0		16.0	7.0	57.0		34.0
Max Q Clear Time (g_c+I1), s	49.0	16.9		16.5	5.3	12.6		36.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.9		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		165.7
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	554	0	0	969	445	205	1	426	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1800	1800	0	0	1800	1800	1800	1800	1800			
Adj Flow Rate, veh/h	121	583	0	0	1020	468	216	1	448			
Adj No. of Lanes	0	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	162	988	0	0	1294	581	497	2	445			
Arrive On Green	0.56	0.56	0.00	0.00	0.56	0.56	0.29	0.29	0.29			
Sat Flow, veh/h	109	1836	0	0	2387	1031	1707	8	1530			
Grp Volume(v), veh/h	227	477	0	0	754	734	217	0	448			
Grp Sat Flow(s),veh/h/ln	307	1556	0	0	1710	1618	1715	0	1530			
Q Serve(g_s), s	11.1	10.6	0.0	0.0	18.9	19.9	5.7	0.0	16.0			
Cycle Q Clear(g_c), s	31.0	10.6	0.0	0.0	18.9	19.9	5.7	0.0	16.0			
Prop In Lane	0.53		0.00	0.00		0.64	1.00		1.00			
Lane Grp Cap(c), veh/h	273	877	0	0	964	912	499	0	445			
V/C Ratio(X)	0.83	0.54	0.00	0.00	0.78	0.80	0.44	0.00	1.01			
Avail Cap(c_a), veh/h	273	877	0	0	964	912	499	0	445			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.1	7.6	0.0	0.0	9.4	9.6	15.8	0.0	19.5			
Incr Delay (d2), s/veh	19.0	0.7	0.0	0.0	4.2	5.3	0.6	0.0	44.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.9	4.7	0.0	0.0	9.9	10.1	2.7	0.0	12.2			
LnGrp Delay(d),s/veh	36.1	8.2	0.0	0.0	13.6	14.9	16.4	0.0	63.8			
LnGrp LOS	D	A			B	B	B		F			
Approach Vol, veh/h		704			1488			665				
Approach Delay, s/veh		17.2			14.2			48.4				
Approach LOS		B			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.0				35.0		20.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		31.0				31.0		16.0
Max Q Clear Time (g_c+I1), s		33.0				21.9		18.0
Green Ext Time (p_c), s		0.0				8.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	151	414	408	130	787	98	413	78	170	32	58	223
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	159	436	429	137	828	103	435	82	179	34	61	235
Adj No. of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
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	185	1070	740	170	931	116	506	587	499	45	329	280
Arrive On Green	0.11	0.31	0.31	0.11	0.30	0.30	0.17	0.33	0.33	0.03	0.18	0.18
Sat Flow, veh/h	1619	3420	1530	1619	3062	381	2956	1800	1530	1619	1800	1530
Grp Volume(v), veh/h	159	436	429	137	462	469	435	82	179	34	61	235
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1733	1478	1800	1530	1619	1800	1530
Q Serve(g_s), s	6.8	7.0	14.1	5.8	18.1	18.1	10.0	2.3	6.3	1.5	2.0	10.4
Cycle Q Clear(g_c), s	6.8	7.0	14.1	5.8	18.1	18.1	10.0	2.3	6.3	1.5	2.0	10.4
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	1070	740	170	520	527	506	587	499	45	329	280
V/C Ratio(X)	0.86	0.41	0.58	0.81	0.89	0.89	0.86	0.14	0.36	0.76	0.19	0.84
Avail Cap(c_a), veh/h	185	1070	740	277	560	568	506	587	499	138	410	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	19.0	13.0	30.7	23.3	23.3	28.3	16.7	18.0	33.9	24.2	27.7
Incr Delay (d2), s/veh	31.5	0.2	1.1	8.6	15.4	15.3	14.0	0.1	0.4	22.8	0.3	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	3.4	6.1	3.0	10.7	10.8	5.1	1.1	2.7	0.9	1.0	5.5
LnGrp Delay(d),s/veh	62.1	19.2	14.1	39.3	38.7	38.6	42.3	16.8	18.5	56.7	24.5	41.5
LnGrp LOS	E	B	B	D	D	D	D	B	B	E	C	D
Approach Vol, veh/h		1024			1068			696			330	
Approach Delay, s/veh		23.7			38.7			33.2			39.9	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	26.0	16.0	16.8	12.0	25.3	5.9	26.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	19.0	12.0	16.0	8.0	23.0	6.0	22.0
Max Q Clear Time (g_c+I1), s	7.8	16.1	12.0	12.4	8.8	20.1	3.5	8.3
Green Ext Time (p_c), s	0.1	2.3	0.0	0.4	0.0	1.2	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.7
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	52	110	485	34	272	761
Number	1	16	8	18	7	4
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1700	1800
Adj Flow Rate, veh/h	55	116	511	36	286	801
Adj No. of Lanes	1	2	2	0	1	2
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	182	903	1061	75	361	2267
Arrive On Green	0.11	0.11	0.33	0.33	0.22	0.66
Sat Flow, veh/h	1619	2693	3332	228	1619	3510
Grp Volume(v), veh/h	55	116	269	278	286	801
Grp Sat Flow(s),veh/h/ln	1619	1346	1710	1760	1619	1710
Q Serve(g_s), s	1.1	1.1	4.5	4.5	5.9	3.7
Cycle Q Clear(g_c), s	1.1	1.1	4.5	4.5	5.9	3.7
Prop In Lane	1.00	1.00		0.13	1.00	
Lane Grp Cap(c), veh/h	182	903	560	576	361	2267
V/C Ratio(X)	0.30	0.13	0.48	0.48	0.79	0.35
Avail Cap(c_a), veh/h	728	1811	769	791	728	3460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	8.2	9.6	9.6	13.0	2.6
Incr Delay (d2), s/veh	0.9	0.1	0.6	0.6	3.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.0	2.2	2.3	3.0	1.7
LnGrp Delay(d),s/veh	15.4	8.3	10.2	10.2	17.0	2.7
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h	171		547			1087
Approach Delay, s/veh	10.6		10.2			6.5
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				27.6		8.0	11.9	15.6
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				36.0		16.0	16.0	16.0
Max Q Clear Time (g_c+I1), s				5.7		3.1	7.9	6.5
Green Ext Time (p_c), s				9.2		0.4	0.5	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	135	1253	97	48	384	112	324	283	164	236	409	229
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	142	1319	102	51	404	118	341	298	173	248	431	241
Adj No. of Lanes	2	3	0	1	3	0	2	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	215	1544	119	61	1132	318	381	547	310	334	519	287
Arrive On Green	0.07	0.33	0.33	0.04	0.30	0.30	0.13	0.26	0.26	0.11	0.24	0.24
Sat Flow, veh/h	2956	4653	360	1619	3814	1073	2956	2107	1192	2956	2125	1178
Grp Volume(v), veh/h	142	929	492	51	345	177	341	240	231	248	346	326
Grp Sat Flow(s),veh/h/ln	1478	1638	1737	1619	1638	1611	1478	1710	1590	1478	1710	1592
Q Serve(g_s), s	2.9	16.4	16.4	1.9	5.1	5.4	7.1	7.5	7.8	5.0	11.9	12.1
Cycle Q Clear(g_c), s	2.9	16.4	16.4	1.9	5.1	5.4	7.1	7.5	7.8	5.0	11.9	12.1
Prop In Lane	1.00		0.21	1.00		0.67	1.00		0.75	1.00		0.74
Lane Grp Cap(c), veh/h	215	1087	576	61	972	478	381	444	413	334	417	389
V/C Ratio(X)	0.66	0.85	0.85	0.84	0.35	0.37	0.90	0.54	0.56	0.74	0.83	0.84
Avail Cap(c_a), veh/h	286	1108	587	104	1002	493	381	444	413	381	441	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	19.4	19.4	29.7	17.2	17.3	26.6	19.8	19.9	26.7	22.2	22.3
Incr Delay (d2), s/veh	3.4	6.6	11.6	24.4	0.2	0.5	22.8	1.3	1.7	6.6	12.0	13.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.3	9.7	1.3	2.3	2.4	4.1	3.7	3.6	2.4	7.0	6.7
LnGrp Delay(d),s/veh	31.5	26.0	31.0	54.1	17.4	17.7	49.5	21.1	21.6	33.3	34.3	36.0
LnGrp LOS	C	C	C	D	B	B	D	C	C	C	C	D
Approach Vol, veh/h		1563			573			812			920	
Approach Delay, s/veh		28.0			20.8			33.2			34.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	24.6	12.0	19.2	8.5	22.4	11.0	20.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	21.0	8.0	16.0	6.0	19.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	3.9	18.4	9.1	14.1	4.9	7.4	7.0	9.8
Green Ext Time (p_c), s	0.0	2.2	0.0	1.1	0.0	8.3	0.1	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	375	129	53	381	32	164	308	105	72	333	76
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	51	395	136	56	401	34	173	324	111	76	351	80
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	401	826	281	357	1052	89	491	753	253	459	687	155
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.11	0.30	0.30	0.06	0.25	0.25
Sat Flow, veh/h	915	2507	853	837	3193	270	1619	2514	846	1619	2775	625
Grp Volume(v), veh/h	51	268	263	56	214	221	173	219	216	76	215	216
Grp Sat Flow(s),veh/h/ln	915	1710	1649	837	1710	1752	1619	1710	1651	1619	1710	1690
Q Serve(g_s), s	1.7	4.8	4.9	2.2	3.7	3.7	2.9	3.9	4.1	1.3	4.1	4.2
Cycle Q Clear(g_c), s	5.4	4.8	4.9	7.1	3.7	3.7	2.9	3.9	4.1	1.3	4.1	4.2
Prop In Lane	1.00		0.52	1.00		0.15	1.00		0.51	1.00		0.37
Lane Grp Cap(c), veh/h	401	563	543	357	563	577	491	512	494	459	423	418
V/C Ratio(X)	0.13	0.48	0.48	0.16	0.38	0.38	0.35	0.43	0.44	0.17	0.51	0.52
Avail Cap(c_a), veh/h	482	714	689	431	714	732	568	804	776	534	714	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	10.2	10.2	13.1	9.8	9.9	9.1	10.8	10.8	9.8	12.4	12.4
Incr Delay (d2), s/veh	0.1	0.6	0.7	0.2	0.4	0.4	0.4	0.6	0.6	0.2	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.3	2.3	0.5	1.8	1.8	1.4	1.9	1.9	0.6	2.0	2.0
LnGrp Delay(d),s/veh	12.1	10.8	10.9	13.3	10.3	10.3	9.6	11.3	11.4	9.9	13.3	13.4
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		582			491			608			507	
Approach Delay, s/veh		11.0			10.6			10.9			12.9	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		16.6	8.2	13.5		16.6	6.2	15.5
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	4.0	18.0
Max Q Clear Time (g_c+I1), s		7.4	4.9	6.2		9.1	3.3	6.1
Green Ext Time (p_c), s		4.1	0.0	3.3		3.6	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	8	22	6	12	254	5	263	3	186	426	58
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	69	8	23	6	13	267	5	277	3	196	448	61
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	1
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	152	160	143	324	360	521	9	665	7	227	1118	500
Arrive On Green	0.09	0.09	0.09	0.20	0.20	0.20	0.01	0.19	0.19	0.14	0.33	0.33
Sat Flow, veh/h	1619	1710	1530	1619	1800	1530	1619	3466	38	1619	3420	1530
Grp Volume(v), veh/h	69	8	23	6	13	267	5	137	143	196	448	61
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1800	1530	1619	1710	1793	1619	1710	1530
Q Serve(g_s), s	1.7	0.2	0.6	0.1	0.2	6.0	0.1	3.0	3.0	5.1	4.3	1.2
Cycle Q Clear(g_c), s	1.7	0.2	0.6	0.1	0.2	6.0	0.1	3.0	3.0	5.1	4.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	152	160	143	324	360	521	9	328	344	227	1118	500
V/C Ratio(X)	0.46	0.05	0.16	0.02	0.04	0.51	0.57	0.42	0.42	0.86	0.40	0.12
Avail Cap(c_a), veh/h	606	640	573	606	674	787	152	640	671	227	1440	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	17.6	17.8	13.7	13.8	11.3	21.2	15.2	15.2	18.0	11.1	10.1
Incr Delay (d2), s/veh	2.1	0.1	0.5	0.0	0.0	0.8	47.8	0.8	0.8	27.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.1	0.3	0.1	0.1	2.6	0.2	1.5	1.6	3.9	2.0	0.5
LnGrp Delay(d),s/veh	20.5	17.8	18.3	13.8	13.8	12.1	69.0	16.0	16.0	45.1	11.4	10.2
LnGrp LOS	C	B	B	B	B	B	E	B	B	D	B	B
Approach Vol, veh/h		100			286			285			705	
Approach Delay, s/veh		19.8			12.2			16.9			20.6	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		8.0	4.2	18.0		12.5	10.0	12.2
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	18.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		3.7	2.1	6.3		8.0	7.1	5.0
Green Ext Time (p_c), s		0.2	0.0	3.3		0.6	0.0	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	323	363	22	358	17	264	249	6	56	784	33
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	32	340	382	23	377	18	278	262	6	59	825	35
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	313	489	437	162	950	45	327	1560	36	70	995	42
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.20	0.46	0.46	0.04	0.30	0.30
Sat Flow, veh/h	949	1710	1530	701	3324	158	1619	3418	78	1619	3343	142
Grp Volume(v), veh/h	32	340	382	23	193	202	278	131	137	59	422	438
Grp Sat Flow(s),veh/h/ln	949	1710	1530	701	1710	1772	1619	1710	1786	1619	1710	1775
Q Serve(g_s), s	1.6	9.9	13.3	1.8	5.1	5.1	9.3	2.5	2.5	2.0	12.9	12.9
Cycle Q Clear(g_c), s	6.7	9.9	13.3	15.1	5.1	5.1	9.3	2.5	2.5	2.0	12.9	12.9
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	313	489	437	162	489	506	327	781	815	70	509	528
V/C Ratio(X)	0.10	0.70	0.87	0.14	0.40	0.40	0.85	0.17	0.17	0.84	0.83	0.83
Avail Cap(c_a), veh/h	313	489	437	162	489	506	405	794	830	174	550	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	17.8	19.0	26.2	16.1	16.1	21.5	9.0	9.0	26.6	18.3	18.3
Incr Delay (d2), s/veh	0.1	4.3	17.5	0.4	0.5	0.5	13.2	0.1	0.1	22.3	9.7	9.4
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	0.4	5.2	7.6	0.4	2.4	2.6	5.3	1.2	1.2	1.3	7.3	7.6
LnGrp Delay(d),s/veh	19.0	22.1	36.5	26.6	16.6	16.6	34.7	9.1	9.1	48.9	28.0	27.7
LnGrp LOS	B	C	D	C	B	B	C	A	A	D	C	C
Approach Vol, veh/h		754			418			546			919	
Approach Delay, s/veh		29.3			17.2			22.1			29.2	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	29.6		20.0	15.3	20.7		20.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	26.0		16.0	14.0	18.0		16.0
Max Q Clear Time (g_c+I1), s	4.0	4.5		15.3	11.3	14.9		17.1
Green Ext Time (p_c), s	0.0	6.3		0.5	0.2	1.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.8
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	239	143	0	59	259	0	125	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	252	151	0	62	273	0	132	48
Number of Lanes	0	2	0	0	0	2	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.1	10.3	10.4
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	48%	0%	0%	41%	0%
Vol Thru, %	0%	0%	100%	36%	59%	100%
Vol Right, %	0%	52%	0%	64%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	88	159	223	145	173
LT Vol	83	42	0	0	59	0
Through Vol	0	0	159	80	86	173
RT Vol	0	46	0	143	0	0
Lane Flow Rate	88	92	168	234	153	182
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.165	0.157	0.252	0.322	0.24	0.275
Departure Headway (Hd)	6.753	6.117	5.403	4.95	5.648	5.443
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	534	590	657	717	629	652
Service Time	4.453	3.817	3.196	2.742	3.447	3.242
HCM Lane V/C Ratio	0.165	0.156	0.256	0.326	0.243	0.279
HCM Control Delay	10.8	10	10	10.1	10.3	10.3
HCM Lane LOS	B	A	A	B	B	B
HCM 95th-tile Q	0.6	0.6	1	1.4	0.9	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	158	67	108	165	17	78	77	85	41	118	49
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	29	166	71	114	174	18	82	81	89	43	124	52
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	482	648	266	456	858	88	548	481	539	365	912	372
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1143	2366	972	1097	3133	321	773	995	1113	446	1884	768
Grp Volume(v), veh/h	29	118	119	114	94	98	137	0	115	117	0	102
Grp Sat Flow(s),veh/h/ln	1143	1710	1628	1097	1710	1743	1440	0	1442	1596	0	1502
Q Serve(g_s), s	0.7	1.8	1.9	3.0	1.4	1.4	0.1	0.0	1.5	0.0	0.0	1.2
Cycle Q Clear(g_c), s	2.1	1.8	1.9	4.9	1.4	1.4	1.4	0.0	1.5	1.2	0.0	1.2
Prop In Lane	1.00		0.60	1.00		0.18	0.60		0.77	0.37		0.51
Lane Grp Cap(c), veh/h	482	469	446	456	469	478	871	0	698	921	0	727
V/C Ratio(X)	0.06	0.25	0.27	0.25	0.20	0.20	0.16	0.00	0.17	0.13	0.00	0.14
Avail Cap(c_a), veh/h	722	828	788	686	828	844	871	0	698	921	0	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	9.4	9.4	11.3	9.2	9.2	4.8	0.0	4.8	4.7	0.0	4.7
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.3	0.2	0.2	0.4	0.0	0.5	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.9	0.9	0.9	0.7	0.7	0.8	0.0	0.7	0.7	0.0	0.6
LnGrp Delay(d),s/veh	10.1	9.6	9.7	11.6	9.4	9.4	5.1	0.0	5.3	5.0	0.0	5.1
LnGrp LOS	B	A	A	B	A	A	A		A	A		A
Approach Vol, veh/h		266			306			252			219	
Approach Delay, s/veh		9.7			10.2			5.2			5.1	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		13.1		20.0		13.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		3.5		4.1		3.2		6.9
Green Ext Time (p_c), s		2.1		2.6		2.2		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	129	364	19	9	415	67	2	0	1	97	14	145
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	136	383	20	9	437	71	2	0	1	102	15	153
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
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	414	1093	57	414	753	122	434	27	160	644	84	577
Arrive On Green	0.08	0.33	0.33	0.01	0.26	0.26	0.38	0.00	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1619	3307	172	1619	2950	476	776	71	423	1286	222	1530
Grp Volume(v), veh/h	136	197	206	9	252	256	3	0	0	117	0	153
Grp Sat Flow(s),veh/h/ln	1619	1710	1770	1619	1710	1716	1270	0	0	1508	0	1530
Q Serve(g_s), s	2.5	3.7	3.7	0.2	5.5	5.5	0.0	0.0	0.0	0.0	0.0	2.9
Cycle Q Clear(g_c), s	2.5	3.7	3.7	0.2	5.5	5.5	1.9	0.0	0.0	1.9	0.0	2.9
Prop In Lane	1.00		0.10	1.00		0.28	0.67		0.33	0.87		1.00
Lane Grp Cap(c), veh/h	414	565	585	414	436	438	620	0	0	727	0	577
V/C Ratio(X)	0.33	0.35	0.35	0.02	0.58	0.58	0.00	0.00	0.00	0.16	0.00	0.27
Avail Cap(c_a), veh/h	505	726	751	551	645	647	620	0	0	727	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	10.7	10.8	11.5	13.8	13.8	8.3	0.0	0.0	8.8	0.0	9.1
Incr Delay (d2), s/veh	0.5	0.4	0.4	0.0	1.2	1.2	0.0	0.0	0.0	0.5	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.8	1.9	0.1	2.7	2.7	0.0	0.0	0.0	1.0	0.0	1.4
LnGrp Delay(d),s/veh	10.3	11.1	11.1	11.6	15.0	15.1	8.3	0.0	0.0	9.3	0.0	10.3
LnGrp LOS	B	B	B	B	B	B	A			A		B
Approach Vol, veh/h		539			517			3			270	
Approach Delay, s/veh		10.9			15.0			8.3			9.8	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	4.4	18.0		20.0	7.6	14.8
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	18.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		3.9	2.2	5.7		4.9	4.5	7.5
Green Ext Time (p_c), s		0.8	0.0	4.1		0.8	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	282	102	82	289	144	105	420	46	105	556	150
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	71	297	107	86	304	152	111	442	48	111	585	158
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
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	85	1139	510	336	676	432	137	1036	112	137	1138	589
Arrive On Green	0.05	0.33	0.33	0.20	0.20	0.20	0.08	0.33	0.33	0.08	0.33	0.33
Sat Flow, veh/h	1619	3420	1530	941	3420	1530	1619	3114	337	1619	3420	1530
Grp Volume(v), veh/h	71	297	107	86	304	152	111	242	248	111	585	158
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	941	1710	1530	1619	1710	1741	1619	1710	1530
Q Serve(g_s), s	2.1	3.1	2.4	3.9	3.8	3.8	3.2	5.3	5.3	3.2	6.6	3.4
Cycle Q Clear(g_c), s	2.1	3.1	2.4	3.9	3.8	3.8	3.2	5.3	5.3	3.2	6.6	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	85	1139	510	336	676	432	137	569	579	137	1138	589
V/C Ratio(X)	0.84	0.26	0.21	0.26	0.45	0.35	0.81	0.43	0.43	0.81	0.51	0.27
Avail Cap(c_a), veh/h	168	1778	795	463	1138	639	236	569	579	236	1138	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	11.7	11.5	17.0	17.0	13.7	21.6	12.5	12.5	21.6	12.9	10.1
Incr Delay (d2), s/veh	19.0	0.1	0.2	0.4	0.5	0.5	10.6	2.3	2.3	10.6	1.7	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.5	1.0	1.0	1.8	1.6	1.9	2.9	2.9	1.9	3.4	1.6
LnGrp Delay(d),s/veh	41.6	11.8	11.7	17.4	17.5	14.2	32.2	14.8	14.8	32.2	14.6	11.3
LnGrp LOS	D	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		475			542			601			854	
Approach Delay, s/veh		16.3			16.6			18.0			16.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	20.0		20.0	8.1	20.0	6.5	13.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	16.0		25.0	7.0	16.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	5.2	7.3		5.1	5.2	8.6	4.1	5.9
Green Ext Time (p_c), s	0.0	4.6		4.9	0.0	4.0	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	245	138	113	372	35	80	185	53	25	333	145
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	65	258	145	119	392	37	84	195	56	26	351	153
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
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	425	731	398	431	1079	101	458	1159	324	623	790	672
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	920	2140	1165	942	3161	297	858	2641	739	1083	1800	1530
Grp Volume(v), veh/h	65	205	198	119	211	218	84	124	127	26	351	153
Grp Sat Flow(s),veh/h/ln	920	1710	1594	942	1710	1748	858	1710	1670	1083	1800	1530
Q Serve(g_s), s	2.1	3.3	3.4	4.0	3.4	3.4	2.8	1.6	1.7	0.5	5.0	2.3
Cycle Q Clear(g_c), s	5.5	3.3	3.4	7.4	3.4	3.4	7.7	1.6	1.7	2.2	5.0	2.3
Prop In Lane	1.00		0.73	1.00		0.17	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	425	584	544	431	584	597	458	751	733	623	790	672
V/C Ratio(X)	0.15	0.35	0.36	0.28	0.36	0.37	0.18	0.17	0.17	0.04	0.44	0.23
Avail Cap(c_a), veh/h	515	751	700	523	751	767	458	751	733	623	790	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	9.0	9.0	11.8	9.0	9.0	9.8	6.2	6.2	6.9	7.1	6.4
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.3	0.4	0.4	0.9	0.5	0.5	0.1	1.8	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	0.5	1.6	1.6	1.1	1.6	1.7	0.8	0.9	0.9	0.2	2.8	1.1
LnGrp Delay(d),s/veh	11.3	9.3	9.4	12.1	9.4	9.4	10.7	6.7	6.7	7.0	8.9	7.2
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		468			548			335			530	
Approach Delay, s/veh		9.6			10.0			7.7			8.3	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		16.4		20.0		16.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		9.7		7.5		7.0		9.4
Green Ext Time (p_c), s		2.4		3.7		3.0		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	369	194	227	476	2	175	0	135	0	0	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1800	1800	1700	1800	1800	1700	0	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	388	204	239	501	2	184	0	142	0	0	6
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	989	513	367	1585	6	210	0	0	0	0	374
Arrive On Green	0.00	0.45	0.45	0.45	0.45	0.45	0.13	0.00	0.00	0.00	0.00	0.24
Sat Flow, veh/h	0	2270	1131	791	3494	14	1619	184		0	0	1530
Grp Volume(v), veh/h	0	303	289	239	245	258	184	61.5		0	0	6
Grp Sat Flow(s),veh/h/ln	0	1710	1600	791	1710	1798	1619	E		0	0	1530
Q Serve(g_s), s	0.0	8.2	8.4	20.1	6.4	6.4	7.8			0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	8.2	8.4	28.4	6.4	6.4	7.8			0.0	0.0	0.2
Prop In Lane	0.00		0.71	1.00		0.01	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	0	776	726	367	776	815	210			0	0	374
V/C Ratio(X)	0.00	0.39	0.40	0.65	0.32	0.32	0.88			0.00	0.00	0.02
Avail Cap(c_a), veh/h	0	787	736	372	787	827	210			0	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.6	12.7	22.1	12.1	12.1	29.7			0.0	0.0	19.9
Incr Delay (d2), s/veh	0.0	0.3	0.4	3.9	0.2	0.2	31.7			0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	3.8	4.8	3.0	3.2	5.3			0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	12.9	13.0	26.0	12.4	12.3	61.5			0.0	0.0	20.0
LnGrp LOS		B	B	C	B	B	E					C
Approach Vol, veh/h		592			742						6	
Approach Delay, s/veh		13.0			16.8						20.0	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	5	6		8
Phs Duration (G+Y+Rc), s				35.5	13.0	21.0		35.5
Change Period (Y+Rc), s				4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s				32.0	9.0	17.0		32.0
Max Q Clear Time (g_c+I1), s				10.4	9.8	2.2		30.4
Green Ext Time (p_c), s				8.4	0.0	0.0		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	315	121	85	263	20	136	267	82	32	385	36
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	31	332	127	89	277	21	143	281	86	34	405	38
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	479	807	303	401	1070	81	531	1156	347	567	1409	132
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1037	2434	915	895	3224	243	908	2594	778	974	3163	295
Grp Volume(v), veh/h	31	231	228	89	146	152	143	183	184	34	218	225
Grp Sat Flow(s),veh/h/ln	1037	1710	1639	895	1710	1757	908	1710	1663	974	1710	1748
Q Serve(g_s), s	0.8	3.8	3.9	3.1	2.2	2.3	4.3	2.4	2.5	0.8	2.9	2.9
Cycle Q Clear(g_c), s	3.1	3.8	3.9	6.9	2.2	2.3	7.2	2.4	2.5	3.3	2.9	2.9
Prop In Lane	1.00		0.56	1.00		0.14	1.00		0.47	1.00		0.17
Lane Grp Cap(c), veh/h	479	567	544	401	567	583	531	762	741	567	762	779
V/C Ratio(X)	0.06	0.41	0.42	0.22	0.26	0.26	0.27	0.24	0.25	0.06	0.29	0.29
Avail Cap(c_a), veh/h	597	762	730	503	762	783	531	762	741	567	762	779
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	9.3	9.3	12.0	8.8	8.8	8.6	6.2	6.2	7.2	6.3	6.3
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.3	0.2	0.2	1.2	0.7	0.8	0.2	0.9	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	0.2	1.8	1.8	0.8	1.1	1.1	1.2	1.3	1.3	0.2	1.5	1.6
LnGrp Delay(d),s/veh	10.0	9.7	9.8	12.3	9.0	9.0	9.9	6.9	7.0	7.4	7.3	7.3
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		490			387			510			477	
Approach Delay, s/veh		9.8			9.8			7.8			7.3	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		15.9		20.0		15.9
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		9.2		5.9		5.3		8.9
Green Ext Time (p_c), s		3.0		3.8		4.0		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	156	16	132	223	151	17	330	114	70	498	32
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	21	164	17	139	235	159	18	347	120	74	524	34
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	455	44	519	327	222	126	1082	360	221	1265	79
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	63	1392	134	1154	1002	678	41	2410	802	215	2818	177
Grp Volume(v), veh/h	202	0	0	139	0	394	261	0	224	323	0	309
Grp Sat Flow(s),veh/h/ln	1588	0	0	1154	0	1680	1756	0	1496	1603	0	1607
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.4	0.0	0.0	3.5	0.0	0.0	4.7
Cycle Q Clear(g_c), s	7.5	0.0	0.0	4.6	0.0	7.4	3.3	0.0	3.5	4.3	0.0	4.7
Prop In Lane	0.10		0.08	1.00		0.40	0.07		0.54	0.23		0.11
Lane Grp Cap(c), veh/h	630	0	0	519	0	549	896	0	672	844	0	721
V/C Ratio(X)	0.32	0.00	0.00	0.27	0.00	0.72	0.29	0.00	0.33	0.38	0.00	0.43
Avail Cap(c_a), veh/h	831	0	0	660	0	754	896	0	672	844	0	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	9.6	0.0	10.6	6.3	0.0	6.4	6.6	0.0	6.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	2.1	0.8	0.0	1.3	1.3	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.1	0.0	3.7	1.8	0.0	1.6	2.4	0.0	2.4
LnGrp Delay(d),s/veh	9.4	0.0	0.0	9.9	0.0	12.6	7.2	0.0	7.7	7.9	0.0	8.6
LnGrp LOS	A			A		B	A		A	A		A
Approach Vol, veh/h		202			533			485			632	
Approach Delay, s/veh		9.4			11.9			7.4			8.2	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		15.6		20.0		15.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.5		9.5		6.7		9.4
Green Ext Time (p_c), s		4.7		2.2		4.3		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	36	229	67	322	605	33	89	373	203	37	528	48
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	38	241	71	339	637	35	94	393	214	39	556	51
Adj No. of Lanes	1	2	0	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	505	145	381	989	442	115	1202	538	53	991	91
Arrive On Green	0.03	0.19	0.19	0.13	0.29	0.29	0.07	0.35	0.35	0.03	0.31	0.31
Sat Flow, veh/h	1619	2622	755	2956	3420	1530	1619	3420	1530	1619	3169	290
Grp Volume(v), veh/h	38	155	157	339	637	35	94	393	214	39	299	308
Grp Sat Flow(s),veh/h/ln	1619	1710	1667	1478	1710	1530	1619	1710	1530	1619	1710	1749
Q Serve(g_s), s	1.3	4.4	4.6	6.1	8.8	0.9	3.1	4.6	5.7	1.3	7.9	8.0
Cycle Q Clear(g_c), s	1.3	4.4	4.6	6.1	8.8	0.9	3.1	4.6	5.7	1.3	7.9	8.0
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	52	329	321	381	989	442	115	1202	538	53	535	547
V/C Ratio(X)	0.73	0.47	0.49	0.89	0.64	0.08	0.81	0.33	0.40	0.74	0.56	0.56
Avail Cap(c_a), veh/h	179	504	491	381	1070	479	119	1202	538	119	535	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	19.5	19.6	23.3	16.9	14.0	24.9	12.9	13.3	26.0	15.5	15.6
Incr Delay (d2), s/veh	17.7	1.1	1.2	21.9	1.2	0.1	32.8	0.7	2.2	17.7	4.2	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.2	2.2	3.7	4.3	0.4	2.4	2.2	2.7	0.8	4.4	4.5
LnGrp Delay(d),s/veh	43.7	20.5	20.7	45.2	18.1	14.1	57.7	13.6	15.5	43.8	19.7	19.7
LnGrp LOS	D	C	C	D	B	B	E	B	B	D	B	B
Approach Vol, veh/h		350			1011			701			646	
Approach Delay, s/veh		23.1			27.0			20.1			21.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	23.1	11.0	14.5	7.9	21.0	5.7	19.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	7.0	16.0	4.0	17.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	3.3	7.7	8.1	6.6	5.1	10.0	3.3	10.8
Green Ext Time (p_c), s	0.0	4.3	0.0	3.9	0.0	3.6	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	6	6	358	8	99	4	513	318	116	766	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	1	6	6	377	8	104	4	540	335	122	806	6
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	3	57	57	445	24	313	7	1690	526	150	2176	16
Arrive On Green	0.00	0.07	0.07	0.15	0.22	0.22	0.00	0.34	0.34	0.09	0.43	0.43
Sat Flow, veh/h	1619	827	827	2956	110	1436	1619	4914	1530	1619	5032	37
Grp Volume(v), veh/h	1	0	12	377	0	112	4	540	335	122	525	287
Grp Sat Flow(s),veh/h/ln	1619	0	1654	1478	0	1547	1619	1638	1530	1619	1638	1793
Q Serve(g_s), s	0.0	0.0	0.3	5.8	0.0	2.8	0.1	3.8	8.6	3.4	5.0	5.0
Cycle Q Clear(g_c), s	0.0	0.0	0.3	5.8	0.0	2.8	0.1	3.8	8.6	3.4	5.0	5.0
Prop In Lane	1.00		0.50	1.00		0.93	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	3	0	114	445	0	338	7	1690	526	150	1416	775
V/C Ratio(X)	0.29	0.00	0.11	0.85	0.00	0.33	0.57	0.32	0.64	0.81	0.37	0.37
Avail Cap(c_a), veh/h	139	0	569	445	0	632	139	1690	526	174	1416	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	20.3	19.2	0.0	15.3	23.1	11.2	12.8	20.7	8.9	8.9
Incr Delay (d2), s/veh	40.0	0.0	0.4	14.2	0.0	0.6	56.9	0.5	5.8	21.9	0.7	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	0.1	0.0	0.2	3.2	0.0	1.3	0.2	1.8	4.4	2.4	2.4	2.8
LnGrp Delay(d),s/veh	63.2	0.0	20.7	33.4	0.0	15.9	80.0	11.7	18.6	42.6	9.7	10.3
LnGrp LOS	E		C	C		B	E	B	B	D	A	B
Approach Vol, veh/h		13			489			879			934	
Approach Delay, s/veh		24.0			29.4			14.7			14.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	20.0	11.0	7.2	4.2	24.1	4.1	14.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	16.0	7.0	16.0	4.0	17.0	4.0	19.0
Max Q Clear Time (g_c+I1), s	5.4	10.6	7.8	2.3	2.1	7.0	2.0	4.8
Green Ext Time (p_c), s	0.0	3.8	0.0	0.5	0.0	6.2	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	35	188	24	23	13	180	678	0	22	903	233
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1534	1660	1530	1615	3420	1530	1615	4914		1615	3420	1530
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1534	1660	1530	1615	3420	1530	1615	4914		1615	3420	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	151	37	198	25	24	14	189	714	0	23	951	245
RTOR Reduction (vph)	0	0	141	0	0	13	0	0	0	0	0	146
Lane Group Flow (vph)	94	94	57	25	24	1	189	714	0	23	951	99
Turn Type	Split	NA	pt+ov	Split	NA	Prot	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8	8	5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	9.1	9.1	18.3	3.9	3.9	3.9	9.2	34.2		0.9	25.9	25.9
Effective Green, g (s)	9.1	9.1	18.3	3.9	3.9	3.9	9.2	34.2		0.9	25.9	25.9
Actuated g/C Ratio	0.14	0.14	0.29	0.06	0.06	0.06	0.14	0.53		0.01	0.40	0.40
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	217	235	436	98	208	93	231	2621		22	1381	618
v/s Ratio Prot	c0.06	0.06	0.04	c0.02	0.01	0.00	c0.12	0.15		0.01	c0.28	
v/s Ratio Perm												0.06
v/c Ratio	0.43	0.40	0.13	0.26	0.12	0.01	0.82	0.27		1.05	0.69	0.16
Uniform Delay, d1	25.1	25.0	17.0	28.7	28.5	28.3	26.6	8.2		31.6	15.8	12.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	1.1	0.1	1.4	0.2	0.0	19.7	0.3		206.7	2.8	0.6
Delay (s)	26.5	26.1	17.1	30.1	28.7	28.3	46.3	8.4		238.3	18.6	12.7
Level of Service	C	C	B	C	C	C	D	A		F	B	B
Approach Delay (s)		21.6			29.2			16.3			21.6	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	64.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	104	200	138	96	257	170	61	565	54	122	674	89
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	109	211	145	101	271	179	64	595	57	128	709	94
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	462	304	381	434	278	76	1027	98	201	1053	139
Arrive On Green	0.08	0.23	0.23	0.07	0.22	0.22	0.05	0.33	0.33	0.07	0.35	0.35
Sat Flow, veh/h	1619	1980	1300	1619	2002	1282	1619	3155	302	2956	3037	402
Grp Volume(v), veh/h	109	181	175	101	230	220	64	322	330	128	399	404
Grp Sat Flow(s),veh/h/ln	1619	1710	1571	1619	1710	1574	1619	1710	1747	1478	1710	1729
Q Serve(g_s), s	3.5	4.7	5.0	2.5	6.4	6.6	2.0	8.2	8.2	2.2	10.4	10.4
Cycle Q Clear(g_c), s	3.5	4.7	5.0	2.5	6.4	6.6	2.0	8.2	8.2	2.2	10.4	10.4
Prop In Lane	1.00		0.83	1.00		0.81	1.00		0.17	1.00		0.23
Lane Grp Cap(c), veh/h	135	399	367	381	370	341	76	557	569	201	593	599
V/C Ratio(X)	0.81	0.45	0.48	0.27	0.62	0.64	0.84	0.58	0.58	0.64	0.67	0.67
Avail Cap(c_a), veh/h	217	557	511	459	524	482	124	557	569	226	593	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	17.2	17.3	14.5	18.5	18.6	24.7	14.6	14.6	23.7	14.5	14.5
Incr Delay (d2), s/veh	10.9	0.8	1.0	0.4	1.7	2.0	23.1	4.3	4.3	4.9	6.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.3	2.3	1.1	3.2	3.1	1.4	4.5	4.6	1.0	5.9	5.9
LnGrp Delay(d),s/veh	34.4	18.0	18.2	14.9	20.2	20.7	47.8	19.0	18.9	28.6	20.5	20.5
LnGrp LOS	C	B	B	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		465			551			716			931	
Approach Delay, s/veh		21.9			19.4			21.5			21.6	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	21.0	7.5	16.2	6.4	22.1	8.4	15.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	6.0	17.0	4.0	17.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	4.2	10.2	4.5	7.0	4.0	12.4	5.5	8.6
Green Ext Time (p_c), s	0.0	4.3	0.0	3.2	0.0	3.1	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	23	68	102	82	50	362	791	65	29	604	68
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.99		1.00	0.98	
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1534	1666	1530	1615	1697		2949	4858		1615	4839	
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1534	1666	1530	1615	1697		2949	4858		1615	4839	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	78	24	72	107	86	53	381	833	68	31	636	72
RTOR Reduction (vph)	0	0	0	0	30	0	0	11	0	0	17	0
Lane Group Flow (vph)	51	51	72	107	109	0	381	890	0	31	691	0
Turn Type	Split	NA	Prot	Split	NA		Split	NA		Split	NA	
Protected Phases	4	4	4	8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	7.1	7.1	7.1	9.7	9.7		16.3	16.3		16.3	16.3	
Effective Green, g (s)	7.1	7.1	7.1	9.7	9.7		16.3	16.3		16.3	16.3	
Actuated g/C Ratio	0.11	0.11	0.11	0.15	0.15		0.25	0.25		0.25	0.25	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	166	180	166	239	251		734	1210		402	1206	
v/s Ratio Prot	0.03	0.03	c0.05	c0.07	0.06		0.13	c0.18		0.02	c0.14	
v/s Ratio Perm												
v/c Ratio	0.31	0.28	0.43	0.45	0.44		0.52	0.74		0.08	0.57	
Uniform Delay, d1	26.9	26.8	27.3	25.4	25.4		21.2	22.6		18.8	21.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.9	1.8	1.3	1.2		2.6	4.0		0.4	2.0	
Delay (s)	27.9	27.7	29.1	26.7	26.6		23.8	26.6		19.2	23.5	
Level of Service	C	C	C	C	C		C	C		B	C	
Approach Delay (s)		28.3			26.6			25.7			23.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	65.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	694	0	423	482	956	0	1	549	467
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.97	0.85	1.00	1.00			0.96	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1530	1454	1615	3420			4436	1316
Flt Permitted				0.95	0.96	1.00	0.18	1.00			0.94	1.00
Satd. Flow (perm)				1534	1530	1454	309	3420			4166	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	731	0	445	507	1006	0	1	578	492
RTOR Reduction (vph)	0	0	0	0	60	80	0	0	0	0	118	178
Lane Group Flow (vph)	0	0	0	402	345	289	507	1006	0	0	707	68
Turn Type				Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)				18.7	18.7	18.7	38.0	38.0			18.0	18.0
Effective Green, g (s)				18.7	18.7	18.7	38.0	38.0			18.0	18.0
Actuated g/C Ratio				0.29	0.29	0.29	0.59	0.59			0.28	0.28
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				443	442	420	504	2008			1159	366
v/s Ratio Prot							c0.25	0.29				
v/s Ratio Perm				c0.26	0.23	0.20	c0.34				0.17	0.05
v/c Ratio				0.91	0.78	0.69	1.01	0.50			0.61	0.19
Uniform Delay, d1				22.2	21.1	20.4	15.9	7.8			20.3	17.8
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				21.9	8.7	4.7	41.6	0.9			2.4	1.1
Delay (s)				44.1	29.8	25.1	57.4	8.7			22.7	18.9
Level of Service				D	C	C	E	A			C	B
Approach Delay (s)		0.0			33.2			25.0			21.8	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	64.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	689	0	613	0	0	0	0	772	227	223	1020	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.97		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1624	2693					4747		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.20	1.00	
Satd. Flow (perm)	1534	1624	2693					4747		340	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	725	0	645	0	0	0	0	813	239	235	1074	0
RTOR Reduction (vph)	0	0	83	0	0	0	0	106	0	0	0	0
Lane Group Flow (vph)	362	363	562	0	0	0	0	946	0	235	1074	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	16.0	16.0	16.0					16.0		26.0	26.0	
Effective Green, g (s)	16.0	16.0	16.0					16.0		26.0	26.0	
Actuated g/C Ratio	0.32	0.32	0.32					0.32		0.52	0.52	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	490	519	861					1519		329	1778	
v/s Ratio Prot	c0.24	0.22	0.21					0.20		0.09	c0.31	
v/s Ratio Perm										c0.29		
v/c Ratio	0.74	0.70	0.65					0.62		0.71	0.60	
Uniform Delay, d1	15.1	14.9	14.6					14.4		8.1	8.4	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	5.8	4.1	1.8					1.9		7.2	1.5	
Delay (s)	20.9	19.0	16.4					16.4		15.3	9.9	
Level of Service	C	B	B					B		B	A	
Approach Delay (s)		18.3			0.0			16.4			10.9	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	76	225	255	125	268	202	81	722	48	167	1307	133
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	80	237	268	132	282	213	85	760	51	176	1376	140
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	100	305	273	159	406	297	186	1520	102	403	1573	159
Arrive On Green	0.06	0.18	0.18	0.10	0.22	0.22	0.04	0.47	0.47	0.08	0.50	0.50
Sat Flow, veh/h	1619	1710	1530	1619	1885	1381	1619	3253	218	1619	3137	317
Grp Volume(v), veh/h	80	237	268	132	255	240	85	399	412	176	747	769
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1556	1619	1710	1761	1619	1710	1744
Q Serve(g_s), s	4.4	11.9	15.7	7.2	12.3	12.8	2.4	14.6	14.6	4.9	34.7	35.3
Cycle Q Clear(g_c), s	4.4	11.9	15.7	7.2	12.3	12.8	2.4	14.6	14.6	4.9	34.7	35.3
Prop In Lane	1.00		1.00	1.00		0.89	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	100	305	273	159	368	335	186	799	823	403	857	875
V/C Ratio(X)	0.80	0.78	0.98	0.83	0.69	0.72	0.46	0.50	0.50	0.44	0.87	0.88
Avail Cap(c_a), veh/h	126	305	273	162	368	335	188	799	823	494	857	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	35.2	36.7	39.7	32.5	32.7	19.1	16.6	16.6	11.8	19.8	20.0
Incr Delay (d2), s/veh	24.6	12.0	49.5	28.1	5.5	7.1	1.7	2.2	2.2	0.7	11.8	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	6.6	10.3	4.4	6.4	6.2	1.2	7.4	7.6	2.2	19.0	19.9
LnGrp Delay(d),s/veh	66.2	47.2	86.2	67.8	38.0	39.8	20.8	18.8	18.8	12.5	31.6	32.2
LnGrp LOS	E	D	F	E	D	D	C	B	B	B	C	C
Approach Vol, veh/h		585			627			896			1692	
Approach Delay, s/veh		67.6			44.9			19.0			29.9	
Approach LOS		E			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	45.9	12.8	20.0	7.9	49.0	9.5	23.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	37.0	9.0	16.0	4.0	45.0	7.0	18.0
Max Q Clear Time (g_c+I1), s	6.9	16.6	9.2	17.7	4.4	37.3	6.4	14.8
Green Ext Time (p_c), s	0.2	15.0	0.0	0.0	0.0	6.6	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	488	32	86	404	0	16	0	53	1	0	0
Conflicting Peds, #/hr	0	0	0	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	-	-	-	85	-	-	-	-	-	-	-	-
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	6	514	34	91	425	0	17	0	56	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	425	0	0	547	0	0	937	1149	274	875	1166	213
Stage 1	-	-	-	-	-	-	543	543	-	606	606	-
Stage 2	-	-	-	-	-	-	394	606	-	269	560	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1145	-	-	1033	-	-	223	200	730	247	196	798
Stage 1	-	-	-	-	-	-	497	523	-	456	490	-
Stage 2	-	-	-	-	-	-	608	490	-	719	514	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1145	-	-	1033	-	-	207	181	730	211	177	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	181	-	211	177	-
Stage 1	-	-	-	-	-	-	493	519	-	452	447	-
Stage 2	-	-	-	-	-	-	554	447	-	659	510	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	14.3	22.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	1145	-	-	1033	-	-	211
HCM Lane V/C Ratio	0.158	0.006	-	-	0.088	-	-	0.005
HCM Control Delay (s)	14.3	8.2	0	-	8.8	-	-	22.1
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.3	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	325	14	62	29	24	76	5	531	9	54	635	39
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	342	15	65	31	25	80	5	559	9	57	668	41
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	413	10	612	111	99	142	355	1378	22	410	1310	80
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	592	26	1530	0	248	355	710	3445	55	809	3274	201
Grp Volume(v), veh/h	357	0	65	136	0	0	5	277	291	57	349	360
Grp Sat Flow(s),veh/h/ln	618	0	1530	603	0	0	710	1710	1790	809	1710	1765
Q Serve(g_s), s	0.0	0.0	1.1	0.0	0.0	0.0	0.2	4.6	4.7	2.2	6.1	6.2
Cycle Q Clear(g_c), s	16.0	0.0	1.1	16.0	0.0	0.0	6.4	4.6	4.7	6.8	6.1	6.2
Prop In Lane	0.96		1.00	0.23		0.59	1.00		0.03	1.00		0.11
Lane Grp Cap(c), veh/h	423	0	612	352	0	0	355	684	716	410	684	706
V/C Ratio(X)	0.84	0.00	0.11	0.39	0.00	0.00	0.01	0.41	0.41	0.14	0.51	0.51
Avail Cap(c_a), veh/h	423	0	612	352	0	0	355	684	716	410	684	706
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	7.5	9.1	0.0	0.0	11.4	8.6	8.6	11.0	9.0	9.0
Incr Delay (d2), s/veh	14.3	0.0	0.1	0.7	0.0	0.0	0.1	1.8	1.7	0.7	2.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.5	1.1	0.0	0.0	0.0	2.5	2.6	0.6	3.3	3.4
LnGrp Delay(d),s/veh	28.8	0.0	7.6	9.8	0.0	0.0	11.5	10.4	10.3	11.7	11.7	11.7
LnGrp LOS	C		A	A			B	B	B	B	B	B
Approach Vol, veh/h		422			136			573			766	
Approach Delay, s/veh		25.5			9.8			10.3			11.7	
Approach LOS		C			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		8.4		18.0		8.8		18.0
Green Ext Time (p_c), s		4.2		0.0		4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	448	1203	14	6	864	92	3	9	3	476	18	235
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1800	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	472	1266	15	6	909	97	3	9	3	501	19	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	1	1
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	481	1468	17	10	915	409	68	204	68	550	335	285
Arrive On Green	0.16	0.42	0.42	0.01	0.27	0.27	0.20	0.20	0.20	0.19	0.19	0.00
Sat Flow, veh/h	2956	3462	41	1619	3420	1530	344	1033	344	2956	1800	1530
Grp Volume(v), veh/h	472	625	656	6	909	97	15	0	0	501	19	0
Grp Sat Flow(s),veh/h/ln	1478	1710	1793	1619	1710	1530	1722	0	0	1478	1800	1530
Q Serve(g_s), s	13.7	28.6	28.6	0.3	22.8	4.3	0.6	0.0	0.0	14.3	0.7	0.0
Cycle Q Clear(g_c), s	13.7	28.6	28.6	0.3	22.8	4.3	0.6	0.0	0.0	14.3	0.7	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.20		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	481	725	760	10	915	409	340	0	0	550	335	285
V/C Ratio(X)	0.98	0.86	0.86	0.60	0.99	0.24	0.04	0.00	0.00	0.91	0.06	0.00
Avail Cap(c_a), veh/h	481	725	760	75	915	409	340	0	0	550	335	285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	22.5	22.5	42.6	31.4	24.6	27.9	0.0	0.0	34.3	28.8	0.0
Incr Delay (d2), s/veh	35.9	10.4	10.0	45.7	28.2	0.3	0.2	0.0	0.0	21.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	15.5	16.1	0.3	14.3	1.8	0.3	0.0	0.0	7.5	0.4	0.0
LnGrp Delay(d),s/veh	71.8	32.9	32.5	88.3	59.6	24.9	28.2	0.0	0.0	56.0	29.1	0.0
LnGrp LOS	E	C	C	F	E	C	C			E	C	
Approach Vol, veh/h		1753			1012			15			520	
Approach Delay, s/veh		43.2			56.4			28.2			55.0	
Approach LOS		D			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		21.0	4.5	40.5		20.0	18.0	27.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	4.0	33.0		16.0	14.0	23.0
Max Q Clear Time (g_c+I1), s		2.6	2.3	30.6		16.3	15.7	24.8
Green Ext Time (p_c), s		0.0	0.0	2.2		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.1
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	961	214	247	747	747	930
Number	4	14	3	8	5	12
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
Adj Sat Flow, veh/h/ln	1765	1765	1569	1765	1569	1765
Adj Flow Rate, veh/h	1012	225	260	786	786	979
Adj No. of Lanes	2	1	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1163	520	340	1781	971	1194
Arrive On Green	0.35	0.35	0.12	0.53	0.33	0.33
Sat Flow, veh/h	3441	1500	2898	3441	2898	2640
Grp Volume(v), veh/h	1012	225	260	786	786	979
Grp Sat Flow(s),veh/h/ln	1676	1500	1449	1676	1449	1320
Q Serve(g_s), s	16.9	6.9	5.2	8.6	14.8	19.3
Cycle Q Clear(g_c), s	16.9	6.9	5.2	8.6	14.8	19.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1163	520	340	1781	971	1194
V/C Ratio(X)	0.87	0.43	0.77	0.44	0.81	0.82
Avail Cap(c_a), veh/h	1179	528	340	1797	971	1194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	15.0	25.6	8.6	18.1	14.2
Incr Delay (d2), s/veh	7.2	0.6	10.0	0.2	7.3	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	2.9	2.5	4.0	6.9	8.0
LnGrp Delay(d),s/veh	25.4	15.6	35.5	8.7	25.4	20.6
LnGrp LOS	C	B	D	A	C	C
Approach Vol, veh/h	1237			1046	1765	
Approach Delay, s/veh	23.6			15.4	22.7	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		24.0	11.0	24.7				35.7
Change Period (Y+Rc), s		4.0	4.0	4.0				4.0
Max Green Setting (Gmax), s		20.0	7.0	21.0				32.0
Max Q Clear Time (g_c+I1), s		21.3	7.2	18.9				10.6
Green Ext Time (p_c), s		0.0	0.0	1.9				13.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	106	1645	11	42	300
Number	3	18	2	12	1	6
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
Adj Sat Flow, veh/h/ln	1700	1800	1765	1800	1700	1765
Adj Flow Rate, veh/h	4	112	1732	12	44	316
Adj No. of Lanes	1	1	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	0	2
Cap, veh/h	135	127	2328	16	56	1382
Arrive On Green	0.08	0.08	0.68	0.68	0.03	0.78
Sat Flow, veh/h	1619	1530	3502	24	1619	1765
Grp Volume(v), veh/h	4	112	850	894	44	316
Grp Sat Flow(s),veh/h/ln	1619	1530	1677	1761	1619	1765
Q Serve(g_s), s	0.1	4.3	19.6	19.7	1.6	2.8
Cycle Q Clear(g_c), s	0.1	4.3	19.6	19.7	1.6	2.8
Prop In Lane	1.00	1.00		0.01	1.00	
Lane Grp Cap(c), veh/h	135	127	1144	1201	56	1382
V/C Ratio(X)	0.03	0.88	0.74	0.74	0.78	0.23
Avail Cap(c_a), veh/h	135	127	1144	1201	108	1382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	27.2	6.2	6.2	28.7	1.7
Incr Delay (d2), s/veh	0.1	45.2	4.4	4.2	20.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.4	10.1	10.6	1.0	1.5
LnGrp Delay(d),s/veh	25.4	72.4	10.5	10.4	49.5	2.1
LnGrp LOS	C	E	B	B	D	A
Approach Vol, veh/h	116		1744			360
Approach Delay, s/veh	70.8		10.5			7.9
Approach LOS	E		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.1	44.9				51.0		9.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	39.0				47.0		5.0
Max Q Clear Time (g_c+I1), s	3.6	21.7				4.8		6.3
Green Ext Time (p_c), s	0.0	12.2				21.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	0	2	0	0	6	1	1367	0	1	264	7
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1765	1800	1700	1766	1800
Adj Flow Rate, veh/h	39	0	2	0	0	6	1	1439	0	1	278	7
Adj No. of Lanes	0	1	0	0	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	0	2	2
Cap, veh/h	110	0	2	0	0	60	2	1509	1308	2	1466	37
Arrive On Green	0.04	0.00	0.04	0.00	0.00	0.04	0.00	0.86	0.00	0.00	0.86	0.86
Sat Flow, veh/h	1234	0	63	0	0	1530	1619	1765	1530	1619	1715	43
Grp Volume(v), veh/h	41	0	0	0	0	6	1	1439	0	1	0	285
Grp Sat Flow(s),veh/h/ln	1298	0	0	0	0	1530	1619	1765	1530	1619	0	1758
Q Serve(g_s), s	3.2	0.0	0.0	0.0	0.0	0.4	0.1	73.4	0.0	0.1	0.0	3.2
Cycle Q Clear(g_c), s	3.7	0.0	0.0	0.0	0.0	0.4	0.1	73.4	0.0	0.1	0.0	3.2
Prop In Lane	0.95		0.05	0.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	112	0	0	0	0	60	2	1509	1308	2	0	1503
V/C Ratio(X)	0.37	0.00	0.00	0.00	0.00	0.10	0.56	0.95	0.00	0.56	0.00	0.19
Avail Cap(c_a), veh/h	256	0	0	0	0	214	57	1509	1308	57	0	1503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.9	0.0	0.0	0.0	0.0	53.1	57.2	6.5	0.0	57.2	0.0	1.4
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.0	0.0	0.7	157.8	14.5	0.0	157.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.0	0.0	0.2	0.1	40.4	0.0	0.1	0.0	1.6
LnGrp Delay(d),s/veh	56.9	0.0	0.0	0.0	0.0	53.8	215.0	21.0	0.0	215.0	0.0	1.7
LnGrp LOS	E					D	F	C		F		A
Approach Vol, veh/h		41			6			1440			286	
Approach Delay, s/veh		56.9			53.8			21.1			2.5	
Approach LOS		E			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.1	102.0		8.5	4.1	102.0		8.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	98.0		16.0	4.0	98.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	75.4		5.7	2.1	5.2		2.4
Green Ext Time (p_c), s	0.0	16.6		0.1	0.0	36.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1231	3	8	14	6	242
Number	5	12	3	8	4	14
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
Adj Sat Flow, veh/h/ln	1667	1765	1800	1765	1765	1765
Adj Flow Rate, veh/h	1296	3	8	15	6	255
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1406	1328	60	47	72	1389
Arrive On Green	0.89	0.89	0.04	0.04	0.04	0.04
Sat Flow, veh/h	1587	1500	383	1158	1765	1500
Grp Volume(v), veh/h	1296	3	23	0	6	255
Grp Sat Flow(s),veh/h/ln	1587	1500	1541	0	1765	1500
Q Serve(g_s), s	55.2	0.0	0.3	0.0	0.4	1.6
Cycle Q Clear(g_c), s	55.2	0.0	1.4	0.0	0.4	1.6
Prop In Lane	1.00	1.00	0.35			1.00
Lane Grp Cap(c), veh/h	1406	1328	107	0	72	1389
V/C Ratio(X)	0.92	0.00	0.21	0.00	0.08	0.18
Avail Cap(c_a), veh/h	1406	1328	264	0	260	1550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	3.9	0.7	50.6	0.0	50.1	0.4
Incr Delay (d2), s/veh	11.4	0.0	1.0	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.1	0.0	0.7	0.0	0.2	7.6
LnGrp Delay(d),s/veh	15.3	0.7	51.5	0.0	50.6	0.4
LnGrp LOS	B	A	D		D	A
Approach Vol, veh/h	1299			23	261	
Approach Delay, s/veh	15.3			51.5	1.6	
Approach LOS	B			D	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		100.0		8.4				8.4
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		96.0		16.0				16.0
Max Q Clear Time (g_c+I1), s		57.2		3.6				3.4
Green Ext Time (p_c), s		8.5		0.8				0.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	192	54	186	118	3	58	55	203	11	143	48
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	37	202	57	196	124	3	61	58	214	12	151	51
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	249	70	147	428	10	71	68	249	23	294	99
Arrive On Green	0.03	0.18	0.18	0.09	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1619	1351	381	1619	1750	42	294	279	1030	97	1216	411
Grp Volume(v), veh/h	37	0	259	196	0	127	333	0	0	214	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	1733	1619	0	1793	1603	0	0	1723	0	0
Q Serve(g_s), s	1.5	0.0	9.5	6.0	0.0	3.8	13.1	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	9.5	6.0	0.0	3.8	13.1	0.0	0.0	7.1	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.02	0.18		0.64	0.06		0.24
Lane Grp Cap(c), veh/h	48	0	319	147	0	439	388	0	0	417	0	0
V/C Ratio(X)	0.77	0.00	0.81	1.34	0.00	0.29	0.86	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	147	0	419	147	0	439	388	0	0	417	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.9	0.0	25.9	30.1	0.0	20.3	24.0	0.0	0.0	21.7	0.0	0.0
Incr Delay (d2), s/veh	21.8	0.0	8.9	189.6	0.0	0.4	21.2	0.0	0.0	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	5.3	10.4	0.0	1.9	8.1	0.0	0.0	3.9	0.0	0.0
LnGrp Delay(d),s/veh	53.7	0.0	34.8	219.7	0.0	20.7	45.2	0.0	0.0	26.2	0.0	0.0
LnGrp LOS	D		C	F		C	D			C		
Approach Vol, veh/h		296			323			333			214	
Approach Delay, s/veh		37.2			141.4			45.2			26.2	
Approach LOS		D			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	10.0	16.2		20.0	6.0	20.2
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		15.1	8.0	11.5		9.1	3.5	5.8
Green Ext Time (p_c), s		0.2	0.0	0.7		0.5	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	66.3
HCM 2010 LOS	E

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	44	1	18	4	0	1	18	875	0	0	641	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	0	60	-	150
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	46	1	19	4	0	1	19	921	0	0	675	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1634	1634	675	1644	1634	921	675	0	0	921	0	0
Stage 1	675	675	-	959	959	-	-	-	-	-	-	-
Stage 2	959	959	-	685	675	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	82	102	457	81	102	331	926	-	-	750	-	-
Stage 1	447	456	-	311	338	-	-	-	-	-	-	-
Stage 2	311	338	-	441	456	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	100	457	76	100	331	926	-	-	750	-	-
Mov Cap-2 Maneuver	80	100	-	76	100	-	-	-	-	-	-	-
Stage 1	438	456	-	305	331	-	-	-	-	-	-	-
Stage 2	304	331	-	422	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	85.3	47.5	0.2	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	105	90	750	-	-
HCM Lane V/C Ratio	0.02	-	-	0.632	0.058	-	-	-
HCM Control Delay (s)	9	-	-	85.3	47.5	0	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	0.2	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	216	11	33	8	6	5	36	672	56	4	561	103
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	227	12	35	8	6	5	38	707	59	4	591	108
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	1
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	274	14	42	13	10	8	51	847	71	7	882	749
Arrive On Green	0.20	0.20	0.20	0.02	0.02	0.02	0.03	0.52	0.52	0.00	0.49	0.49
Sat Flow, veh/h	1402	74	216	710	532	444	1619	1639	137	1619	1800	1530
Grp Volume(v), veh/h	274	0	0	19	0	0	38	0	766	4	591	108
Grp Sat Flow(s),veh/h/ln	1692	0	0	1686	0	0	1619	0	1776	1619	1800	1530
Q Serve(g_s), s	9.4	0.0	0.0	0.7	0.0	0.0	1.4	0.0	22.1	0.1	15.0	2.3
Cycle Q Clear(g_c), s	9.4	0.0	0.0	0.7	0.0	0.0	1.4	0.0	22.1	0.1	15.0	2.3
Prop In Lane	0.83		0.13	0.42		0.26	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	331	0	0	30	0	0	51	0	918	7	882	749
V/C Ratio(X)	0.83	0.00	0.00	0.62	0.00	0.00	0.75	0.00	0.83	0.57	0.67	0.14
Avail Cap(c_a), veh/h	449	0	0	447	0	0	107	0	1119	107	1134	964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	29.4	0.0	0.0	29.0	0.0	12.4	30.0	11.7	8.4
Incr Delay (d2), s/veh	9.1	0.0	0.0	19.0	0.0	0.0	19.8	0.0	4.7	58.0	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.0	0.5	0.0	0.0	0.9	0.0	11.8	0.2	7.6	1.0
LnGrp Delay(d),s/veh	32.4	0.0	0.0	48.4	0.0	0.0	48.7	0.0	17.1	87.9	12.7	8.5
LnGrp LOS	C			D			D		B	F	B	A
Approach Vol, veh/h		274			19			804			703	
Approach Delay, s/veh		32.4			48.4			18.6			12.5	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	35.2		15.8	5.9	33.5		5.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	24.1		11.4	3.4	17.0		2.7
Green Ext Time (p_c), s	0.0	7.0		0.5	0.0	8.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		18.6
HCM 2010 LOS		B

Intersection	
Intersection Delay, s/veh	39.5
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	0	6	0	94	4	44	0	4	672	295
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	0	6	0	99	4	46	0	4	707	311
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	10	12.3	58.9
HCM LOS	A	B	F

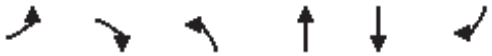
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	14%	66%	100%	0%
Vol Thru, %	0%	69%	0%	3%	0%	99%
Vol Right, %	0%	31%	86%	31%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	967	7	142	324	294
LT Vol	4	0	1	94	324	0
Through Vol	0	672	0	4	0	292
RT Vol	0	295	6	44	0	2
Lane Flow Rate	4	1018	7	149	341	309
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.007	1	0.014	0.277	0.588	0.49
Departure Headway (Hd)	6.335	5.613	6.802	6.668	6.205	5.701
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	560	641	523	538	580	631
Service Time	4.132	3.409	4.889	4.71	3.955	3.451
HCM Lane V/C Ratio	0.007	1.588	0.013	0.277	0.588	0.49
HCM Control Delay	9.2	59.1	10	12.3	17.5	13.8
HCM Lane LOS	A	F	A	B	C	B
HCM 95th-tile Q	0	15.4	0	1.1	3.8	2.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	324	292	2
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	341	307	2
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	15.7
HCM LOS	C

Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	329	201	113	671	336	39
Ideal Flow (vphpl)	1800	1800	1700	1800	1800	1800
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1656		1615	1800	1800	1530
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1656		1615	1800	1800	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	346	212	119	706	354	41
RTOR Reduction (vph)	39	0	0	0	0	26
Lane Group Flow (vph)	519	0	119	706	354	15
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	7		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	20.7		5.5	30.0	20.5	20.5
Effective Green, g (s)	20.7		5.5	30.0	20.5	20.5
Actuated g/C Ratio	0.35		0.09	0.51	0.35	0.35
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	583		151	919	628	534
v/s Ratio Prot	c0.31		0.07	c0.39	0.20	
v/s Ratio Perm						0.01
v/c Ratio	0.89		0.79	0.77	0.56	0.03
Uniform Delay, d1	17.9		26.0	11.6	15.5	12.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	15.7		23.2	6.1	3.6	0.1
Delay (s)	33.6		49.3	17.7	19.1	12.6
Level of Service	C		D	B	B	B
Approach Delay (s)	33.6			22.2	18.4	
Approach LOS	C			C	B	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	58.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	0	61	0	0	0	36	487	0	0	328	34
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	0	1800				1700	1800	0	0	1800	1800
Adj Flow Rate, veh/h	52	0	64				38	513	0	0	345	36
Adj No. of Lanes	1	0	1				1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	121	0	114				56	1285	0	0	1032	877
Arrive On Green	0.07	0.00	0.07				0.03	0.71	0.00	0.00	0.57	0.57
Sat Flow, veh/h	1619	0	1530				1619	1800	0	0	1800	1530
Grp Volume(v), veh/h	52	0	64				38	513	0	0	345	36
Grp Sat Flow(s),veh/h/ln	1619	0	1530				1619	1800	0	0	1800	1530
Q Serve(g_s), s	1.2	0.0	1.5				0.9	4.3	0.0	0.0	3.8	0.4
Cycle Q Clear(g_c), s	1.2	0.0	1.5				0.9	4.3	0.0	0.0	3.8	0.4
Prop In Lane	1.00		1.00				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	121	0	114				56	1285	0	0	1032	877
V/C Ratio(X)	0.43	0.00	0.56				0.67	0.40	0.00	0.00	0.33	0.04
Avail Cap(c_a), veh/h	214	0	202				171	1285	0	0	1032	877
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	16.9				18.0	2.2	0.0	0.0	4.3	3.5
Incr Delay (d2), s/veh	2.4	0.0	4.3				13.1	0.9	0.0	0.0	0.9	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
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.4				0.6	2.3	0.0	0.0	2.1	0.6
LnGrp Delay(d),s/veh	19.2	0.0	21.2				31.1	3.1	0.0	0.0	5.1	3.6
LnGrp LOS	B		C				C	A			A	A
Approach Vol, veh/h		116						551			381	
Approach Delay, s/veh		20.3						5.0			5.0	
Approach LOS		C						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		31.0		6.8	5.3	25.7		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		27.0		5.0	4.0	19.0		
Max Q Clear Time (g_c+I1), s		6.3		3.5	2.9	5.8		
Green Ext Time (p_c), s		4.8		0.0	0.0	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	0	12	0	0	0	3	281	0	0	232	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	-	-	100
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, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	6	0	13	0	0	0	3	296	0	0	244	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	546	546	244	553	546	296	244	0	0	296	0	0
Stage 1	244	244	-	302	302	-	-	-	-	-	-	-
Stage 2	302	302	-	251	244	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	448	448	795	447	448	748	1322	-	-	1277	-	-
Stage 1	760	708	-	712	668	-	-	-	-	-	-	-
Stage 2	707	668	-	758	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	447	447	795	439	447	748	1322	-	-	1277	-	-
Mov Cap-2 Maneuver	447	447	-	439	447	-	-	-	-	-	-	-
Stage 1	758	708	-	710	666	-	-	-	-	-	-	-
Stage 2	705	666	-	746	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	0	0.1	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1322	-	-	631	-	1277	-	-
HCM Lane V/C Ratio	0.002	-	-	0.03	-	-	-	-
HCM Control Delay (s)	7.7	-	-	10.9	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	32	0	59	1	0	1	22	263	4	4	207	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	130	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	62	1	0	1	23	277	4	4	218	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	568	569	234	598	583	279	249	0	0	281	0	0
Stage 1	242	242	-	325	325	-	-	-	-	-	-	-
Stage 2	326	327	-	273	258	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	432	805	414	424	760	1317	-	-	1282	-	-
Stage 1	762	705	-	687	649	-	-	-	-	-	-	-
Stage 2	687	648	-	733	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	427	423	805	376	415	760	1317	-	-	1282	-	-
Mov Cap-2 Maneuver	427	423	-	376	415	-	-	-	-	-	-	-
Stage 1	749	703	-	675	638	-	-	-	-	-	-	-
Stage 2	674	637	-	674	692	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	12.2	0.6	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	614	503	1282	-	-
HCM Lane V/C Ratio	0.018	-	-	0.156	0.004	0.003	-	-
HCM Control Delay (s)	7.8	-	-	11.9	12.2	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	152	449	34	43	650	117	18	24	46	103	31	133
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1765	1800	1667	1765	1800	1667	1765	1765	1667	1765	1765
Adj Flow Rate, veh/h	160	473	36	45	684	123	19	25	48	108	33	140
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1099	83	56	757	136	29	471	400	132	586	498
Arrive On Green	0.12	0.35	0.35	0.04	0.27	0.27	0.02	0.27	0.27	0.08	0.33	0.33
Sat Flow, veh/h	1587	3159	240	1587	2841	510	1587	1765	1500	1587	1765	1500
Grp Volume(v), veh/h	160	250	259	45	403	404	19	25	48	108	33	140
Grp Sat Flow(s),veh/h/ln	1587	1676	1722	1587	1676	1675	1587	1765	1500	1587	1765	1500
Q Serve(g_s), s	5.9	6.9	6.9	1.7	13.9	14.0	0.7	0.6	1.5	4.0	0.8	4.1
Cycle Q Clear(g_c), s	5.9	6.9	6.9	1.7	13.9	14.0	0.7	0.6	1.5	4.0	0.8	4.1
Prop In Lane	1.00		0.14	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	583	599	56	447	446	29	471	400	132	586	498
V/C Ratio(X)	0.86	0.43	0.43	0.81	0.90	0.90	0.66	0.05	0.12	0.82	0.06	0.28
Avail Cap(c_a), veh/h	185	583	599	159	447	447	106	471	400	132	586	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	15.0	15.0	28.7	21.3	21.3	29.3	16.4	16.7	27.0	13.6	14.8
Incr Delay (d2), s/veh	31.9	0.5	0.5	22.9	21.3	21.6	23.0	0.2	0.6	31.2	0.2	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	4.2	3.2	3.3	1.1	9.0	9.1	0.5	0.3	0.7	2.9	0.4	1.9
LnGrp Delay(d),s/veh	57.9	15.5	15.5	51.6	42.6	42.8	52.3	16.6	17.3	58.3	13.8	16.2
LnGrp LOS	E	B	B	D	D	D	D	B	B	E	B	B
Approach Vol, veh/h		669			852			92			281	
Approach Delay, s/veh		25.6			43.2			24.3			32.1	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	20.0	6.1	24.9	5.1	23.9	11.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	16.0	6.0	17.0	4.0	17.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	6.0	3.5	3.7	8.9	2.7	6.1	7.9	16.0
Green Ext Time (p_c), s	0.0	0.6	0.0	4.8	0.0	0.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	257	128	3	78	139	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	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	271	135	3	82	146	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	405	0	385	203
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1165	-	596	810
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1165	-	594	810
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1165	-
HCM Lane V/C Ratio	0.278	-	-	0.003	-
HCM Control Delay (s)	13	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	699	2	0	0	0	2	6	12	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	736	2	0	0	0	2	6	13	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	1475	1476	2
Stage 1	-	-	-	-	-	-	1474	1474	-
Stage 2	-	-	-	-	-	-	1	2	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1634	-	-	141	127	1088
Stage 1	-	-	-	-	-	-	212	192	-
Stage 2	-	-	-	-	-	-	1028	898	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1634	-	-	1634	-	-	77	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	0	-
Stage 1	-	-	-	-	-	-	116	0	-
Stage 2	-	-	-	-	-	-	1028	0	-

Approach	EB	WB	NB
HCM Control Delay, s	9	0	50.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	100	1634	-	-	1634	-	-
HCM Lane V/C Ratio	0.211	0.45	-	-	-	-	-
HCM Control Delay (s)	50.4	9	0	-	0	-	-
HCM Lane LOS	F	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.7	2.4	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	697	0	2	9	0	0	0	0	3	1	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	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	0	734	0	2	9	0	0	0	0	3	1	43

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	9	0	0	734	0	0	748	748	9
Stage 1	-	-	-	-	-	-	14	14	-
Stage 2	-	-	-	-	-	-	734	734	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1624	-	-	880	-	-	383	343	1079
Stage 1	-	-	-	-	-	-	1014	888	-
Stage 2	-	-	-	-	-	-	478	429	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1624	-	-	880	-	-	382	0	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-	382	0	-
Stage 1	-	-	-	-	-	-	1012	0	-
Stage 2	-	-	-	-	-	-	478	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1624	-	-	880	-	-	960
HCM Lane V/C Ratio	-	-	-	0.002	-	-	0.049
HCM Control Delay (s)	0	-	-	9.1	0	-	8.9
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	18	8	9	0	57	11	189	0	5	215	176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	19	8	9	0	60	12	199	0	5	226	185
Number of Lanes	0	0	1	0	0	1	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	2
HCM Control Delay	9	10	12.6
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	1%	51%	100%	0%	53%
Vol Thru, %	54%	23%	0%	6%	33%
Vol Right, %	44%	26%	0%	94%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	35	57	200	103
LT Vol	5	18	57	0	55
Through Vol	215	8	0	11	34
RT Vol	176	9	0	189	14
Lane Flow Rate	417	37	60	211	108
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.527	0.058	0.104	0.297	0.157
Departure Headway (Hd)	4.548	5.688	6.259	5.084	5.197
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	788	633	567	697	682
Service Time	2.613	3.688	4.058	2.882	3.293
HCM Lane V/C Ratio	0.529	0.058	0.106	0.303	0.158
HCM Control Delay	12.6	9	9.8	10.1	9.3
HCM Lane LOS	B	A	A	B	A
HCM 95th-tile Q	3.1	0.2	0.3	1.2	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	55	34	14
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	58	36	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.3
HCM LOS	A

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	353	176	355	212	120	110	35	387	43	65	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	28	372	185	374	223	126	116	37	407	45	68	21
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	37	427	209	376	858	467	92	29	323	57	87	27
Arrive On Green	0.02	0.19	0.19	0.23	0.40	0.40	0.28	0.28	0.28	0.10	0.10	0.10
Sat Flow, veh/h	1619	2227	1091	1619	2140	1164	327	104	1149	579	875	270
Grp Volume(v), veh/h	28	284	273	374	176	173	560	0	0	134	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1608	1619	1710	1595	1581	0	0	1723	0	0
Q Serve(g_s), s	1.4	13.2	13.5	18.9	5.6	5.9	23.0	0.0	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	1.4	13.2	13.5	18.9	5.6	5.9	23.0	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		0.68	1.00		0.73	0.21		0.73	0.34		0.16
Lane Grp Cap(c), veh/h	37	328	308	376	686	640	445	0	0	171	0	0
V/C Ratio(X)	0.75	0.87	0.88	0.99	0.26	0.27	1.26	0.00	0.00	0.79	0.00	0.00
Avail Cap(c_a), veh/h	119	335	315	376	686	640	445	0	0	337	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.7	32.0	32.2	31.3	16.4	16.4	29.4	0.0	0.0	36.0	0.0	0.0
Incr Delay (d2), s/veh	25.6	20.4	24.2	44.8	0.2	0.2	133.9	0.0	0.0	7.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.1	8.1	13.0	2.7	2.6	26.4	0.0	0.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	65.4	52.5	56.3	76.1	16.6	16.7	163.3	0.0	0.0	43.7	0.0	0.0
LnGrp LOS	E	D	E	E	B	B	F			D		
Approach Vol, veh/h		585			723			560			134	
Approach Delay, s/veh		54.9			47.4			163.3			43.7	
Approach LOS		D			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	19.7		12.1	5.9	36.8		27.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	19.0	16.0		16.0	6.0	29.0		23.0
Max Q Clear Time (g_c+I1), s	20.9	15.5		8.2	3.4	7.9		25.0
Green Ext Time (p_c), s	0.0	0.2		0.3	0.0	5.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	81.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	579	0	0	472	327	206	5	692	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1800	1800	0	0	1800	1800	1800	1800	1800			
Adj Flow Rate, veh/h	211	609	0	0	497	344	217	5	728			
Adj No. of Lanes	0	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	257	870	0	0	941	650	671	15	612			
Arrive On Green	0.49	0.49	0.00	0.00	0.49	0.49	0.40	0.40	0.40			
Sat Flow, veh/h	354	1873	0	0	2026	1337	1677	39	1530			
Grp Volume(v), veh/h	320	500	0	0	439	402	222	0	728			
Grp Sat Flow(s),veh/h/ln	589	1556	0	0	1710	1564	1716	0	1530			
Q Serve(g_s), s	21.5	17.1	0.0	0.0	12.4	12.5	6.2	0.0	28.0			
Cycle Q Clear(g_c), s	34.0	17.1	0.0	0.0	12.4	12.5	6.2	0.0	28.0			
Prop In Lane	0.66		0.00	0.00		0.86	0.98		1.00			
Lane Grp Cap(c), veh/h	371	756	0	0	831	760	686	0	612			
V/C Ratio(X)	0.86	0.66	0.00	0.00	0.53	0.53	0.32	0.00	1.19			
Avail Cap(c_a), veh/h	371	756	0	0	831	760	686	0	612			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.5	13.6	0.0	0.0	12.5	12.5	14.5	0.0	21.0			
Incr Delay (d2), s/veh	18.1	2.2	0.0	0.0	0.6	0.7	0.3	0.0	100.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.0	7.7	0.0	0.0	6.0	5.5	3.0	0.0	28.9			
LnGrp Delay(d),s/veh	41.7	15.8	0.0	0.0	13.1	13.2	14.7	0.0	121.9			
LnGrp LOS	D	B			B	B	B		F			
Approach Vol, veh/h		820			841			950				
Approach Delay, s/veh		25.9			13.1			96.9				
Approach LOS		C			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		38.0				38.0		32.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		34.0				34.0		28.0
Max Q Clear Time (g_c+I1), s		36.0				14.5		30.0
Green Ext Time (p_c), s		0.0				12.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	717	376	91	384	62	322	97	162	63	93	132
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	166	755	396	96	404	65	339	102	171	66	98	139
Adj No. of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
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	204	1100	719	118	793	127	438	451	384	79	273	232
Arrive On Green	0.13	0.32	0.32	0.07	0.27	0.27	0.15	0.25	0.25	0.05	0.15	0.15
Sat Flow, veh/h	1619	3420	1530	1619	2955	472	2956	1800	1530	1619	1800	1530
Grp Volume(v), veh/h	166	755	396	96	233	236	339	102	171	66	98	139
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1717	1478	1800	1530	1619	1800	1530
Q Serve(g_s), s	5.2	10.1	9.7	3.1	6.0	6.1	5.8	2.4	4.9	2.1	2.6	4.4
Cycle Q Clear(g_c), s	5.2	10.1	9.7	3.1	6.0	6.1	5.8	2.4	4.9	2.1	2.6	4.4
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	1100	719	118	459	460	438	451	384	79	273	232
V/C Ratio(X)	0.81	0.69	0.55	0.81	0.51	0.51	0.77	0.23	0.45	0.83	0.36	0.60
Avail Cap(c_a), veh/h	248	1242	782	186	556	558	452	585	497	217	551	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	15.4	9.9	23.9	16.2	16.2	21.4	15.6	16.5	24.7	19.9	20.7
Incr Delay (d2), s/veh	15.5	1.4	0.7	13.8	0.9	0.9	7.9	0.3	0.8	19.7	0.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.9	4.2	1.8	3.0	3.0	2.8	1.2	2.1	1.4	1.3	2.0
LnGrp Delay(d),s/veh	37.8	16.8	10.6	37.7	17.1	17.1	29.4	15.8	17.3	44.3	20.7	23.2
LnGrp LOS	D	B	B	D	B	B	C	B	B	D	C	C
Approach Vol, veh/h		1317			565			612			303	
Approach Delay, s/veh		17.6			20.6			23.8			27.0	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	20.8	11.7	11.9	10.6	18.0	6.6	17.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	19.0	8.0	16.0	8.0	17.0	7.0	17.0
Max Q Clear Time (g_c+I1), s	5.1	12.1	7.8	6.4	7.2	8.1	4.1	6.9
Green Ext Time (p_c), s	0.0	4.8	0.0	1.5	0.0	5.8	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	44	256	621	87	90	635
Number	1	16	8	18	7	4
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1700	1800
Adj Flow Rate, veh/h	46	269	654	92	95	668
Adj No. of Lanes	1	2	2	0	1	2
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	281	658	1158	163	115	1981
Arrive On Green	0.17	0.17	0.38	0.38	0.07	0.58
Sat Flow, veh/h	1619	2693	3102	423	1619	3510
Grp Volume(v), veh/h	46	269	371	375	95	668
Grp Sat Flow(s),veh/h/ln	1619	1346	1710	1725	1619	1710
Q Serve(g_s), s	0.8	2.7	5.5	5.5	1.9	3.3
Cycle Q Clear(g_c), s	0.8	2.7	5.5	5.5	1.9	3.3
Prop In Lane	1.00	1.00		0.25	1.00	
Lane Grp Cap(c), veh/h	281	658	658	664	115	1981
V/C Ratio(X)	0.16	0.41	0.56	0.57	0.83	0.34
Avail Cap(c_a), veh/h	801	1523	846	853	300	2748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	10.3	7.8	7.8	14.8	3.6
Incr Delay (d2), s/veh	0.3	0.4	0.8	0.8	13.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	2.7	2.7	1.3	1.5
LnGrp Delay(d),s/veh	11.6	10.7	8.6	8.6	28.5	3.7
LnGrp LOS	B	B	A	A	C	A
Approach Vol, veh/h	315		746			763
Approach Delay, s/veh	10.8		8.6			6.8
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				22.7		9.6	6.3	16.4
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				26.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s				5.3		4.7	3.9	7.5
Green Ext Time (p_c), s				8.4		0.9	0.0	4.9

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	306	1258	206	128	1155	126	242	377	139	176	437	191
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1600	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	322	1324	217	135	1216	133	255	397	146	185	460	201
Adj No. of Lanes	2	3	0	1	3	0	2	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	340	1464	240	163	1483	162	297	584	212	259	523	227
Arrive On Green	0.11	0.34	0.34	0.10	0.33	0.33	0.10	0.24	0.24	0.09	0.22	0.22
Sat Flow, veh/h	2956	4256	697	1619	4497	492	2956	2459	893	2956	2324	1008
Grp Volume(v), veh/h	322	1019	522	135	886	463	255	275	268	185	338	323
Grp Sat Flow(s),veh/h/ln	1478	1638	1677	1619	1638	1713	1478	1710	1642	1478	1710	1622
Q Serve(g_s), s	7.5	20.6	20.6	5.7	17.3	17.3	5.9	10.2	10.4	4.2	13.3	13.4
Cycle Q Clear(g_c), s	7.5	20.6	20.6	5.7	17.3	17.3	5.9	10.2	10.4	4.2	13.3	13.4
Prop In Lane	1.00		0.42	1.00		0.29	1.00		0.54	1.00		0.62
Lane Grp Cap(c), veh/h	340	1127	577	163	1080	565	297	406	390	259	384	365
V/C Ratio(X)	0.95	0.90	0.90	0.83	0.82	0.82	0.86	0.68	0.69	0.71	0.88	0.89
Avail Cap(c_a), veh/h	340	1130	578	163	1083	566	297	406	390	297	393	373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	21.7	21.7	30.7	21.4	21.4	30.8	24.1	24.2	30.9	26.1	26.1
Incr Delay (d2), s/veh	35.2	10.3	17.7	28.6	5.1	9.3	21.3	4.4	5.0	6.7	19.4	21.6
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	4.7	10.8	12.3	3.8	8.5	9.6	3.3	5.3	5.2	2.0	8.4	8.2
LnGrp Delay(d),s/veh	65.8	32.0	39.4	59.3	26.5	30.7	52.1	28.5	29.2	37.6	45.4	47.7
LnGrp LOS	E	C	D	E	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1863			1484			798			846	
Approach Delay, s/veh		39.9			30.8			36.3			44.6	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	27.9	11.0	19.6	12.0	26.9	10.1	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	24.0	7.0	16.0	8.0	23.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	7.7	22.6	7.9	15.4	9.5	19.3	6.2	12.4
Green Ext Time (p_c), s	0.0	1.3	0.0	0.2	0.0	3.5	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	207	111	162	353	22	96	549	135	62	614	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	54	218	117	171	372	23	101	578	142	65	646	47
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	408	734	379	430	1101	68	380	898	220	356	1016	74
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.33	0.33	0.05	0.31	0.31
Sat Flow, veh/h	949	2183	1128	1003	3273	202	1619	2725	668	1619	3234	235
Grp Volume(v), veh/h	54	169	166	171	194	201	101	362	358	65	341	352
Grp Sat Flow(s),veh/h/ln	949	1710	1601	1003	1710	1764	1619	1710	1682	1619	1710	1759
Q Serve(g_s), s	1.9	3.1	3.2	6.4	3.6	3.6	1.7	7.6	7.7	1.1	7.2	7.3
Cycle Q Clear(g_c), s	5.5	3.1	3.2	9.7	3.6	3.6	1.7	7.6	7.7	1.1	7.2	7.3
Prop In Lane	1.00		0.70	1.00		0.11	1.00		0.40	1.00		0.13
Lane Grp Cap(c), veh/h	408	575	538	430	575	593	380	563	554	356	537	553
V/C Ratio(X)	0.13	0.29	0.31	0.40	0.34	0.34	0.27	0.64	0.65	0.18	0.64	0.64
Avail Cap(c_a), veh/h	471	687	643	496	687	709	465	687	676	428	647	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	12.6	10.3	10.4	14.0	10.5	10.5	9.4	12.1	12.1	9.5	12.4	12.4
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.6	0.3	0.3	0.4	1.5	1.5	0.2	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.5	1.5	1.8	1.7	1.8	0.8	3.8	3.7	0.5	3.6	3.7
LnGrp Delay(d),s/veh	12.7	10.6	10.7	14.6	10.8	10.9	9.8	13.5	13.6	9.8	13.9	13.9
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		389			566			821			758	
Approach Delay, s/veh		11.0			12.0			13.1			13.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		18.2	6.8	17.3		18.2	6.1	17.9
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		17.0	4.0	17.0
Max Q Clear Time (g_c+I1), s		7.5	3.7	9.3		11.7	3.1	9.7
Green Ext Time (p_c), s		3.8	0.0	4.0		2.5	0.0	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	167	35	23	21	28	315	14	446	6	241	467	158
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	176	37	24	22	29	332	15	469	6	254	492	166
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	1
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	234	299	177	340	378	594	24	717	9	289	1269	568
Arrive On Green	0.14	0.14	0.14	0.21	0.21	0.21	0.01	0.21	0.21	0.18	0.37	0.37
Sat Flow, veh/h	1619	2069	1225	1619	1800	1530	1619	3458	44	1619	3420	1530
Grp Volume(v), veh/h	176	30	31	22	29	332	15	232	243	254	492	166
Grp Sat Flow(s),veh/h/ln	1619	1710	1584	1619	1800	1530	1619	1710	1792	1619	1710	1530
Q Serve(g_s), s	6.4	0.9	1.1	0.7	0.8	10.4	0.6	7.7	7.7	9.4	6.5	4.7
Cycle Q Clear(g_c), s	6.4	0.9	1.1	0.7	0.8	10.4	0.6	7.7	7.7	9.4	6.5	4.7
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	234	247	229	340	378	594	24	354	371	289	1269	568
V/C Ratio(X)	0.75	0.12	0.14	0.06	0.08	0.56	0.63	0.65	0.65	0.88	0.39	0.29
Avail Cap(c_a), veh/h	421	444	411	421	468	671	105	444	466	289	1277	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	22.9	23.0	19.5	19.5	14.7	30.2	22.4	22.4	24.6	14.2	13.7
Incr Delay (d2), s/veh	4.8	0.2	0.3	0.1	0.1	0.8	24.3	2.4	2.3	25.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.5	0.5	0.3	0.4	4.5	0.4	3.8	4.0	6.2	3.1	2.0
LnGrp Delay(d),s/veh	30.1	23.2	23.2	19.6	19.6	15.5	54.5	24.8	24.7	49.6	14.4	13.9
LnGrp LOS	C	C	C	B	B	B	D	C	C	D	B	B
Approach Vol, veh/h		237			383			490			912	
Approach Delay, s/veh		28.3			16.1			25.6			24.1	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		12.9	4.9	26.9		16.9	15.0	16.8
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	23.0		16.0	11.0	16.0
Max Q Clear Time (g_c+I1), s		8.4	2.6	8.5		12.4	11.4	9.7
Green Ext Time (p_c), s		0.5	0.0	5.2		0.5	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.5
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	183	377	224	35	429	85	396	616	49	43	299	41
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	193	397	236	37	452	89	417	648	52	45	315	43
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	317	790	464	276	1086	212	457	1352	108	53	522	71
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.28	0.42	0.42	0.03	0.17	0.17
Sat Flow, veh/h	830	2076	1219	762	2853	558	1619	3208	257	1619	3028	410
Grp Volume(v), veh/h	193	326	307	37	270	271	417	345	355	45	177	181
Grp Sat Flow(s),veh/h/ln	830	1710	1585	762	1710	1701	1619	1710	1755	1619	1710	1728
Q Serve(g_s), s	16.2	10.6	10.8	2.9	8.4	8.5	18.1	10.6	10.7	2.0	6.9	7.1
Cycle Q Clear(g_c), s	24.8	10.6	10.8	13.7	8.4	8.5	18.1	10.6	10.7	2.0	6.9	7.1
Prop In Lane	1.00		0.77	1.00		0.33	1.00		0.15	1.00		0.24
Lane Grp Cap(c), veh/h	317	651	603	276	651	648	457	721	739	53	295	298
V/C Ratio(X)	0.61	0.50	0.51	0.13	0.41	0.42	0.91	0.48	0.48	0.84	0.60	0.61
Avail Cap(c_a), veh/h	321	658	610	279	658	655	512	799	820	134	400	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	17.2	17.3	22.5	16.6	16.6	25.2	15.3	15.3	35.0	27.8	27.8
Incr Delay (d2), s/veh	3.2	0.6	0.7	0.2	0.4	0.4	19.6	0.5	0.5	27.9	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	5.1	4.8	0.6	4.0	4.1	10.6	5.1	5.2	1.3	3.4	3.5
LnGrp Delay(d),s/veh	29.0	17.8	18.0	22.8	17.0	17.0	44.8	15.7	15.7	62.9	29.7	29.8
LnGrp LOS	C	B	B	C	B	B	D	B	B	E	C	C
Approach Vol, veh/h		826			578			1117			403	
Approach Delay, s/veh		20.5			17.4			26.6			33.5	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	34.6		31.7	24.5	16.5		31.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	34.0		28.0	23.0	17.0		28.0
Max Q Clear Time (g_c+I1), s	4.0	12.7		26.8	20.1	9.1		15.7
Green Ext Time (p_c), s	0.0	5.7		0.9	0.4	3.5		6.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	334	97	0	36	315	0	180	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	352	102	0	38	332	0	189	59
Number of Lanes	0	2	0	0	0	2	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.6	11.5	11.5
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	52%	0%	0%	26%	0%
Vol Thru, %	0%	0%	100%	53%	74%	100%
Vol Right, %	0%	48%	0%	47%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	116	223	208	141	210
LT Vol	120	60	0	0	36	0
Through Vol	0	0	223	111	105	210
RT Vol	0	56	0	97	0	0
Lane Flow Rate	126	122	234	219	148	221
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.246	0.218	0.379	0.334	0.249	0.362
Departure Headway (Hd)	7.017	6.43	5.818	5.488	6.029	5.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	558	619	656	597	610
Service Time	4.753	4.166	3.548	3.218	3.761	3.632
HCM Lane V/C Ratio	0.246	0.219	0.378	0.334	0.248	0.362
HCM Control Delay	12	11	12.1	11	10.8	12
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	1	0.8	1.8	1.5	1	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	207	96	79	174	53	100	128	90	44	80	34
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	81	218	101	83	183	56	105	135	95	46	84	36
Adj No. of Lanes	1	2	0	1	2	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	471	669	299	430	757	225	533	609	431	461	759	333
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1095	2299	1029	1018	2600	773	772	1288	913	635	1606	705
Grp Volume(v), veh/h	81	160	159	83	119	120	181	0	154	89	0	77
Grp Sat Flow(s),veh/h/ln	1095	1710	1618	1018	1710	1664	1496	0	1477	1432	0	1514
Q Serve(g_s), s	2.1	2.5	2.6	2.4	1.8	1.9	0.7	0.0	2.1	0.0	0.0	1.0
Cycle Q Clear(g_c), s	3.9	2.5	2.6	5.0	1.8	1.9	2.1	0.0	2.1	2.1	0.0	1.0
Prop In Lane	1.00		0.64	1.00		0.46	0.58		0.62	0.52		0.47
Lane Grp Cap(c), veh/h	471	497	471	430	497	484	875	0	698	839	0	715
V/C Ratio(X)	0.17	0.32	0.34	0.19	0.24	0.25	0.21	0.00	0.22	0.11	0.00	0.11
Avail Cap(c_a), veh/h	670	808	765	615	808	786	875	0	698	839	0	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	9.4	9.4	11.4	9.1	9.2	5.2	0.0	5.3	4.9	0.0	5.0
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.2	0.2	0.3	0.5	0.0	0.7	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.2	1.2	0.7	0.9	0.9	1.1	0.0	1.0	0.5	0.0	0.4
LnGrp Delay(d),s/veh	10.9	9.8	9.9	11.6	9.4	9.4	5.8	0.0	6.0	5.2	0.0	5.3
LnGrp LOS	B	A	A	B	A	A	A		A	A		A
Approach Vol, veh/h		400			322			335			166	
Approach Delay, s/veh		10.0			10.0			5.9			5.2	
Approach LOS		B			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		13.8		20.0		13.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		4.1		5.9		4.1		7.0
Green Ext Time (p_c), s		2.2		3.1		2.2		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	199	652	2	0	589	131	24	28	2	98	0	153
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	209	686	2	0	620	138	25	29	2	103	0	161
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	1
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	396	1699	5	362	786	175	305	315	19	641	0	525
Arrive On Green	0.12	0.49	0.49	0.00	0.28	0.28	0.34	0.34	0.34	0.34	0.00	0.34
Sat Flow, veh/h	1619	3498	10	1619	2783	618	564	919	55	1420	0	1530
Grp Volume(v), veh/h	209	335	353	0	381	377	56	0	0	103	0	161
Grp Sat Flow(s),veh/h/ln	1619	1710	1798	1619	1710	1691	1539	0	0	1420	0	1530
Q Serve(g_s), s	3.9	5.9	5.9	0.0	9.6	9.6	0.0	0.0	0.0	1.2	0.0	3.6
Cycle Q Clear(g_c), s	3.9	5.9	5.9	0.0	9.6	9.6	1.0	0.0	0.0	2.2	0.0	3.6
Prop In Lane	1.00		0.01	1.00		0.37	0.45		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	396	830	873	362	483	478	639	0	0	641	0	525
V/C Ratio(X)	0.53	0.40	0.40	0.00	0.79	0.79	0.09	0.00	0.00	0.16	0.00	0.31
Avail Cap(c_a), veh/h	414	830	873	498	586	580	639	0	0	641	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	7.7	7.7	0.0	15.4	15.5	10.4	0.0	0.0	10.8	0.0	11.3
Incr Delay (d2), s/veh	1.1	0.3	0.3	0.0	5.9	6.0	0.3	0.0	0.0	0.5	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.8	2.9	0.0	5.2	5.2	0.5	0.0	0.0	1.0	0.0	1.7
LnGrp Delay(d),s/veh	11.5	8.0	8.0	0.0	21.3	21.5	10.7	0.0	0.0	11.3	0.0	12.8
LnGrp LOS	B	A	A		C	C	B			B		B
Approach Vol, veh/h		897			758			56			264	
Approach Delay, s/veh		8.8			21.4			10.7			12.2	
Approach LOS		A			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	0.0	26.7		20.0	9.5	17.2
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	18.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		3.0	0.0	7.9		5.6	5.9	11.6
Green Ext Time (p_c), s		1.1	0.0	5.8		1.0	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	182	525	149	97	469	200	162	475	81	219	521	168
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	192	553	157	102	494	211	171	500	85	231	548	177
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
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	229	1409	630	256	725	572	207	732	124	262	971	650
Arrive On Green	0.14	0.41	0.41	0.21	0.21	0.21	0.13	0.25	0.25	0.16	0.28	0.28
Sat Flow, veh/h	1619	3420	1530	709	3420	1530	1619	2927	495	1619	3420	1530
Grp Volume(v), veh/h	192	553	157	102	494	211	171	291	294	231	548	177
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	709	1710	1530	1619	1710	1713	1619	1710	1530
Q Serve(g_s), s	7.9	7.7	4.6	9.0	9.1	6.8	7.0	10.5	10.6	9.5	9.3	5.1
Cycle Q Clear(g_c), s	7.9	7.7	4.6	9.0	9.1	6.8	7.0	10.5	10.6	9.5	9.3	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	229	1409	630	256	725	572	207	427	428	262	971	650
V/C Ratio(X)	0.84	0.39	0.25	0.40	0.68	0.37	0.83	0.68	0.69	0.88	0.56	0.27
Avail Cap(c_a), veh/h	238	1509	675	273	805	607	238	427	428	262	971	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	14.0	13.1	24.7	24.7	15.5	28.9	23.1	23.1	27.9	20.8	12.7
Incr Delay (d2), s/veh	22.0	0.2	0.2	1.0	2.1	0.4	18.7	8.5	8.7	27.6	2.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	3.6	2.0	1.8	4.5	2.9	4.2	5.9	6.0	6.2	4.7	2.3
LnGrp Delay(d),s/veh	50.5	14.2	13.3	25.7	26.8	15.9	47.6	31.6	31.8	55.5	23.1	13.7
LnGrp LOS	D	B	B	C	C	B	D	C	C	E	C	B
Approach Vol, veh/h		902			807			756			956	
Approach Delay, s/veh		21.8			23.8			35.3			29.2	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	21.0		32.0	12.7	23.3	13.6	18.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	17.0		30.0	10.0	18.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	11.5	12.6		9.7	9.0	11.3	9.9	11.1
Green Ext Time (p_c), s	0.0	2.8		9.0	0.0	3.9	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	151	613	73	49	468	57	51	277	34	65	268	121
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	159	645	77	52	493	60	54	292	36	68	282	127
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
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	407	1200	143	343	1198	145	461	1248	153	530	732	622
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	820	3078	367	701	3072	372	937	3069	375	1009	1800	1530
Grp Volume(v), veh/h	159	358	364	52	274	279	54	162	166	68	282	127
Grp Sat Flow(s),veh/h/ln	820	1710	1735	701	1710	1734	937	1710	1734	1009	1800	1530
Q Serve(g_s), s	6.9	6.4	6.4	2.4	4.6	4.6	1.7	2.4	2.5	1.9	4.3	2.1
Cycle Q Clear(g_c), s	11.5	6.4	6.4	8.8	4.6	4.6	6.0	2.4	2.5	4.3	4.3	2.1
Prop In Lane	1.00		0.21	1.00		0.21	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	407	667	677	343	667	676	461	696	705	530	732	622
V/C Ratio(X)	0.39	0.54	0.54	0.15	0.41	0.41	0.12	0.23	0.24	0.13	0.39	0.20
Avail Cap(c_a), veh/h	421	696	706	355	696	705	461	696	705	530	732	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	9.3	9.3	12.7	8.7	8.7	10.3	7.6	7.7	9.1	8.2	7.5
Incr Delay (d2), s/veh	0.6	0.7	0.7	0.2	0.4	0.4	0.5	0.8	0.8	0.5	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.1	3.2	0.5	2.2	2.2	0.5	1.3	1.3	0.6	2.4	1.0
LnGrp Delay(d),s/veh	13.5	10.0	10.0	12.9	9.1	9.1	10.8	8.4	8.4	9.6	9.7	8.3
LnGrp LOS	B	B	B	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		881			605			382			477	
Approach Delay, s/veh		10.6			9.4			8.8			9.3	
Approach LOS		B			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		19.3		20.0		19.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		8.0		13.5		6.3		10.8
Green Ext Time (p_c), s		2.7		1.8		3.1		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	686	179	125	568	1	265	0	287	3	3	5
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1700	0	1800	1800	1800	1800
Adj Flow Rate, veh/h	2	722	188	132	598	1	279	0	302	3	3	5
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	1151	299	222	1533	3	304	0	0	57	0	0
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.19	0.00	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1	2631	684	588	3503	6	1619	279		0	0	0
Grp Volume(v), veh/h	495	0	417	132	292	307	279	63.4		11	0	0
Grp Sat Flow(s),veh/h/ln	1799	0	1517	588	1710	1799	1619	E		0	0	0
Q Serve(g_s), s	0.0	0.0	17.1	17.9	9.3	9.3	13.5			0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.1	0.0	17.1	35.0	9.3	9.3	13.5			0.1	0.0	0.0
Prop In Lane	0.00		0.45	1.00		0.00	1.00			0.27		0.45
Lane Grp Cap(c), veh/h	832	0	664	222	748	787	304			57	0	0
V/C Ratio(X)	0.59	0.00	0.63	0.60	0.39	0.39	0.92			0.19	0.00	0.00
Avail Cap(c_a), veh/h	832	0	664	222	748	787	304			57	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00			1.00	0.00	0.00
Uniform Delay (d), s/veh	17.5	0.0	17.5	31.0	15.3	15.3	31.9			24.1	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.9	4.3	0.3	0.3	31.5			7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	7.4	3.2	4.4	4.7	8.7			0.4	0.0	0.0
LnGrp Delay(d),s/veh	18.6	0.0	19.4	35.3	15.6	15.6	63.4			31.4	0.0	0.0
LnGrp LOS	B		B	D	B	B	E			C		
Approach Vol, veh/h		912			731						11	
Approach Delay, s/veh		18.9			19.1						31.4	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	5	6		8
Phs Duration (G+Y+Rc), s				39.0	19.0	22.0		39.0
Change Period (Y+Rc), s				4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s				35.0	15.0	18.0		35.0
Max Q Clear Time (g_c+I1), s				19.1	15.5	2.1		37.0
Green Ext Time (p_c), s				9.2	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	320	127	59	246	39	121	453	85	39	286	30
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	65	337	134	62	259	41	127	477	89	41	301	32
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	468	773	302	388	954	149	599	1303	242	481	1412	149
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1035	2405	940	885	2965	463	1005	2881	535	811	3122	329
Grp Volume(v), veh/h	65	238	233	62	148	152	127	282	284	41	164	169
Grp Sat Flow(s),veh/h/ln	1035	1710	1634	885	1710	1718	1005	1710	1706	811	1710	1742
Q Serve(g_s), s	1.8	3.9	4.0	2.1	2.3	2.3	3.1	3.8	3.9	1.2	2.1	2.1
Cycle Q Clear(g_c), s	4.1	3.9	4.0	6.1	2.3	2.3	5.2	3.8	3.9	5.1	2.1	2.1
Prop In Lane	1.00		0.57	1.00		0.27	1.00		0.31	1.00		0.19
Lane Grp Cap(c), veh/h	468	550	526	388	550	553	599	773	771	481	773	788
V/C Ratio(X)	0.14	0.43	0.44	0.16	0.27	0.28	0.21	0.36	0.37	0.09	0.21	0.21
Avail Cap(c_a), veh/h	604	773	739	504	773	777	599	773	771	481	773	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	9.5	9.5	11.9	8.9	8.9	7.5	6.4	6.4	8.0	5.9	5.9
Incr Delay (d2), s/veh	0.1	0.5	0.6	0.2	0.3	0.3	0.8	1.3	1.4	0.3	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	0.5	1.9	1.8	0.5	1.1	1.1	1.0	2.1	2.1	0.3	1.1	1.1
LnGrp Delay(d),s/veh	10.6	10.0	10.1	12.1	9.2	9.2	8.3	7.7	7.7	8.4	6.5	6.5
LnGrp LOS	B	A	B	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		536			362			693			374	
Approach Delay, s/veh		10.1			9.7			7.8			6.7	
Approach LOS		B			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		15.4		20.0		15.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		7.2		6.1		7.1		8.1
Green Ext Time (p_c), s		3.8		3.8		3.8		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	131	24	27	103	31	13	590	44	15	389	27
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	48	138	25	28	108	33	14	621	46	16	409	28
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	259	42	539	286	87	133	1636	120	144	1626	109
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	249	1198	194	1173	1324	405	20	3131	229	35	3112	208
Grp Volume(v), veh/h	211	0	0	28	0	141	360	0	321	238	0	215
Grp Sat Flow(s),veh/h/ln	1641	0	0	1173	0	1729	1783	0	1598	1754	0	1601
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	2.1	0.0	0.0	3.7	0.0	0.0	2.3
Cycle Q Clear(g_c), s	3.5	0.0	0.0	0.4	0.0	2.1	3.7	0.0	3.7	2.2	0.0	2.3
Prop In Lane	0.23		0.12	1.00		0.23	0.04		0.14	0.07		0.13
Lane Grp Cap(c), veh/h	499	0	0	539	0	374	1054	0	835	1042	0	837
V/C Ratio(X)	0.42	0.00	0.00	0.05	0.00	0.38	0.34	0.00	0.38	0.23	0.00	0.26
Avail Cap(c_a), veh/h	993	0	0	899	0	903	1054	0	835	1042	0	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	0.0	9.6	0.0	10.2	4.4	0.0	4.4	4.0	0.0	4.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.6	0.9	0.0	1.3	0.5	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.2	0.0	1.1	2.1	0.0	1.9	1.2	0.0	1.1
LnGrp Delay(d),s/veh	11.3	0.0	0.0	9.6	0.0	10.9	5.2	0.0	5.7	4.5	0.0	4.8
LnGrp LOS	B			A		B	A		A	A		A
Approach Vol, veh/h		211			169			681			453	
Approach Delay, s/veh		11.3			10.7			5.5			4.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		10.6		20.0		10.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.7		5.5		4.3		4.1
Green Ext Time (p_c), s		4.6		1.4		4.9		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	636	103	234	248	47	71	563	469	64	420	22
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	45	669	108	246	261	49	75	593	494	67	442	23
Adj No. of Lanes	1	2	0	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	776	125	336	1166	522	91	1011	452	81	956	50
Arrive On Green	0.04	0.26	0.26	0.11	0.34	0.34	0.06	0.30	0.30	0.05	0.29	0.29
Sat Flow, veh/h	1619	2950	476	2956	3420	1530	1619	3420	1530	1619	3308	172
Grp Volume(v), veh/h	45	387	390	246	261	49	75	593	494	67	228	237
Grp Sat Flow(s),veh/h/ln	1619	1710	1716	1478	1710	1530	1619	1710	1530	1619	1710	1770
Q Serve(g_s), s	1.6	12.4	12.5	4.6	3.1	1.3	2.6	8.5	17.0	2.4	6.3	6.3
Cycle Q Clear(g_c), s	1.6	12.4	12.5	4.6	3.1	1.3	2.6	8.5	17.0	2.4	6.3	6.3
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	58	450	451	336	1166	522	91	1011	452	81	494	511
V/C Ratio(X)	0.78	0.86	0.86	0.73	0.22	0.09	0.82	0.59	1.09	0.83	0.46	0.46
Avail Cap(c_a), veh/h	169	476	477	360	1166	522	141	1011	452	113	494	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	20.2	20.2	24.7	13.5	12.9	26.9	17.3	20.3	27.1	16.8	16.8
Incr Delay (d2), s/veh	19.8	14.3	14.5	7.0	0.1	0.1	19.6	2.5	69.8	29.0	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.6	7.7	2.2	1.5	0.5	1.7	4.3	15.9	1.7	3.4	3.5
LnGrp Delay(d),s/veh	47.4	34.5	34.7	31.7	13.6	13.0	46.5	19.8	90.0	56.1	19.9	19.8
LnGrp LOS	D	C	C	C	B	B	D	B	F	E	B	B
Approach Vol, veh/h		822			556			1162			532	
Approach Delay, s/veh		35.3			21.6			51.4			24.4	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	21.0	10.5	19.1	7.2	20.6	6.1	23.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	7.0	16.0	5.0	16.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	4.4	19.0	6.6	14.5	4.6	8.3	3.6	5.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	4.6	0.0	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	6	8	385	8	97	15	942	359	75	658	3
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	6	8	405	8	102	16	992	378	79	693	3
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	49	65	514	27	345	26	1715	534	94	1976	9
Arrive On Green	0.00	0.07	0.07	0.17	0.24	0.24	0.02	0.35	0.35	0.06	0.39	0.39
Sat Flow, veh/h	1619	701	934	2956	112	1434	1619	4914	1530	1619	5050	22
Grp Volume(v), veh/h	3	0	14	405	0	110	16	992	378	79	449	247
Grp Sat Flow(s),veh/h/ln	1619	0	1635	1478	0	1547	1619	1638	1530	1619	1638	1796
Q Serve(g_s), s	0.1	0.0	0.4	6.0	0.0	2.7	0.5	7.5	9.8	2.2	4.4	4.4
Cycle Q Clear(g_c), s	0.1	0.0	0.4	6.0	0.0	2.7	0.5	7.5	9.8	2.2	4.4	4.4
Prop In Lane	1.00		0.57	1.00		0.93	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	5	0	114	514	0	372	26	1715	534	94	1282	703
V/C Ratio(X)	0.57	0.00	0.12	0.79	0.00	0.30	0.61	0.58	0.71	0.84	0.35	0.35
Avail Cap(c_a), veh/h	141	0	571	516	0	675	141	1715	534	141	1282	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	20.0	18.1	0.0	14.2	22.4	12.2	12.9	21.4	9.8	9.8
Incr Delay (d2), s/veh	70.5	0.0	0.5	8.0	0.0	0.4	21.2	1.4	7.7	23.0	0.8	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	0.1	0.0	0.2	3.0	0.0	1.2	0.3	3.6	5.2	1.6	2.1	2.5
LnGrp Delay(d),s/veh	93.3	0.0	20.5	26.1	0.0	14.7	43.6	13.6	20.6	44.4	10.6	11.2
LnGrp LOS	F		C	C		B	D	B	C	D	B	B
Approach Vol, veh/h		17			515			1386			775	
Approach Delay, s/veh		33.3			23.7			15.9			14.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	20.0	12.0	7.2	4.7	21.9	4.1	15.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	16.0	8.0	16.0	4.0	16.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	4.2	11.8	8.0	2.4	2.5	6.4	2.1	4.7
Green Ext Time (p_c), s	0.0	3.5	0.0	0.5	0.0	7.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	239	16	260	22	61	13	148	1044	0	4	859	192
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1534	1638	1530	1615	3420	1530	1615	4914		1615	3420	1530
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1534	1638	1530	1615	3420	1530	1615	4914		1615	3420	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	252	17	274	23	64	14	156	1099	0	4	904	202
RTOR Reduction (vph)	0	0	193	0	0	13	0	0	0	0	0	123
Lane Group Flow (vph)	134	135	81	23	64	1	156	1099	0	4	904	79
Turn Type	Split	NA	pt+ov	Split	NA	Prot	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8	8	5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	11.2	11.2	20.3	5.4	5.4	5.4	9.1	35.1		0.7	26.7	26.7
Effective Green, g (s)	11.2	11.2	20.3	5.4	5.4	5.4	9.1	35.1		0.7	26.7	26.7
Actuated g/C Ratio	0.16	0.16	0.30	0.08	0.08	0.08	0.13	0.51		0.01	0.39	0.39
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	251	268	454	127	270	120	214	2521		16	1335	597
v/s Ratio Prot	c0.09	0.08	0.05	0.01	c0.02	0.00	c0.10	0.22		0.00	c0.26	
v/s Ratio Perm												0.05
v/c Ratio	0.53	0.50	0.18	0.18	0.24	0.01	0.73	0.44		0.25	0.68	0.13
Uniform Delay, d1	26.2	26.1	17.9	29.4	29.6	29.0	28.5	10.4		33.6	17.3	13.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	1.5	0.2	0.7	0.5	0.0	11.7	0.6		8.1	2.8	0.5
Delay (s)	28.4	27.6	18.1	30.1	30.0	29.1	40.2	11.0		41.6	20.1	13.9
Level of Service	C	C	B	C	C	C	D	B		D	C	B
Approach Delay (s)		23.0			29.9			14.6			19.0	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	68.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	156	353	113	66	238	164	107	751	117	223	754	83
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	164	372	119	69	251	173	113	791	123	235	794	87
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	712	225	326	395	262	140	930	145	293	1013	111
Arrive On Green	0.12	0.28	0.28	0.05	0.20	0.20	0.09	0.31	0.31	0.10	0.33	0.33
Sat Flow, veh/h	1619	2559	808	1619	1970	1309	1619	2967	461	2956	3109	341
Grp Volume(v), veh/h	164	247	244	69	217	207	113	456	458	235	437	444
Grp Sat Flow(s),veh/h/ln	1619	1710	1657	1619	1710	1569	1619	1710	1719	1478	1710	1740
Q Serve(g_s), s	6.0	7.4	7.6	2.0	7.0	7.4	4.2	15.1	15.1	4.7	14.0	14.0
Cycle Q Clear(g_c), s	6.0	7.4	7.6	2.0	7.0	7.4	4.2	15.1	15.1	4.7	14.0	14.0
Prop In Lane	1.00		0.49	1.00		0.83	1.00		0.27	1.00		0.20
Lane Grp Cap(c), veh/h	200	476	461	326	343	314	140	536	538	293	557	567
V/C Ratio(X)	0.82	0.52	0.53	0.21	0.63	0.66	0.81	0.85	0.85	0.80	0.78	0.78
Avail Cap(c_a), veh/h	214	564	547	359	451	414	160	536	538	293	557	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	18.5	18.5	18.1	22.2	22.3	27.2	19.5	19.5	26.7	18.5	18.5
Incr Delay (d2), s/veh	20.8	0.9	0.9	0.3	1.9	2.4	23.0	15.5	15.5	14.9	10.5	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.6	3.6	0.9	3.5	3.4	2.7	9.4	9.4	2.5	8.2	8.3
LnGrp Delay(d),s/veh	46.7	19.3	19.5	18.4	24.1	24.7	50.2	35.0	35.0	41.6	29.1	28.9
LnGrp LOS	D	B	B	B	C	C	D	D	C	D	C	C
Approach Vol, veh/h		655			493			1027			1116	
Approach Delay, s/veh		26.2			23.6			36.7			31.6	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	23.0	6.8	20.9	9.2	23.8	11.5	16.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	19.0	4.0	20.0	6.0	19.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	6.7	17.1	4.0	9.6	6.2	16.0	8.0	9.4
Green Ext Time (p_c), s	0.0	1.5	0.0	3.7	0.0	2.4	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	30.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	218	114	401	104	83	26	510	508	95	68	887	152
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1534	1683	1530	1615	1736		2949	4798		1615	4806	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1534	1683	1530	1615	1736		2949	4798		1615	4806	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	229	120	422	109	87	27	537	535	100	72	934	160
RTOR Reduction (vph)	0	0	0	0	13	0	0	30	0	0	26	0
Lane Group Flow (vph)	172	177	422	109	101	0	537	605	0	72	1068	0
Turn Type	Split	NA	Prot	Split	NA		Split	NA		Split	NA	
Protected Phases	4	4	4	8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	23.0	23.0	23.0	11.0	11.0		16.0	16.0		19.0	19.0	
Effective Green, g (s)	23.0	23.0	23.0	11.0	11.0		16.0	16.0		19.0	19.0	
Actuated g/C Ratio	0.27	0.27	0.27	0.13	0.13		0.19	0.19		0.22	0.22	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	415	455	414	209	224		555	903		361	1074	
v/s Ratio Prot	0.11	0.11	c0.28	c0.07	0.06		c0.18	0.13		0.04	c0.22	
v/s Ratio Perm												
v/c Ratio	0.41	0.39	1.02	0.52	0.45		0.97	0.67		0.20	0.99	
Uniform Delay, d1	25.5	25.3	31.0	34.5	34.2		34.2	32.0		26.8	32.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.6	49.2	2.3	1.4		31.0	3.9		1.2	26.1	
Delay (s)	26.1	25.8	80.2	36.9	35.6		65.2	36.0		28.1	59.0	
Level of Service	C	C	F	D	D		E	D		C	E	
Approach Delay (s)		55.7			36.3			49.4			57.1	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	52.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	280	3	468	478	1010	0	0	1308	725
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.87	0.85	1.00	1.00			0.97	0.85
Flt Protected				0.95	0.99	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1415	1454	1615	3420			4526	1316
Flt Permitted				0.95	0.99	1.00	0.11	1.00			1.00	1.00
Satd. Flow (perm)				1534	1415	1454	194	3420			4526	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	295	3	493	503	1063	0	0	1377	763
RTOR Reduction (vph)	0	0	0	0	119	119	0	0	0	0	35	293
Lane Group Flow (vph)	0	0	0	265	146	142	503	1063	0	0	1624	188
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				15.5	15.5	15.5	56.0	56.0			31.0	31.0
Effective Green, g (s)				15.5	15.5	15.5	56.0	56.0			31.0	31.0
Actuated g/C Ratio				0.19	0.19	0.19	0.70	0.70			0.39	0.39
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				299	275	283	512	2409			1764	513
v/s Ratio Prot							c0.26	0.31			0.36	
v/s Ratio Perm				c0.17	0.10	0.10	c0.43					0.14
v/c Ratio				0.89	0.53	0.50	0.98	0.44			0.92	0.37
Uniform Delay, d1				31.1	28.7	28.6	22.6	5.0			23.1	17.3
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				25.4	2.0	1.4	35.0	0.6			9.4	2.0
Delay (s)				56.5	30.7	29.9	57.6	5.6			32.5	19.3
Level of Service				E	C	C	E	A			C	B
Approach Delay (s)		0.0			39.1			22.3			29.5	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	602	3	352	0	0	0	0	901	339	708	895	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.96		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1629	2693					4712		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.14	1.00	
Satd. Flow (perm)	1534	1629	2693					4712		234	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	634	3	371	0	0	0	0	948	357	745	942	0
RTOR Reduction (vph)	0	0	271	0	0	0	0	76	0	0	0	0
Lane Group Flow (vph)	317	320	100	0	0	0	0	1229	0	745	942	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	18.0	18.0	18.0					25.0		64.0	64.0	
Effective Green, g (s)	18.0	18.0	18.0					25.0		64.0	64.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.28		0.71	0.71	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	306	325	538					1308		703	2432	
v/s Ratio Prot	c0.21	0.20	0.04					0.26		c0.41	0.28	
v/s Ratio Perm										c0.34		
v/c Ratio	1.04	0.98	0.19					0.94		1.06	0.39	
Uniform Delay, d1	36.0	35.9	29.9					31.8		22.5	5.2	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	61.1	45.4	0.2					14.1		50.9	0.5	
Delay (s)	97.1	81.3	30.1					45.9		73.4	5.7	
Level of Service	F	F	C					D		E	A	
Approach Delay (s)		67.4			0.0			45.9			35.6	
Approach LOS		E			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	167	546	114	104	402	289	66	793	55	372	700	166
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	176	575	120	109	423	304	69	835	58	392	737	175
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	678	141	123	387	276	297	945	66	426	1202	285
Arrive On Green	0.11	0.24	0.24	0.08	0.20	0.20	0.04	0.29	0.29	0.19	0.44	0.44
Sat Flow, veh/h	1619	2820	587	1619	1909	1361	1619	3245	225	1619	2744	651
Grp Volume(v), veh/h	176	348	347	109	379	348	69	440	453	392	459	453
Grp Sat Flow(s),veh/h/ln	1619	1710	1696	1619	1710	1560	1619	1710	1760	1619	1710	1685
Q Serve(g_s), s	8.5	15.3	15.4	5.3	16.0	16.0	2.3	19.4	19.4	12.8	16.3	16.3
Cycle Q Clear(g_c), s	8.5	15.3	15.4	5.3	16.0	16.0	2.3	19.4	19.4	12.8	16.3	16.3
Prop In Lane	1.00		0.35	1.00		0.87	1.00		0.13	1.00		0.39
Lane Grp Cap(c), veh/h	184	411	408	123	346	316	297	498	513	426	749	738
V/C Ratio(X)	0.95	0.85	0.85	0.89	1.09	1.10	0.23	0.88	0.88	0.92	0.61	0.61
Avail Cap(c_a), veh/h	184	411	408	123	346	316	350	498	513	446	749	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	28.6	28.6	36.2	31.5	31.5	18.4	26.7	26.7	17.3	17.1	17.1
Incr Delay (d2), s/veh	52.9	15.0	15.6	48.3	75.7	81.1	0.4	19.9	19.5	23.8	3.7	3.8
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	6.5	9.0	9.0	4.0	14.8	14.0	1.0	11.9	12.2	11.1	8.4	8.3
LnGrp Delay(d),s/veh	87.7	43.6	44.2	84.4	107.2	112.6	18.8	46.6	46.2	41.1	20.8	20.8
LnGrp LOS	F	D	D	F	F	F	B	D	D	D	C	C
Approach Vol, veh/h		871			836			962			1304	
Approach Delay, s/veh		52.8			106.5			44.4			26.9	
Approach LOS		D			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	27.0	10.0	23.0	7.4	38.6	13.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	23.0	6.0	19.0	6.0	33.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	14.8	21.4	7.3	17.4	4.3	18.3	10.5	18.0
Green Ext Time (p_c), s	0.2	1.3	0.0	1.2	0.0	9.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.6
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	15	686	21	89	593	1	12	0	88	0	0	1
Conflicting Peds, #/hr	0	0	0	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	-	-	-	85	-	-	-	-	-	-	-	-
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	16	722	22	94	624	1	13	0	93	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	625	0	0	744	0	0	1264	1578	372	1205	1588	313
Stage 1	-	-	-	-	-	-	765	765	-	812	812	-
Stage 2	-	-	-	-	-	-	499	813	-	393	776	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	966	-	-	873	-	-	128	110	631	142	109	689
Stage 1	-	-	-	-	-	-	366	415	-	343	395	-
Stage 2	-	-	-	-	-	-	527	395	-	609	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	966	-	-	873	-	-	115	95	631	109	95	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	115	95	-	109	95	-
Stage 1	-	-	-	-	-	-	356	403	-	333	352	-
Stage 2	-	-	-	-	-	-	470	352	-	505	399	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.3	16.8	10.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	966	-	-	873	-	-	689
HCM Lane V/C Ratio	0.257	0.016	-	-	0.107	-	-	0.002
HCM Control Delay (s)	16.8	8.8	0.1	-	9.6	-	-	10.2
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0.4	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	82	11	46	41	57	67	172	816	49	63	711	198
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	86	12	48	43	60	71	181	859	52	66	748	208
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	35	264	125	109	103	445	2218	134	466	1791	498
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1082	206	1530	234	630	595	563	3277	198	588	2645	735
Grp Volume(v), veh/h	98	0	48	174	0	0	181	448	463	66	484	472
Grp Sat Flow(s),veh/h/ln	1287	0	1530	1459	0	0	563	1710	1765	588	1710	1670
Q Serve(g_s), s	0.0	0.0	1.4	2.6	0.0	0.0	11.3	6.1	6.1	2.9	6.8	6.8
Cycle Q Clear(g_c), s	3.6	0.0	1.4	6.2	0.0	0.0	18.1	6.1	6.1	9.0	6.8	6.8
Prop In Lane	0.88		1.00	0.25		0.41	1.00		0.11	1.00		0.44
Lane Grp Cap(c), veh/h	349	0	264	336	0	0	445	1158	1195	466	1158	1131
V/C Ratio(X)	0.28	0.00	0.18	0.52	0.00	0.00	0.41	0.39	0.39	0.14	0.42	0.42
Avail Cap(c_a), veh/h	519	0	460	537	0	0	445	1158	1195	466	1158	1131
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	18.8	20.7	0.0	0.0	7.9	3.8	3.8	5.7	3.9	3.9
Incr Delay (d2), s/veh	0.4	0.0	0.3	1.2	0.0	0.0	2.7	1.0	0.9	0.6	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.6	2.5	0.0	0.0	2.0	3.1	3.1	0.6	3.4	3.4
LnGrp Delay(d),s/veh	20.1	0.0	19.1	21.9	0.0	0.0	10.7	4.7	4.7	6.4	5.0	5.0
LnGrp LOS	C		B	C			B	A	A	A	A	A
Approach Vol, veh/h		146			174			1092			1022	
Approach Delay, s/veh		19.8			21.9			5.7			5.1	
Approach LOS		B			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.0		13.2		40.0		13.2
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0
Max Q Clear Time (g_c+I1), s		20.1		5.6		11.0		8.2
Green Ext Time (p_c), s		11.2		1.3		15.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	396	555	5	7	1048	462	7	17	4	328	11	546
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1800	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	417	584	5	7	1103	486	7	18	4	345	12	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	1	1
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	427	1597	14	12	1102	493	75	192	43	526	320	272
Arrive On Green	0.14	0.46	0.46	0.01	0.32	0.32	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	2956	3475	30	1619	3420	1530	419	1078	240	2956	1800	1530
Grp Volume(v), veh/h	417	287	302	7	1103	486	29	0	0	345	12	0
Grp Sat Flow(s),veh/h/ln	1478	1710	1795	1619	1710	1530	1737	0	0	1478	1800	1530
Q Serve(g_s), s	12.6	9.8	9.8	0.4	29.0	28.4	1.3	0.0	0.0	9.8	0.5	0.0
Cycle Q Clear(g_c), s	12.6	9.8	9.8	0.4	29.0	28.4	1.3	0.0	0.0	9.8	0.5	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.24		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	427	786	825	12	1102	493	309	0	0	526	320	272
V/C Ratio(X)	0.98	0.37	0.37	0.61	1.00	0.99	0.09	0.00	0.00	0.66	0.04	0.00
Avail Cap(c_a), veh/h	427	786	825	72	1102	493	309	0	0	526	320	272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.3	15.8	15.8	44.6	30.5	30.3	30.9	0.0	0.0	34.4	30.6	0.0
Incr Delay (d2), s/veh	37.3	0.3	0.3	41.9	27.3	36.7	0.6	0.0	0.0	6.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	4.7	4.9	0.3	17.8	16.9	0.7	0.0	0.0	4.4	0.3	0.0
LnGrp Delay(d),s/veh	75.6	16.1	16.1	86.4	57.8	67.0	31.5	0.0	0.0	40.7	30.8	0.0
LnGrp LOS	E	B	B	F	F	E	C			D	C	
Approach Vol, veh/h		1006			1596			29			357	
Approach Delay, s/veh		40.8			60.8			31.5			40.4	
Approach LOS		D			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	4.6	45.4		20.0	17.0	33.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	38.0		16.0	13.0	29.0
Max Q Clear Time (g_c+I1), s		3.3	2.4	11.8		11.8	14.6	31.0
Green Ext Time (p_c), s		0.1	0.0	14.9		0.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.3
HCM 2010 LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	676	653	907	1103	397	360
Number	4	14	3	8	5	12
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
Adj Sat Flow, veh/h/ln	1765	1765	1569	1765	1569	1765
Adj Flow Rate, veh/h	712	687	955	1161	418	379
Adj No. of Lanes	2	1	2	2	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	939	420	1005	2280	618	1478
Arrive On Green	0.28	0.28	0.35	0.68	0.21	0.21
Sat Flow, veh/h	3441	1500	2898	3441	2898	2640
Grp Volume(v), veh/h	712	687	955	1161	418	379
Grp Sat Flow(s),veh/h/ln	1676	1500	1449	1676	1449	1320
Q Serve(g_s), s	14.6	21.0	24.1	12.7	9.9	5.5
Cycle Q Clear(g_c), s	14.6	21.0	24.1	12.7	9.9	5.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	939	420	1005	2280	618	1478
V/C Ratio(X)	0.76	1.64	0.95	0.51	0.68	0.26
Avail Cap(c_a), veh/h	939	420	1005	2280	618	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	27.0	23.9	5.9	27.1	8.5
Incr Delay (d2), s/veh	3.6	296.7	17.7	0.2	5.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	43.2	12.0	5.9	4.4	2.1
LnGrp Delay(d),s/veh	28.3	323.7	41.6	6.1	33.0	8.9
LnGrp LOS	C	F	D	A	C	A
Approach Vol, veh/h	1399			2116	797	
Approach Delay, s/veh	173.4			22.1	21.5	
Approach LOS	F			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		20.0	30.0	25.0				55.0
Change Period (Y+Rc), s		4.0	4.0	4.0				4.0
Max Green Setting (Gmax), s		16.0	26.0	21.0				51.0
Max Q Clear Time (g_c+I1), s		11.9	26.1	23.0				14.7
Green Ext Time (p_c), s		1.3	0.0	0.0				22.3

Intersection Summary	
HCM 2010 Ctrl Delay	71.1
HCM 2010 LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	59	671	3	86	1417
Number	3	18	2	12	1	6
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
Adj Sat Flow, veh/h/ln	1700	1800	1765	1800	1700	1765
Adj Flow Rate, veh/h	11	62	706	3	91	1492
Adj No. of Lanes	1	1	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	0	2
Cap, veh/h	72	68	2575	11	114	1529
Arrive On Green	0.04	0.04	0.75	0.75	0.07	0.87
Sat Flow, veh/h	1619	1530	3513	15	1619	1765
Grp Volume(v), veh/h	11	62	346	363	91	1492
Grp Sat Flow(s),veh/h/ln	1619	1530	1677	1762	1619	1765
Q Serve(g_s), s	0.6	3.6	5.8	5.8	5.0	65.7
Cycle Q Clear(g_c), s	0.6	3.6	5.8	5.8	5.0	65.7
Prop In Lane	1.00	1.00		0.01	1.00	
Lane Grp Cap(c), veh/h	72	68	1261	1325	114	1529
V/C Ratio(X)	0.15	0.91	0.27	0.27	0.80	0.98
Avail Cap(c_a), veh/h	72	68	1261	1325	198	1529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	42.8	3.5	3.5	41.2	5.2
Incr Delay (d2), s/veh	1.0	78.9	0.5	0.5	12.1	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.0	2.8	2.9	2.6	37.4
LnGrp Delay(d),s/veh	42.3	121.7	4.0	4.0	53.3	23.1
LnGrp LOS	D	F	A	A	D	C
Approach Vol, veh/h	73		709			1583
Approach Delay, s/veh	109.8		4.0			24.8
Approach LOS	F		A			C

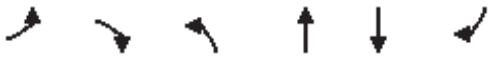
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.3	71.7				82.0		8.0
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	11.0	63.0				78.0		4.0
Max Q Clear Time (g_c+I1), s	7.0	7.8				67.7		5.6
Green Ext Time (p_c), s	0.1	37.8				9.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	0	4	0	0	0	6	569	1	4	1249	48
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1765	1800	1700	1766	1800
Adj Flow Rate, veh/h	26	0	4	0	0	0	6	599	1	4	1315	51
Adj No. of Lanes	0	1	0	0	1	0	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	0	2	2
Cap, veh/h	89	0	5	0	43	0	10	1529	1325	7	1460	57
Arrive On Green	0.02	0.00	0.02	0.00	0.00	0.00	0.01	0.87	0.87	0.00	0.86	0.86
Sat Flow, veh/h	1258	0	194	0	1800	0	1619	1765	1530	1619	1689	66
Grp Volume(v), veh/h	30	0	0	0	0	0	6	599	1	4	0	1366
Grp Sat Flow(s),veh/h/ln	1451	0	0	0	1800	0	1619	1765	1530	1619	0	1754
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	0.4	7.8	0.0	0.3	0.0	54.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	0.0	0.0	0.4	7.8	0.0	0.3	0.0	54.0
Prop In Lane	0.87		0.13	0.00		0.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	94	0	0	0	43	0	10	1529	1325	7	0	1517
V/C Ratio(X)	0.32	0.00	0.00	0.00	0.00	0.00	0.61	0.39	0.00	0.59	0.00	0.90
Avail Cap(c_a), veh/h	264	0	0	0	254	0	57	1529	1325	57	0	1517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.2	0.0	0.0	0.0	0.0	0.0	56.2	1.5	1.0	56.4	0.0	4.7
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.0	0.0	0.0	48.5	0.8	0.0	62.2	0.0	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.0	0.0	0.3	4.0	0.0	0.2	0.0	28.8
LnGrp Delay(d),s/veh	57.1	0.0	0.0	0.0	0.0	0.0	104.7	2.3	1.0	118.6	0.0	13.7
LnGrp LOS	E						F	A	A	F		B
Approach Vol, veh/h		30			0			606			1370	
Approach Delay, s/veh		57.1			0.0			3.3			14.0	
Approach LOS		E						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	102.2		6.7	4.7	102.0		6.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	98.0		16.0	4.0	98.0		16.0
Max Q Clear Time (g_c+I1), s	2.3	9.8		4.3	2.4	56.0		0.0
Green Ext Time (p_c), s	0.0	38.0		0.0	0.0	26.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	572	6	4	15	17	1370
Number	5	12	3	8	4	14
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
Adj Sat Flow, veh/h/ln	1667	1765	1800	1765	1765	1765
Adj Flow Rate, veh/h	602	6	4	16	18	1442
Adj No. of Lanes	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1164	1100	69	213	314	1367
Arrive On Green	0.73	0.73	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1587	1500	116	1199	1765	1500
Grp Volume(v), veh/h	602	6	20	0	18	1442
Grp Sat Flow(s),veh/h/ln	1587	1500	1315	0	1765	1500
Q Serve(g_s), s	14.7	0.1	0.0	0.0	0.8	16.0
Cycle Q Clear(g_c), s	14.7	0.1	0.8	0.0	0.8	16.0
Prop In Lane	1.00	1.00	0.20			1.00
Lane Grp Cap(c), veh/h	1164	1100	282	0	314	1367
V/C Ratio(X)	0.52	0.01	0.07	0.00	0.06	1.06
Avail Cap(c_a), veh/h	1164	1100	282	0	314	1367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	5.2	3.2	30.8	0.0	30.7	1.1
Incr Delay (d2), s/veh	1.6	0.0	0.1	0.0	0.1	40.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.4	0.0	0.4	49.1
LnGrp Delay(d),s/veh	6.8	3.2	30.9	0.0	30.8	41.4
LnGrp LOS	A	A	C		C	F
Approach Vol, veh/h	608			20	1460	
Approach Delay, s/veh	6.8			30.9	41.3	
Approach LOS	A			C	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		70.0		20.0				20.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		66.0		16.0				16.0
Max Q Clear Time (g_c+I1), s		16.7		18.0				2.8
Green Ext Time (p_c), s		2.1		0.0				7.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	129	82	117	141	1	71	118	117	1	90	31
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	45	136	86	123	148	1	75	124	123	1	95	33
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	55	176	111	149	408	3	96	158	157	3	312	108
Arrive On Green	0.03	0.17	0.17	0.09	0.23	0.23	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1619	1032	653	1619	1786	12	389	642	637	13	1268	440
Grp Volume(v), veh/h	45	0	222	123	0	149	322	0	0	129	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	1685	1619	0	1798	1668	0	0	1722	0	0
Q Serve(g_s), s	1.8	0.0	8.2	4.9	0.0	4.5	11.7	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	8.2	4.9	0.0	4.5	11.7	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.01	0.23		0.38	0.01		0.26
Lane Grp Cap(c), veh/h	55	0	287	149	0	410	410	0	0	423	0	0
V/C Ratio(X)	0.81	0.00	0.77	0.82	0.00	0.36	0.79	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	149	0	414	149	0	442	410	0	0	423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.2	0.0	25.8	29.0	0.0	21.1	22.9	0.0	0.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	23.7	0.0	5.5	29.7	0.0	0.5	14.0	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	4.3	3.4	0.0	2.3	7.0	0.0	0.0	2.1	0.0	0.0
LnGrp Delay(d),s/veh	54.9	0.0	31.3	58.8	0.0	21.7	37.0	0.0	0.0	21.9	0.0	0.0
LnGrp LOS	D		C	E		C	D			C		
Approach Vol, veh/h		267			272			322			129	
Approach Delay, s/veh		35.3			38.4			37.0			21.9	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	10.0	15.1		20.0	6.2	18.9
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	6.0	16.0
Max Q Clear Time (g_c+I1), s		13.7	6.9	10.2		6.0	3.8	6.5
Green Ext Time (p_c), s		0.4	0.0	0.9		0.3	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	35.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	14	1	19	8	1	0	12	746	2	0	935	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	0	60	-	150
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	15	1	20	8	1	0	13	785	2	0	984	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1795	1795	984	1806	1795	785	984	0	0	785	0	0
Stage 1	984	984	-	811	811	-	-	-	-	-	-	-
Stage 2	811	811	-	995	984	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	63	81	304	62	81	396	710	-	-	843	-	-
Stage 1	302	329	-	376	396	-	-	-	-	-	-	-
Stage 2	376	396	-	297	329	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	61	80	304	57	80	396	710	-	-	843	-	-
Mov Cap-2 Maneuver	61	80	-	57	80	-	-	-	-	-	-	-
Stage 1	296	329	-	369	389	-	-	-	-	-	-	-
Stage 2	368	389	-	277	329	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.6	77.3	0.2	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	710	-	-	112	59	843	-	-
HCM Lane V/C Ratio	0.018	-	-	0.32	0.161	-	-	-
HCM Control Delay (s)	10.2	-	-	51.6	77.3	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.5	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	142	12	39	23	9	3	22	656	18	4	823	157
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	149	13	41	24	9	3	23	691	19	4	866	165
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	1
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	186	16	51	34	13	4	34	984	27	7	986	838
Arrive On Green	0.15	0.15	0.15	0.03	0.03	0.03	0.02	0.56	0.56	0.00	0.55	0.55
Sat Flow, veh/h	1232	107	339	1145	429	143	1619	1744	48	1619	1800	1530
Grp Volume(v), veh/h	203	0	0	36	0	0	23	0	710	4	866	165
Grp Sat Flow(s),veh/h/ln	1679	0	0	1717	0	0	1619	0	1792	1619	1800	1530
Q Serve(g_s), s	7.5	0.0	0.0	1.3	0.0	0.0	0.9	0.0	18.3	0.2	26.8	3.5
Cycle Q Clear(g_c), s	7.5	0.0	0.0	1.3	0.0	0.0	0.9	0.0	18.3	0.2	26.8	3.5
Prop In Lane	0.73		0.20	0.67		0.08	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	254	0	0	51	0	0	34	0	1012	7	986	838
V/C Ratio(X)	0.80	0.00	0.00	0.71	0.00	0.00	0.68	0.00	0.70	0.58	0.88	0.20
Avail Cap(c_a), veh/h	420	0	0	430	0	0	101	0	1065	101	1070	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	30.7	0.0	0.0	31.1	0.0	10.0	31.8	12.6	7.3
Incr Delay (d2), s/veh	5.8	0.0	0.0	16.6	0.0	0.0	21.0	0.0	2.0	58.2	8.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0	0.9	0.0	0.0	0.6	0.0	9.4	0.2	15.2	1.5
LnGrp Delay(d),s/veh	31.9	0.0	0.0	47.3	0.0	0.0	52.0	0.0	12.0	90.0	20.6	7.4
LnGrp LOS	C			D			D		B	F	C	A
Approach Vol, veh/h		203			36			733			1035	
Approach Delay, s/veh		31.9			47.3			13.3			18.8	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	40.1		13.7	5.3	39.0		5.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.2	20.3		9.5	2.9	28.8		3.3
Green Ext Time (p_c), s	0.0	9.9		0.5	0.0	6.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	42.2
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	3	2	8	0	120	3	22	0	9	659	282
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	2	8	0	126	3	23	0	9	694	297
Number of Lanes	0	0	1	0	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	1
HCM Control Delay	10.6	13	61
HCM LOS	B	B	F

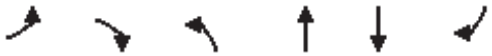
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	23%	83%	100%	0%
Vol Thru, %	0%	70%	15%	2%	0%	99%
Vol Right, %	0%	30%	62%	15%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	941	13	145	379	489
LT Vol	9	0	3	120	379	0
Through Vol	0	659	2	3	0	484
RT Vol	0	282	8	22	0	5
Lane Flow Rate	9	991	14	153	399	515
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.018	1	0.028	0.298	0.697	0.827
Departure Headway (Hd)	6.888	6.167	7.261	7.02	6.292	5.786
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	594	489	511	574	623
Service Time	4.588	3.867	5.357	5.068	4.054	3.548
HCM Lane V/C Ratio	0.017	1.668	0.029	0.299	0.695	0.827
HCM Control Delay	9.7	61.5	10.6	13	22.4	30.4
HCM Lane LOS	A	F	B	B	C	D
HCM 95th-tile Q	0.1	14.8	0.1	1.2	5.5	8.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	379	484	5
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	399	509	5
Number of Lanes	0	1	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	26.9
HCM LOS	D

Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	432	268	77	544	506	79
Ideal Flow (vphpl)	1800	1800	1700	1800	1800	1800
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1656		1615	1800	1800	1530
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1656		1615	1800	1800	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	455	282	81	573	533	83
RTOR Reduction (vph)	28	0	0	0	0	27
Lane Group Flow (vph)	709	0	81	573	533	56
Turn Type	Prot		Prot	NA	NA	Perm
Protected Phases	7		5	2	6	
Permitted Phases						6
Actuated Green, G (s)	35.0		4.0	37.8	29.8	29.8
Effective Green, g (s)	35.0		4.0	37.8	29.8	29.8
Actuated g/C Ratio	0.43		0.05	0.47	0.37	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	717		79	842	663	564
v/s Ratio Prot	c0.43		c0.05	0.32	c0.30	
v/s Ratio Perm						0.04
v/c Ratio	0.99		1.03	0.68	0.80	0.10
Uniform Delay, d1	22.7		38.4	16.8	22.9	16.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	30.4		108.4	4.4	10.0	0.4
Delay (s)	53.1		146.8	21.2	32.9	17.1
Level of Service	D		F	C	C	B
Approach Delay (s)	53.1			36.8	30.7	
Approach LOS	D			D	C	

Intersection Summary			
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	80.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	27	0	0	0	23	302	0	0	476	58
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	0	1800				1700	1800	0	0	1800	1800
Adj Flow Rate, veh/h	23	0	28				24	318	0	0	501	61
Adj No. of Lanes	1	0	1				1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	71	0	67				38	1339	0	0	1105	939
Arrive On Green	0.04	0.00	0.04				0.02	0.74	0.00	0.00	0.61	0.61
Sat Flow, veh/h	1619	0	1530				1619	1800	0	0	1800	1530
Grp Volume(v), veh/h	23	0	28				24	318	0	0	501	61
Grp Sat Flow(s),veh/h/ln	1619	0	1530				1619	1800	0	0	1800	1530
Q Serve(g_s), s	0.5	0.0	0.7				0.6	2.1	0.0	0.0	5.6	0.6
Cycle Q Clear(g_c), s	0.5	0.0	0.7				0.6	2.1	0.0	0.0	5.6	0.6
Prop In Lane	1.00		1.00				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	71	0	67				38	1339	0	0	1105	939
V/C Ratio(X)	0.32	0.00	0.42				0.63	0.24	0.00	0.00	0.45	0.06
Avail Cap(c_a), veh/h	172	0	163				172	1339	0	0	1105	939
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	17.5				18.2	1.5	0.0	0.0	3.9	2.9
Incr Delay (d2), s/veh	2.6	0.0	4.1				15.8	0.4	0.0	0.0	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.6				0.4	1.1	0.0	0.0	3.1	0.9
LnGrp Delay(d),s/veh	20.1	0.0	21.6				34.0	1.9	0.0	0.0	5.2	3.1
LnGrp LOS	C		C				C	A			A	A
Approach Vol, veh/h		51						342			562	
Approach Delay, s/veh		20.9						4.2			5.0	
Approach LOS		C						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		32.0		5.7	4.9	27.1		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		28.0		4.0	4.0	20.0		
Max Q Clear Time (g_c+I1), s		4.1		2.7	2.6	7.6		
Green Ext Time (p_c), s		4.8		0.0	0.0	3.8		

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

APPENDIX K

Cumulative Plus Project Construction Level of Service Worksheets

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	236	0	0	10	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	248	0	0	11	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	5	0	0	124	0	0	0	0	0	0	0	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	5	0	-	124	0	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1016	-	-	850	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	880	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1017	-	-	880	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0	-	-
HCM Lane LOS	A	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	780	0	0	475	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1176	0	0	1176	0	1176	1176	1176	1176	1176	1176
Adj Flow Rate, veh/h	0	821	0	0	500	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	1	1	1	1
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	2	0	0	2	0	2	2	2	2	2	2
Cap, veh/h	0	1020	0	0	1020	0	4	4	3	4	4	3
Arrive On Green	0.00	0.87	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1176	0	0	1176	0	1120	1176	1000	1120	1176	1000
Grp Volume(v), veh/h	0	821	0	0	500	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1176	0	0	1176	0	1120	1176	1000	1120	1176	1000
Q Serve(g_s), s	0.0	9.2	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.2	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	1020	0	0	1020	0	4	4	3	4	4	3
V/C Ratio(X)	0.00	0.81	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2666	0	0	2666	0	149	627	533	149	627	533
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.9	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	2.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		821			500			0			0	
Approach Delay, s/veh		2.4			0.8			0.0			0.0	
Approach LOS		A			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	0.0		30.0	0.0	0.0		30.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	16.0		68.0	4.0	16.0		68.0
Max Q Clear Time (g_c+I1), s	0.0	0.0		11.2	0.0	0.0		5.0
Green Ext Time (p_c), s	0.0	0.0		14.8	0.0	0.0		15.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	54	143	14	328	132	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	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	57	151	15	345	139	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	334	104
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1376	-	641	937
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1376	-	634	937
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	654	-	-	1376	-
HCM Lane V/C Ratio	0.235	-	-	0.011	-
HCM Control Delay (s)	12.2	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	80	0	0	0	0	0	13	15	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	84	0	0	0	0	0	14	16	11	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	0	0	0	0	0	0	168	168	0
Stage 1	-	-	-	-	-	-	168	168	-
Stage 2	-	-	-	-	-	-	0	0	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	-	-	-	827	728	-
Stage 1	-	-	-	-	-	-	867	763	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	-	827	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	0	-
Stage 1	-	-	-	-	-	-	867	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s		0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	0	-	-
HCM Lane LOS	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	76	3	7	5	0	0	0	0	5	11	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	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	0	80	3	7	5	0	0	0	0	5	12	121

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	5	0	0	83	0	0	102	103	5
Stage 1	-	-	-	-	-	-	20	20	-
Stage 2	-	-	-	-	-	-	82	83	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1630	-	-	1527	-	-	901	791	1084
Stage 1	-	-	-	-	-	-	1008	883	-
Stage 2	-	-	-	-	-	-	946	830	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1630	-	-	1527	-	-	896	0	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	896	0	-
Stage 1	-	-	-	-	-	-	1003	0	-
Stage 2	-	-	-	-	-	-	946	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.3	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1630	-	-	1527	-	-	1075
HCM Lane V/C Ratio	-	-	-	0.005	-	-	0.128
HCM Control Delay (s)	0	-	-	7.4	0	-	8.8
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	67	8	0	0	90	105	0	0	71	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	71	8	0	0	95	111	0	0	75	125
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.6	9.1	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	37%	89%	46%	77%
Vol Right, %	63%	11%	54%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	75	195	160
LT Vol	0	0	0	0
Through Vol	71	67	90	123
RT Vol	119	8	105	37
Lane Flow Rate	200	79	205	168
Geometry Grp	1	1	1	1
Degree of Util (X)	0.244	0.108	0.257	0.218
Departure Headway (Hd)	4.389	4.921	4.509	4.652
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	724	792	768
Service Time	2.439	2.983	2.56	2.705
HCM Lane V/C Ratio	0.246	0.109	0.259	0.219
HCM Control Delay	8.9	8.6	9.1	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.4	1	0.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	123	37
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	0	129	39
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9
HCM LOS	A

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	241	119	756	372	70	191	13	387	37	102	48
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	41	254	125	796	392	74	201	14	407	39	107	51
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	20	127	62	263	129	24	71	5	144	28	76	36
Arrive On Green	0.18	0.18	0.18	0.36	0.36	0.36	0.21	0.21	0.21	0.12	0.12	0.12
Sat Flow, veh/h	111	686	338	726	358	68	343	24	694	225	617	294
Grp Volume(v), veh/h	420	0	0	1262	0	0	622	0	0	197	0	0
Grp Sat Flow(s),veh/h/ln	1135	0	0	1152	0	0	1060	0	0	1137	0	0
Q Serve(g_s), s	24.0	0.0	0.0	47.0	0.0	0.0	27.0	0.0	0.0	16.0	0.0	0.0
Cycle Q Clear(g_c), s	24.0	0.0	0.0	47.0	0.0	0.0	27.0	0.0	0.0	16.0	0.0	0.0
Prop In Lane	0.10		0.30	0.63		0.06	0.32		0.65	0.20		0.26
Lane Grp Cap(c), veh/h	210	0	0	416	0	0	220	0	0	140	0	0
V/C Ratio(X)	2.00	0.00	0.00	3.03	0.00	0.00	2.82	0.00	0.00	1.41	0.00	0.00
Avail Cap(c_a), veh/h	210	0	0	416	0	0	220	0	0	140	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	53.0	0.0	0.0	41.5	0.0	0.0	51.5	0.0	0.0	57.0	0.0	0.0
Incr Delay (d2), s/veh	468.6	0.0	0.0	920.2	0.0	0.0	833.3	0.0	0.0	220.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.8	0.0	0.0	121.4	0.0	0.0	58.9	0.0	0.0	13.6	0.0	0.0
LnGrp Delay(d),s/veh	521.6	0.0	0.0	961.7	0.0	0.0	884.8	0.0	0.0	277.6	0.0	0.0
LnGrp LOS	F			F			F			F		
Approach Vol, veh/h		420			1262			622			197	
Approach Delay, s/veh		521.6			961.7			884.8			277.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		28.0		20.0		51.0		31.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		24.0		16.0		47.0		27.0
Max Q Clear Time (g_c+I1), s		26.0		18.0		49.0		29.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	814.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	554	0	0	969	445	222	1	426	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1200	1200	0	0	1200	1200	1200	1200	1200			
Adj Flow Rate, veh/h	121	583	0	0	1020	468	234	1	448			
Adj No. of Lanes	0	1	0	0	1	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	63	303	0	0	354	162	166	1	149			
Arrive On Green	0.31	0.31	0.00	0.00	0.45	0.45	0.15	0.15	0.15			
Sat Flow, veh/h	204	985	0	0	779	358	1138	5	1020			
Grp Volume(v), veh/h	704	0	0	0	0	1488	235	0	448			
Grp Sat Flow(s),veh/h/ln	1190	0	0	0	0	1137	1143	0	1020			
Q Serve(g_s), s	40.0	0.0	0.0	0.0	0.0	59.0	19.0	0.0	19.0			
Cycle Q Clear(g_c), s	40.0	0.0	0.0	0.0	0.0	59.0	19.0	0.0	19.0			
Prop In Lane	0.17		0.00	0.00		0.31	1.00		1.00			
Lane Grp Cap(c), veh/h	366	0	0	0	0	516	167	0	149			
V/C Ratio(X)	1.92	0.00	0.00	0.00	0.00	2.88	1.41	0.00	3.01			
Avail Cap(c_a), veh/h	366	0	0	0	0	516	167	0	149			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.0	0.0	0.0	0.0	0.0	35.5	55.5	0.0	55.5			
Incr Delay (d2), s/veh	425.4	0.0	0.0	0.0	0.0	853.0	214.7	0.0	920.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	56.4	0.0	0.0	0.0	0.0	140.8	16.0	0.0	43.4			
LnGrp Delay(d),s/veh	470.4	0.0	0.0	0.0	0.0	888.5	270.2	0.0	975.6			
LnGrp LOS	F					F	F		F			
Approach Vol, veh/h		704			1488			683				
Approach Delay, s/veh		470.4			888.5			732.9				
Approach LOS		F			F			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		44.0				63.0		23.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		40.0				59.0		19.0
Max Q Clear Time (g_c+I1), s		42.0				61.0		21.0
Green Ext Time (p_c), s		0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	749.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	565	425	130	787	98	418	78	170	32	58	223
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	0	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	595	447	137	828	103	440	82	179	34	61	235
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	314	236	79	620	77	220	95	208	36	27	103
Arrive On Green	0.00	0.49	0.49	0.07	0.59	0.59	0.19	0.28	0.28	0.03	0.12	0.12
Sat Flow, veh/h	0	637	479	1143	1047	130	1143	336	734	1143	217	836
Grp Volume(v), veh/h	0	0	1042	137	0	931	440	0	261	34	0	296
Grp Sat Flow(s),veh/h/ln	0	0	1116	1143	0	1177	1143	0	1070	1143	0	1053
Q Serve(g_s), s	0.0	0.0	64.0	9.0	0.0	77.0	25.0	0.0	30.0	3.9	0.0	16.0
Cycle Q Clear(g_c), s	0.0	0.0	64.0	9.0	0.0	77.0	25.0	0.0	30.0	3.9	0.0	16.0
Prop In Lane	0.00		0.43	1.00		0.11	1.00		0.69	1.00		0.79
Lane Grp Cap(c), veh/h	0	0	549	79	0	697	220	0	303	36	0	130
V/C Ratio(X)	0.00	0.00	1.90	1.73	0.00	1.34	2.00	0.00	0.86	0.93	0.00	2.28
Avail Cap(c_a), veh/h	0	0	549	79	0	697	220	0	303	53	0	130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	33.0	60.5	0.0	26.5	52.5	0.0	44.1	62.8	0.0	57.0
Incr Delay (d2), s/veh	0.0	0.0	410.6	376.3	0.0	160.6	466.7	0.0	21.3	82.1	0.0	602.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	82.3	11.1	0.0	55.9	36.4	0.0	10.6	2.0	0.0	26.3
LnGrp Delay(d),s/veh	0.0	0.0	443.6	436.8	0.0	187.1	519.2	0.0	65.4	144.9	0.0	659.0
LnGrp LOS			F	F		F	F		E	F		F
Approach Vol, veh/h		1042			1068			701			330	
Approach Delay, s/veh		443.6			219.1			350.2			606.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	13.0	68.0	29.0	20.0		81.0	8.1	40.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	64.0	25.0	16.0		77.0	6.0	35.0
Max Q Clear Time (g_c+I1), s	11.0	66.0	27.0	18.0		79.0	5.9	32.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		0.0	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	363.5
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	52	110	502	34	272	766
Number	1	16	8	18	7	4
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	55	116	528	36	286	806
Adj No. of Lanes	1	1	1	0	0	1
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	80	617	329	22	166	468
Arrive On Green	0.07	0.07	0.30	0.30	0.54	0.54
Sat Flow, veh/h	1143	1020	1111	76	310	874
Grp Volume(v), veh/h	55	116	0	564	1092	0
Grp Sat Flow(s),veh/h/ln	1143	1020	0	1187	1184	0
Q Serve(g_s), s	5.7	6.2	0.0	36.0	65.0	0.0
Cycle Q Clear(g_c), s	5.7	6.2	0.0	36.0	65.0	0.0
Prop In Lane	1.00	1.00		0.06	0.26	
Lane Grp Cap(c), veh/h	80	617	0	352	634	0
V/C Ratio(X)	0.69	0.19	0.00	1.60	1.72	0.00
Avail Cap(c_a), veh/h	160	688	0	352	634	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.2	10.7	0.0	42.7	28.2	0.0
Incr Delay (d2), s/veh	10.0	0.1	0.0	284.8	332.1	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	2.0	3.9	0.0	39.5	79.6	0.0
LnGrp Delay(d),s/veh	65.2	10.8	0.0	327.5	360.3	0.0
LnGrp LOS	E	B		F	F	
Approach Vol, veh/h	171		564			1092
Approach Delay, s/veh	28.3		327.5			360.3
Approach LOS	C		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				69.0		12.5		40.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				65.0		17.0		36.0
Max Q Clear Time (g_c+I1), s				67.0		8.2		38.0
Green Ext Time (p_c), s				0.0		0.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	319.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	152	1253	97	48	384	112	324	283	164	236	409	234
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	160	1319	102	51	404	118	341	298	173	248	431	246
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	508	39	35	385	112	141	208	121	105	188	107
Arrive On Green	0.06	0.46	0.46	0.03	0.43	0.43	0.12	0.29	0.29	0.09	0.26	0.26
Sat Flow, veh/h	1143	1100	85	1143	893	261	1143	713	414	1143	718	410
Grp Volume(v), veh/h	160	0	1421	51	0	522	341	0	471	248	0	677
Grp Sat Flow(s),veh/h/ln	1143	0	1185	1143	0	1154	1143	0	1127	1143	0	1128
Q Serve(g_s), s	8.0	0.0	60.0	4.0	0.0	56.0	16.0	0.0	38.0	12.0	0.0	34.0
Cycle Q Clear(g_c), s	8.0	0.0	60.0	4.0	0.0	56.0	16.0	0.0	38.0	12.0	0.0	34.0
Prop In Lane	1.00		0.07	1.00		0.23	1.00		0.37	1.00		0.36
Lane Grp Cap(c), veh/h	70	0	547	35	0	497	141	0	329	105	0	295
V/C Ratio(X)	2.27	0.00	2.60	1.45	0.00	1.05	2.42	0.00	1.43	2.35	0.00	2.30
Avail Cap(c_a), veh/h	70	0	547	35	0	497	141	0	329	105	0	295
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.0	0.0	35.0	63.0	0.0	37.0	57.0	0.0	46.0	59.0	0.0	48.0
Incr Delay (d2), s/veh	616.3	0.0	724.5	310.3	0.0	54.1	662.0	0.0	210.1	636.2	0.0	593.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	0.0	129.7	4.3	0.0	25.3	30.9	0.0	31.0	22.4	0.0	59.2
LnGrp Delay(d),s/veh	677.3	0.0	759.5	373.3	0.0	91.1	719.0	0.0	256.1	695.2	0.0	641.6
LnGrp LOS	F		F	F		F	F		F	F		F
Approach Vol, veh/h		1581			573			812			925	
Approach Delay, s/veh		751.2			116.3			450.5			656.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	64.0	20.0	38.0	12.0	60.0	16.0	42.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	60.0	16.0	34.0	8.0	56.0	12.0	38.0
Max Q Clear Time (g_c+I1), s	6.0	62.0	18.0	36.0	10.0	58.0	14.0	40.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	572.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	423	129	0	434	32	0	489	105	0	410	76
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	445	136	0	457	34	0	515	111	0	432	80
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	397	121	0	497	37	0	450	97	0	463	86
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.00	0.47	0.47	0.00	0.47	0.47
Sat Flow, veh/h	0	883	270	0	1103	82	0	957	206	0	985	182
Grp Volume(v), veh/h	0	0	581	0	0	491	0	0	626	0	0	512
Grp Sat Flow(s),veh/h/ln	0	0	1152	0	0	1186	0	0	1164	0	0	1168
Q Serve(g_s), s	0.0	0.0	45.0	0.0	0.0	38.9	0.0	0.0	47.0	0.0	0.0	41.4
Cycle Q Clear(g_c), s	0.0	0.0	45.0	0.0	0.0	38.9	0.0	0.0	47.0	0.0	0.0	41.4
Prop In Lane	0.00		0.23	0.00		0.07	0.00		0.18	0.00		0.16
Lane Grp Cap(c), veh/h	0	0	519	0	0	533	0	0	547	0	0	549
V/C Ratio(X)	0.00	0.00	1.12	0.00	0.00	0.92	0.00	0.00	1.14	0.00	0.00	0.93
Avail Cap(c_a), veh/h	0	0	519	0	0	533	0	0	547	0	0	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	27.5	0.0	0.0	25.8	0.0	0.0	26.5	0.0	0.0	25.0
Incr Delay (d2), s/veh	0.0	0.0	76.9	0.0	0.0	21.4	0.0	0.0	85.0	0.0	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	25.3	0.0	0.0	15.9	0.0	0.0	28.0	0.0	0.0	16.7
LnGrp Delay(d),s/veh	0.0	0.0	104.4	0.0	0.0	47.2	0.0	0.0	111.5	0.0	0.0	48.1
LnGrp LOS			F			D			F			D
Approach Vol, veh/h		581			491			626			512	
Approach Delay, s/veh		104.4			47.2			111.5			48.1	
Approach LOS		F			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		49.0		51.0		49.0		51.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		45.0		47.0		45.0		47.0
Max Q Clear Time (g_c+I1), s		47.0		43.4		40.9		49.0
Green Ext Time (p_c), s		0.0		2.4		2.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	80.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	8	22	0	18	254	0	285	3	0	617	58
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	69	8	23	0	19	267	0	300	3	0	649	61
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	23	65	0	12	168	0	725	7	0	660	62
Arrive On Green	0.08	0.08	0.08	0.00	0.18	0.18	0.00	0.61	0.61	0.00	0.61	0.61
Sat Flow, veh/h	1143	274	787	0	68	962	0	1186	12	0	1081	102
Grp Volume(v), veh/h	69	0	31	0	0	286	0	0	303	0	0	710
Grp Sat Flow(s),veh/h/ln	1143	0	1061	0	0	1030	0	0	1198	0	0	1182
Q Serve(g_s), s	5.4	0.0	2.5	0.0	0.0	16.0	0.0	0.0	12.0	0.0	0.0	53.5
Cycle Q Clear(g_c), s	5.4	0.0	2.5	0.0	0.0	16.0	0.0	0.0	12.0	0.0	0.0	53.5
Prop In Lane	1.00		0.74	0.00		0.93	0.00		0.01	0.00		0.09
Lane Grp Cap(c), veh/h	95	0	88	0	0	180	0	0	732	0	0	722
V/C Ratio(X)	0.73	0.00	0.35	0.00	0.00	1.59	0.00	0.00	0.41	0.00	0.00	0.98
Avail Cap(c_a), veh/h	200	0	186	0	0	180	0	0	734	0	0	724
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	39.6	0.0	0.0	37.7	0.0	0.0	9.3	0.0	0.0	17.3
Incr Delay (d2), s/veh	10.2	0.0	2.4	0.0	0.0	288.3	0.0	0.0	0.4	0.0	0.0	29.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.8	0.0	0.0	19.0	0.0	0.0	4.0	0.0	0.0	23.0
LnGrp Delay(d),s/veh	51.1	0.0	42.0	0.0	0.0	326.0	0.0	0.0	9.6	0.0	0.0	46.5
LnGrp LOS	D		D			F			A			D
Approach Vol, veh/h		100			286			303			710	
Approach Delay, s/veh		48.3			326.0			9.6			46.5	
Approach LOS		D			F			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		11.6		59.8		20.0		59.8
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		56.0		16.0		56.0
Max Q Clear Time (g_c+I1), s		7.4		55.5		18.0		14.0
Green Ext Time (p_c), s		0.2		0.3		0.0		9.4

Intersection Summary	
HCM 2010 Ctrl Delay	95.8
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	353	368	0	380	17	0	530	6	0	840	33
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	1000	0	1000	1000	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	706	736	0	760	34	0	558	6	0	884	35
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	225	234	0	475	21	0	487	5	0	471	19
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.50	0.00	0.41	0.41	0.00	0.41	0.41
Sat Flow, veh/h	0	449	468	0	950	42	0	1185	13	0	1147	45
Grp Volume(v), veh/h	0	0	1442	0	0	794	0	0	564	0	0	919
Grp Sat Flow(s),veh/h/ln	0	0	917	0	0	993	0	0	1198	0	0	1192
Q Serve(g_s), s	0.0	0.0	45.0	0.0	0.0	45.0	0.0	0.0	37.0	0.0	0.0	37.0
Cycle Q Clear(g_c), s	0.0	0.0	45.0	0.0	0.0	45.0	0.0	0.0	37.0	0.0	0.0	37.0
Prop In Lane	0.00		0.51	0.00		0.04	0.00		0.01	0.00		0.04
Lane Grp Cap(c), veh/h	0	0	459	0	0	496	0	0	492	0	0	490
V/C Ratio(X)	0.00	0.00	3.14	0.00	0.00	1.60	0.00	0.00	1.15	0.00	0.00	1.88
Avail Cap(c_a), veh/h	0	0	459	0	0	496	0	0	492	0	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	22.5	0.0	0.0	22.5	0.0	0.0	26.5	0.0	0.0	26.5
Incr Delay (d2), s/veh	0.0	0.0	970.4	0.0	0.0	279.3	0.0	0.0	87.1	0.0	0.0	401.6
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	0.0	0.0	134.9	0.0	0.0	50.6	0.0	0.0	24.1	0.0	0.0	66.8
LnGrp Delay(d),s/veh	0.0	0.0	992.9	0.0	0.0	301.8	0.0	0.0	113.6	0.0	0.0	428.1
LnGrp LOS			F			F			F			F
Approach Vol, veh/h		1442			794			564			919	
Approach Delay, s/veh		992.9			301.8			113.6			428.1	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.0		49.0		41.0		49.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		37.0		45.0		37.0		36.0
Max Q Clear Time (g_c+I1), s		39.0		47.0		39.0		47.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	572.5
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	54
Intersection LOS	F

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	239	160	0	0	318	0	130	46
Peak Hour Factor	0.95	0.50	0.50	0.95	0.50	0.50	0.95	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	478	320	0	0	636	0	260	92
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	61	62.3	23.2
HCM LOS	F	F	C

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	74%	0%	0%
Vol Thru, %	0%	60%	100%
Vol Right, %	26%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	176	399	318
LT Vol	130	0	0
Through Vol	0	239	318
RT Vol	46	160	0
Lane Flow Rate	352	798	636
Geometry Grp	1	1	1
Degree of Util (X)	0.674	1	1
Departure Headway (Hd)	6.894	6.014	6.255
Convergence, Y/N	Yes	Yes	Yes
Cap	521	614	585
Service Time	4.988	4.014	4.255
HCM Lane V/C Ratio	0.676	1.3	1.087
HCM Control Delay	23.2	61	62.3
HCM Lane LOS	C	F	F
HCM 95th-tile Q	5	15	14.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	270	0	0	273	17	0	0	0	159	0	49
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	0	0	1000	1000				1000	1000	1000
Adj Flow Rate, veh/h	0	540	0	0	546	34				318	0	98
Adj No. of Lanes	0	1	0	0	1	0				0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	518	0	0	482	30				275	0	85
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.52				0.39	0.00	0.39
Sat Flow, veh/h	0	1000	0	0	932	58				708	0	218
Grp Volume(v), veh/h	0	540	0	0	0	580				416	0	0
Grp Sat Flow(s),veh/h/ln	0	1000	0	0	0	990				926	0	0
Q Serve(g_s), s	0.0	44.0	0.0	0.0	0.0	44.0				33.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	44.0	0.0	0.0	0.0	44.0				33.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.06				0.76		0.24
Lane Grp Cap(c), veh/h	0	518	0	0	0	512				360	0	0
V/C Ratio(X)	0.00	1.04	0.00	0.00	0.00	1.13				1.16	0.00	0.00
Avail Cap(c_a), veh/h	0	518	0	0	0	512				360	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.5	0.0	0.0	0.0	20.5				26.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	51.3	0.0	0.0	0.0	81.4				97.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.3	0.0	0.0	0.0	23.4				18.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	71.8	0.0	0.0	0.0	101.9				123.4	0.0	0.0
LnGrp LOS		F				F				F		
Approach Vol, veh/h		540			580						416	
Approach Delay, s/veh		71.8			101.9						123.4	
Approach LOS		E			F						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				48.0		37.0		48.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				41.0		33.0		44.0
Max Q Clear Time (g_c+I1), s				46.0		35.0		46.0
Green Ext Time (p_c), s				0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	97.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	510	19	0	496	0	2	0	1	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	0	1000	1000	1000			
Adj Flow Rate, veh/h	0	537	20	0	522	0	4	0	2			
Adj No. of Lanes	0	1	0	0	1	0	0	1	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.50	0.50	0.50			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	630	23	0	658	0	184	0	92			
Arrive On Green	0.00	0.55	0.55	0.00	0.55	0.00	0.30	0.00	0.30			
Sat Flow, veh/h	0	1150	43	0	1200	0	610	0	305			
Grp Volume(v), veh/h	0	0	557	0	522	0	6	0	0			
Grp Sat Flow(s),veh/h/ln	0	0	1192	0	1200	0	916	0	0			
Q Serve(g_s), s	0.0	0.0	21.0	0.0	18.5	0.0	0.2	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	21.0	0.0	18.5	0.0	0.2	0.0	0.0			
Prop In Lane	0.00		0.04	0.00		0.00	0.67		0.33			
Lane Grp Cap(c), veh/h	0	0	653	0	658	0	276	0	0			
V/C Ratio(X)	0.00	0.00	0.85	0.00	0.79	0.00	0.02	0.00	0.00			
Avail Cap(c_a), veh/h	0	0	809	0	814	0	276	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	10.2	0.0	9.6	0.0	13.0	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	7.3	0.0	4.4	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.1	0.0	6.8	0.0	0.1	0.0	0.0			
LnGrp Delay(d),s/veh	0.0	0.0	17.5	0.0	14.0	0.0	13.2	0.0	0.0			
LnGrp LOS			B		B		B					
Approach Vol, veh/h		557			522			6				
Approach Delay, s/veh		17.5			14.0			13.2				
Approach LOS		B			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		20.0		33.1				33.1
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		16.0		36.0				36.0
Max Q Clear Time (g_c+I1), s		2.2		23.0				20.5
Green Ext Time (p_c), s		0.0		6.1				6.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	349	102	0	371	144	0	530	46	0	678	150
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	367	107	0	391	152	0	558	48	0	714	158
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	320	93	0	295	115	0	627	54	0	547	121
Arrive On Green	0.00	0.36	0.36	0.00	0.36	0.36	0.00	0.57	0.57	0.00	0.57	0.57
Sat Flow, veh/h	0	894	261	0	823	320	0	1090	94	0	952	211
Grp Volume(v), veh/h	0	0	474	0	0	543	0	0	606	0	0	872
Grp Sat Flow(s),veh/h/ln	0	0	1154	0	0	1144	0	0	1183	0	0	1163
Q Serve(g_s), s	0.0	0.0	43.0	0.0	0.0	43.0	0.0	0.0	53.5	0.0	0.0	69.0
Cycle Q Clear(g_c), s	0.0	0.0	43.0	0.0	0.0	43.0	0.0	0.0	53.5	0.0	0.0	69.0
Prop In Lane	0.00		0.23	0.00		0.28	0.00		0.08	0.00		0.18
Lane Grp Cap(c), veh/h	0	0	414	0	0	410	0	0	680	0	0	669
V/C Ratio(X)	0.00	0.00	1.15	0.00	0.00	1.33	0.00	0.00	0.89	0.00	0.00	1.30
Avail Cap(c_a), veh/h	0	0	414	0	0	410	0	0	680	0	0	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	38.5	0.0	0.0	38.5	0.0	0.0	22.2	0.0	0.0	25.5
Incr Delay (d2), s/veh	0.0	0.0	90.6	0.0	0.0	162.5	0.0	0.0	16.2	0.0	0.0	147.6
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	0.0	0.0	24.1	0.0	0.0	32.0	0.0	0.0	20.4	0.0	0.0	49.3
LnGrp Delay(d),s/veh	0.0	0.0	129.1	0.0	0.0	201.0	0.0	0.0	38.4	0.0	0.0	173.1
LnGrp LOS			F			F			D			F
Approach Vol, veh/h		474			543			606			872	
Approach Delay, s/veh		129.1			201.0			38.4			173.1	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		73.0		47.0		73.0		47.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		69.0		43.0		69.0		43.0
Max Q Clear Time (g_c+I1), s		55.5		45.0		71.0		45.0
Green Ext Time (p_c), s		8.9		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	138.1
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	312	138	0	485	35	0	265	53	0	358	162
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	328	145	0	511	37	0	279	56	0	377	171
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	351	155	0	491	36	0	453	91	0	365	166
Arrive On Green	0.00	0.44	0.44	0.00	0.44	0.44	0.00	0.47	0.47	0.00	0.47	0.47
Sat Flow, veh/h	0	789	349	0	1106	80	0	971	195	0	782	355
Grp Volume(v), veh/h	0	0	473	0	0	548	0	0	335	0	0	548
Grp Sat Flow(s),veh/h/ln	0	0	1138	0	0	1186	0	0	1166	0	0	1137
Q Serve(g_s), s	0.0	0.0	35.5	0.0	0.0	40.0	0.0	0.0	19.4	0.0	0.0	42.0
Cycle Q Clear(g_c), s	0.0	0.0	35.5	0.0	0.0	40.0	0.0	0.0	19.4	0.0	0.0	42.0
Prop In Lane	0.00		0.31	0.00		0.07	0.00		0.17	0.00		0.31
Lane Grp Cap(c), veh/h	0	0	506	0	0	527	0	0	544	0	0	531
V/C Ratio(X)	0.00	0.00	0.93	0.00	0.00	1.04	0.00	0.00	0.62	0.00	0.00	1.03
Avail Cap(c_a), veh/h	0	0	506	0	0	527	0	0	544	0	0	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.8	0.0	0.0	25.0	0.0	0.0	18.0	0.0	0.0	24.0
Incr Delay (d2), s/veh	0.0	0.0	24.8	0.0	0.0	49.9	0.0	0.0	5.2	0.0	0.0	47.7
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	0.0	0.0	14.5	0.0	0.0	20.3	0.0	0.0	6.9	0.0	0.0	20.1
LnGrp Delay(d),s/veh	0.0	0.0	48.6	0.0	0.0	74.9	0.0	0.0	23.1	0.0	0.0	71.7
LnGrp LOS			D			F			C			F
Approach Vol, veh/h		473			548			335			548	
Approach Delay, s/veh		48.6			74.9			23.1			71.7	
Approach LOS		D			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		44.0		46.0		44.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		40.0		42.0		40.0
Max Q Clear Time (g_c+I1), s		21.4		37.5		44.0		42.0
Green Ext Time (p_c), s		6.4		1.6		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.3
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	369	194	0	824	2	175	0	140	0	0	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	388	204	0	867	2	184	0	147	0	0	6
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	476	250	0	768	2	0	0	244	0	0	244
Arrive On Green	0.00	0.64	0.64	0.00	0.64	0.64	0.00	0.00	0.24	0.00	0.00	0.24
Sat Flow, veh/h	0	741	390	0	1197	3	0	0	1020	0	0	1020
Grp Volume(v), veh/h	0	0	592	0	0	869	0	0	147	0	0	6
Grp Sat Flow(s),veh/h/ln	0	0	1131	0	0	1200	0	0	1020	0	0	1020
Q Serve(g_s), s	0.0	0.0	26.3	0.0	0.0	43.0	0.0	0.0	8.6	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	0.0	26.3	0.0	0.0	43.0	0.0	0.0	8.6	0.0	0.0	0.3
Prop In Lane	0.00		0.34	0.00		0.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	0	726	0	0	770	0	0	244	0	0	244
V/C Ratio(X)	0.00	0.00	0.82	0.00	0.00	1.13	0.00	0.00	0.60	0.00	0.00	0.02
Avail Cap(c_a), veh/h	0	0	726	0	0	770	0	0	365	0	0	244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	9.0	0.0	0.0	12.0	0.0	0.0	22.7	0.0	0.0	19.5
Incr Delay (d2), s/veh	0.0	0.0	7.2	0.0	0.0	74.0	0.0	0.0	2.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.5	0.0	0.0	29.7	0.0	0.0	2.6	0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	0.0	16.2	0.0	0.0	86.0	0.0	0.0	25.1	0.0	0.0	19.7
LnGrp LOS			B			F			C			B
Approach Vol, veh/h		592			869			147			6	
Approach Delay, s/veh		16.2			86.0			25.1			19.7	
Approach LOS		B			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		20.0		47.0	0.0	20.0		47.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		24.0		43.0	4.0	16.0		43.0
Max Q Clear Time (g_c+I1), s		10.6		28.3	0.0	2.3		45.0
Green Ext Time (p_c), s		0.7		9.3	0.0	0.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	315	121	85	263	20	0	524	82	0	422	36
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	31	332	127	89	277	21	0	552	86	0	444	38
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	389	143	136	341	24	0	569	89	0	611	52
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.00	0.56	0.56	0.00	0.56	0.56
Sat Flow, veh/h	59	1200	440	224	1050	73	0	1014	158	0	1090	93
Grp Volume(v), veh/h	490	0	0	387	0	0	0	0	638	0	0	482
Grp Sat Flow(s),veh/h/ln	1699	0	0	1348	0	0	0	0	1172	0	0	1184
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	36.5	0.0	0.0	21.0
Cycle Q Clear(g_c), s	19.1	0.0	0.0	19.9	0.0	0.0	0.0	0.0	36.5	0.0	0.0	21.0
Prop In Lane	0.06		0.26	0.23		0.05	0.00		0.13	0.00		0.08
Lane Grp Cap(c), veh/h	606	0	0	501	0	0	0	0	657	0	0	664
V/C Ratio(X)	0.81	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.97	0.00	0.00	0.73
Avail Cap(c_a), veh/h	617	0	0	511	0	0	0	0	657	0	0	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	21.9	0.0	0.0	0.0	0.0	14.7	0.0	0.0	11.3
Incr Delay (d2), s/veh	7.8	0.0	0.0	7.1	0.0	0.0	0.0	0.0	28.6	0.0	0.0	6.8
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	10.2	0.0	0.0	8.1	0.0	0.0	0.0	0.0	16.7	0.0	0.0	8.0
LnGrp Delay(d),s/veh	30.1	0.0	0.0	29.0	0.0	0.0	0.0	0.0	43.3	0.0	0.0	18.1
LnGrp LOS	C			C					D			B
Approach Vol, veh/h		490			387			638			482	
Approach Delay, s/veh		30.1			29.0			43.3			18.1	
Approach LOS		C			C			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.0		26.5		43.0		26.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		23.0		39.0		23.0
Max Q Clear Time (g_c+I1), s		38.5		21.1		23.0		21.9
Green Ext Time (p_c), s		0.4		1.1		7.3		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	176	16	0	355	151	0	468	114	0	573	32
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	185	17	0	374	159	0	493	120	0	603	34
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	445	41	0	329	140	0	466	114	0	563	32
Arrive On Green	0.00	0.41	0.41	0.00	0.41	0.41	0.00	0.50	0.50	0.00	0.50	0.50
Sat Flow, veh/h	0	1083	100	0	800	340	0	933	227	0	1125	63
Grp Volume(v), veh/h	0	0	202	0	0	533	0	0	613	0	0	637
Grp Sat Flow(s),veh/h/ln	0	0	1182	0	0	1140	0	0	1160	0	0	1189
Q Serve(g_s), s	0.0	0.0	10.9	0.0	0.0	37.0	0.0	0.0	45.0	0.0	0.0	45.0
Cycle Q Clear(g_c), s	0.0	0.0	10.9	0.0	0.0	37.0	0.0	0.0	45.0	0.0	0.0	45.0
Prop In Lane	0.00		0.08	0.00		0.30	0.00		0.20	0.00		0.05
Lane Grp Cap(c), veh/h	0	0	486	0	0	469	0	0	580	0	0	594
V/C Ratio(X)	0.00	0.00	0.42	0.00	0.00	1.14	0.00	0.00	1.06	0.00	0.00	1.07
Avail Cap(c_a), veh/h	0	0	486	0	0	469	0	0	580	0	0	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.8	0.0	0.0	26.5	0.0	0.0	22.5	0.0	0.0	22.5
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	84.9	0.0	0.0	53.3	0.0	0.0	57.6
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	0.0	0.0	3.6	0.0	0.0	22.6	0.0	0.0	22.9	0.0	0.0	24.0
LnGrp Delay(d),s/veh	0.0	0.0	19.4	0.0	0.0	111.4	0.0	0.0	75.8	0.0	0.0	80.1
LnGrp LOS			B			F			F			F
Approach Vol, veh/h		202			533			613			637	
Approach Delay, s/veh		19.4			111.4			75.8			80.1	
Approach LOS		B			F			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		49.0		41.0		49.0		41.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		45.0		37.0		45.0		37.0
Max Q Clear Time (g_c+I1), s		47.0		12.9		47.0		39.0
Green Ext Time (p_c), s		0.0		5.5		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	81.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	36	229	67	322	605	33	0	467	203	0	686	48
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	38	241	71	339	637	35	0	492	214	0	722	51
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	35	206	61	237	460	25	0	372	162	0	520	37
Arrive On Green	0.03	0.23	0.23	0.21	0.41	0.41	0.00	0.47	0.47	0.00	0.47	0.47
Sat Flow, veh/h	1143	891	263	1143	1127	62	0	794	345	0	1108	78
Grp Volume(v), veh/h	38	0	312	339	0	672	0	0	706	0	0	773
Grp Sat Flow(s),veh/h/ln	1143	0	1154	1143	0	1189	0	0	1139	0	0	1186
Q Serve(g_s), s	4.0	0.0	30.0	27.0	0.0	53.0	0.0	0.0	61.0	0.0	0.0	61.0
Cycle Q Clear(g_c), s	4.0	0.0	30.0	27.0	0.0	53.0	0.0	0.0	61.0	0.0	0.0	61.0
Prop In Lane	1.00		0.23	1.00		0.05	0.00		0.30	0.00		0.07
Lane Grp Cap(c), veh/h	35	0	266	237	0	485	0	0	534	0	0	557
V/C Ratio(X)	1.08	0.00	1.17	1.43	0.00	1.39	0.00	0.00	1.32	0.00	0.00	1.39
Avail Cap(c_a), veh/h	35	0	266	237	0	485	0	0	534	0	0	557
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	63.0	0.0	50.0	51.5	0.0	38.5	0.0	0.0	34.5	0.0	0.0	34.5
Incr Delay (d2), s/veh	176.9	0.0	109.8	215.3	0.0	186.2	0.0	0.0	157.1	0.0	0.0	185.8
Initial Q Delay(d3),s/veh	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	17.7	22.7	0.0	42.4	0.0	0.0	42.5	0.0	0.0	48.7
LnGrp Delay(d),s/veh	243.2	0.0	159.8	266.8	0.0	224.7	0.0	0.0	191.6	0.0	0.0	220.3
LnGrp LOS	F		F	F		F			F			F
Approach Vol, veh/h		350			1011			706			773	
Approach Delay, s/veh		168.9			238.8			191.6			220.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		65.0	31.0	34.0		65.0	8.0	57.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		61.0	27.0	30.0		61.0	4.0	53.0
Max Q Clear Time (g_c+I1), s		63.0	29.0	32.0		63.0	6.0	55.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	213.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	7	6	358	8	99	4	518	318	116	887	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	7	6	377	8	104	4	545	335	122	934	6
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	20	17	242	21	267	5	378	232	87	732	5
Arrive On Green	0.00	0.03	0.03	0.21	0.28	0.28	0.00	0.54	0.54	0.08	0.61	0.61
Sat Flow, veh/h	0	597	512	1143	74	957	1143	696	428	1143	1191	8
Grp Volume(v), veh/h	0	0	13	377	0	112	4	0	880	122	0	940
Grp Sat Flow(s),veh/h/ln	0	0	1110	1143	0	1031	1143	0	1124	1143	0	1199
Q Serve(g_s), s	0.0	0.0	1.4	25.0	0.0	10.4	0.4	0.0	64.0	9.0	0.0	72.5
Cycle Q Clear(g_c), s	0.0	0.0	1.4	25.0	0.0	10.4	0.4	0.0	64.0	9.0	0.0	72.5
Prop In Lane	0.00		0.46	1.00		0.93	1.00		0.38	1.00		0.01
Lane Grp Cap(c), veh/h	0	0	37	242	0	288	5	0	610	87	0	737
V/C Ratio(X)	0.00	0.00	0.35	1.56	0.00	0.39	0.84	0.00	1.44	1.40	0.00	1.28
Avail Cap(c_a), veh/h	0	0	151	242	0	393	39	0	610	87	0	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	55.8	46.5	0.0	34.4	58.7	0.0	27.0	54.5	0.0	22.7
Incr Delay (d2), s/veh	0.0	0.0	5.6	269.6	0.0	0.9	143.4	0.0	208.1	234.8	0.0	134.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	26.0	0.0	3.0	0.3	0.0	54.9	8.5	0.0	51.3
LnGrp Delay(d),s/veh	0.0	0.0	61.3	316.0	0.0	35.2	202.1	0.0	235.1	289.3	0.0	157.1
LnGrp LOS			E	F		D	F		F	F		F
Approach Vol, veh/h		13			489			884			1062	
Approach Delay, s/veh		61.3			251.7			235.0			172.3	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	68.0	29.0	7.9	4.5	76.5		36.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	9.0	64.0	25.0	16.0	4.0	69.0		45.0
Max Q Clear Time (g_c+I1), s	11.0	66.0	27.0	3.4	2.4	74.5		12.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	210.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	35	188	24	23	13	180	799	0	22	908	233
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.94		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1140	1048		1140	1134		1140	1200		1140	1163	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1140	1048		1140	1134		1140	1200		1140	1163	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	151	37	198	25	24	14	189	841	0	23	956	245
RTOR Reduction (vph)	0	147	0	0	13	0	0	0	0	0	6	0
Lane Group Flow (vph)	151	88	0	25	25	0	189	841	0	23	1195	0
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	16.0	16.0		7.3	7.3		12.0	81.5		2.3	71.8	
Effective Green, g (s)	16.0	16.0		7.3	7.3		12.0	81.5		2.3	71.8	
Actuated g/C Ratio	0.13	0.13		0.06	0.06		0.10	0.66		0.02	0.58	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	148	136		67	67		111	794		21	678	
v/s Ratio Prot	c0.13	0.08		c0.02	0.02		c0.17	0.70		0.02	c1.03	
v/s Ratio Perm												
v/c Ratio	1.02	0.65		0.37	0.37		1.70	1.06		1.10	1.76	
Uniform Delay, d1	53.5	50.9		55.7	55.7		55.5	20.8		60.4	25.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	79.4	10.1		3.5	3.4		351.6	48.8		228.1	349.0	
Delay (s)	133.0	61.0		59.2	59.1		407.1	69.6		288.5	374.7	
Level of Service	F	E		E	E		F	E		F	F	
Approach Delay (s)		89.1			59.1			131.5			373.0	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	233.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.55		
Actuated Cycle Length (s)	123.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	151.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	304	138	0	353	170	0	747	54	0	801	89
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	320	145	0	372	179	0	786	57	0	843	94
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	277	126	0	271	130	0	646	47	0	620	69
Arrive On Green	0.00	0.35	0.35	0.00	0.35	0.35	0.00	0.58	0.58	0.00	0.58	0.58
Sat Flow, veh/h	0	783	355	0	766	369	0	1106	80	0	1061	118
Grp Volume(v), veh/h	0	0	465	0	0	551	0	0	843	0	0	937
Grp Sat Flow(s),veh/h/ln	0	0	1137	0	0	1135	0	0	1186	0	0	1179
Q Serve(g_s), s	0.0	0.0	46.0	0.0	0.0	46.0	0.0	0.0	76.0	0.0	0.0	76.0
Cycle Q Clear(g_c), s	0.0	0.0	46.0	0.0	0.0	46.0	0.0	0.0	76.0	0.0	0.0	76.0
Prop In Lane	0.00		0.31	0.00		0.32	0.00		0.07	0.00		0.10
Lane Grp Cap(c), veh/h	0	0	402	0	0	402	0	0	693	0	0	689
V/C Ratio(X)	0.00	0.00	1.16	0.00	0.00	1.37	0.00	0.00	1.22	0.00	0.00	1.36
Avail Cap(c_a), veh/h	0	0	402	0	0	402	0	0	693	0	0	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	42.0	0.0	0.0	42.0	0.0	0.0	27.0	0.0	0.0	27.0
Incr Delay (d2), s/veh	0.0	0.0	94.5	0.0	0.0	182.6	0.0	0.0	110.1	0.0	0.0	171.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	25.0	0.0	0.0	34.8	0.0	0.0	45.9	0.0	0.0	57.3
LnGrp Delay(d),s/veh	0.0	0.0	136.5	0.0	0.0	224.6	0.0	0.0	137.1	0.0	0.0	198.0
LnGrp LOS			F			F			F			F
Approach Vol, veh/h		465			551			843			937	
Approach Delay, s/veh		136.5			224.6			137.1			198.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		80.0		50.0		80.0		50.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		76.0		46.0		76.0		46.0
Max Q Clear Time (g_c+I1), s		78.0		48.0		78.0		48.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	174.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	23	68	102	82	50	362	912	65	29	609	68
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.97		1.00	0.99		1.00	0.98	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1108			1140		1140	1188		1140	1182	
Flt Permitted		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1108			1140		1140	1188		1140	1182	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	78	24	72	107	86	53	381	960	68	31	641	72
RTOR Reduction (vph)	0	0	0	0	8	0	0	2	0	0	3	0
Lane Group Flow (vph)	0	174	0	0	238	0	381	1026	0	31	710	0
Turn Type	Split	NA		Split	NA		Split	NA		Split	NA	
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)		17.0			18.0		46.0	46.0		33.0	33.0	
Effective Green, g (s)		17.0			18.0		46.0	46.0		33.0	33.0	
Actuated g/C Ratio		0.13			0.14		0.35	0.35		0.25	0.25	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		144			157		403	420		289	300	
v/s Ratio Prot		c0.16			c0.21		0.33	c0.86		0.03	c0.60	
v/s Ratio Perm												
v/c Ratio		1.21			1.52		0.95	2.44		0.11	2.37	
Uniform Delay, d1		56.5			56.0		40.8	42.0		37.2	48.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		141.7			262.7		33.0	656.5		0.7	625.2	
Delay (s)		198.2			318.7		73.8	698.5		37.9	673.7	
Level of Service		F			F		E	F		D	F	
Approach Delay (s)		198.2			318.7			529.6			647.3	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	521.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.09		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	125.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	694	0	423	482	1077	0	1	549	472
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.97	0.85	1.00	1.00			0.95	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1530	1454	1615	3420			4434	1316
Flt Permitted				0.95	0.96	1.00	0.19	1.00			0.94	1.00
Satd. Flow (perm)				1534	1530	1454	324	3420			4163	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	731	0	445	507	1134	0	1	578	497
RTOR Reduction (vph)	0	0	0	0	65	65	0	0	0	0	130	178
Lane Group Flow (vph)	0	0	0	402	340	304	507	1134	0	0	698	70
Turn Type				Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)				17.0	17.0	17.0	35.0	35.0			17.0	17.0
Effective Green, g (s)				17.0	17.0	17.0	35.0	35.0			17.0	17.0
Actuated g/C Ratio				0.28	0.28	0.28	0.58	0.58			0.28	0.28
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				434	433	411	490	1995			1179	372
v/s Ratio Prot							c0.24	0.33				
v/s Ratio Perm				c0.26	0.22	0.21	c0.36				0.17	0.05
v/c Ratio				0.93	0.78	0.74	1.03	0.57			0.59	0.19
Uniform Delay, d1				20.9	19.8	19.5	14.2	7.8			18.5	16.3
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				25.6	9.0	6.8	49.9	1.2			2.2	1.1
Delay (s)				46.5	28.9	26.3	64.1	9.0			20.7	17.4
Level of Service				D	C	C	E	A			C	B
Approach Delay (s)		0.0			34.1			26.0			19.9	
Approach LOS		A			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	810	0	613	0	0	0	0	772	227	223	1020	0
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.97		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1624	2693					4747		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.20	1.00	
Satd. Flow (perm)	1534	1624	2693					4747		340	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	853	0	645	0	0	0	0	813	239	235	1074	0
RTOR Reduction (vph)	0	0	72	0	0	0	0	106	0	0	0	0
Lane Group Flow (vph)	426	427	573	0	0	0	0	946	0	235	1074	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	17.0	17.0	17.0					16.0		25.0	25.0	
Effective Green, g (s)	17.0	17.0	17.0					16.0		25.0	25.0	
Actuated g/C Ratio	0.34	0.34	0.34					0.32		0.50	0.50	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	521	552	915					1519		297	1710	
v/s Ratio Prot	c0.28	0.26	0.21					0.20		c0.08	0.31	
v/s Ratio Perm										c0.32		
v/c Ratio	0.82	0.77	0.63					0.62		0.79	0.63	
Uniform Delay, d1	15.1	14.8	13.8					14.4		8.7	9.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	9.6	6.7	1.3					1.9		13.4	1.8	
Delay (s)	24.7	21.4	15.2					16.4		22.1	10.9	
Level of Service	C	C	B					B		C	B	
Approach Delay (s)		19.7			0.0			16.4			12.9	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	81	225	255	125	268	202	81	722	48	167	1307	254
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	85	237	268	132	282	213	85	760	51	176	1376	267
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	304	272	144	380	279	170	1557	104	513	1467	280
Arrive On Green	0.07	0.18	0.18	0.09	0.20	0.20	0.04	0.48	0.48	0.08	0.51	0.51
Sat Flow, veh/h	1619	1710	1530	1619	1885	1381	1619	3253	218	1619	2866	548
Grp Volume(v), veh/h	85	237	268	132	255	240	85	399	412	176	813	830
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1556	1619	1710	1761	1619	1710	1703
Q Serve(g_s), s	4.7	11.9	15.7	7.3	12.6	13.1	2.4	14.3	14.3	4.8	39.7	41.7
Cycle Q Clear(g_c), s	4.7	11.9	15.7	7.3	12.6	13.1	2.4	14.3	14.3	4.8	39.7	41.7
Prop In Lane	1.00		1.00	1.00		0.89	1.00		0.12	1.00		0.32
Lane Grp Cap(c), veh/h	106	304	272	144	345	314	170	818	843	513	875	872
V/C Ratio(X)	0.80	0.78	0.98	0.92	0.74	0.76	0.50	0.49	0.49	0.34	0.93	0.95
Avail Cap(c_a), veh/h	126	304	272	144	345	314	173	818	843	588	875	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	35.2	36.8	40.6	33.6	33.8	20.6	15.9	15.9	11.1	20.4	20.9
Incr Delay (d2), s/veh	26.4	12.1	49.9	50.5	8.1	10.6	2.2	2.1	2.0	0.4	17.3	20.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.6	10.3	5.2	6.7	6.5	1.1	7.1	7.3	2.1	22.7	24.4
LnGrp Delay(d),s/veh	67.8	47.3	86.7	91.1	41.8	44.5	22.9	18.0	18.0	11.5	37.7	41.8
LnGrp LOS	E	D	F	F	D	D	C	B	B	B	D	D
Approach Vol, veh/h		590			627			896			1819	
Approach Delay, s/veh		68.1			53.2			18.4			37.0	
Approach LOS		E			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	47.0	12.0	20.0	7.9	50.0	9.9	22.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	39.0	8.0	16.0	4.0	46.0	7.0	17.0
Max Q Clear Time (g_c+I1), s	6.8	16.3	9.3	17.7	4.4	43.7	6.7	15.1
Green Ext Time (p_c), s	0.2	18.6	0.0	0.0	0.0	2.2	0.0	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	647	0	0	495	0	0	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	681	0	0	521	0	0	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	521	0	0	681	0	0	1202	1202	681	1202	1202	521
Stage 1	-	-	-	-	-	-	681	681	-	521	521	-
Stage 2	-	-	-	-	-	-	521	521	-	681	681	-
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	1056	-	-	921	-	-	163	186	454	163	186	559
Stage 1	-	-	-	-	-	-	444	453	-	542	535	-
Stage 2	-	-	-	-	-	-	542	535	-	444	453	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1056	-	-	921	-	-	163	186	454	163	186	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	186	-	163	186	-
Stage 1	-	-	-	-	-	-	444	453	-	542	535	-
Stage 2	-	-	-	-	-	-	542	535	-	444	453	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	27.2
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1056	-	-	921	-	-	163
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.006
HCM Control Delay (s)	0	0	-	-	0	-	-	27.2
HCM Lane LOS	A	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	325	0	76	0	0	0	0	550	0	0	810	39
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	0	1200	0	0	1200	1200
Adj Flow Rate, veh/h	342	0	80	0	0	0	0	579	0	0	853	41
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	383	0	78	0	425	0	0	702	0	0	664	32
Arrive On Green	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.58
Sat Flow, veh/h	941	0	220	0	1200	0	0	1200	0	0	1136	55
Grp Volume(v), veh/h	422	0	0	0	0	0	0	579	0	0	0	894
Grp Sat Flow(s),veh/h/ln	1161	0	0	0	1200	0	0	1200	0	0	0	1190
Q Serve(g_s), s	46.0	0.0	0.0	0.0	0.0	0.0	0.0	50.3	0.0	0.0	0.0	76.0
Cycle Q Clear(g_c), s	46.0	0.0	0.0	0.0	0.0	0.0	0.0	50.3	0.0	0.0	0.0	76.0
Prop In Lane	0.81		0.19	0.00		0.00	0.00		0.00	0.00		0.05
Lane Grp Cap(c), veh/h	461	0	0	0	425	0	0	702	0	0	0	696
V/C Ratio(X)	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.00	1.28
Avail Cap(c_a), veh/h	461	0	0	0	425	0	0	702	0	0	0	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0	0.0	27.0
Incr Delay (d2), s/veh	22.9	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	0.0	138.9
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	18.1	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	0.0	51.6
LnGrp Delay(d),s/veh	65.5	0.0	0.0	0.0	0.0	0.0	0.0	32.3	0.0	0.0	0.0	165.9
LnGrp LOS	E							C				F
Approach Vol, veh/h		422			0			579			894	
Approach Delay, s/veh		65.5			0.0			32.3			165.9	
Approach LOS		E						C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		80.0		50.0		80.0		50.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		76.0		46.0		76.0		46.0
Max Q Clear Time (g_c+I1), s		52.3		48.0		78.0		0.0
Green Ext Time (p_c), s		12.7		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	102.7
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	453	1203	14	6	864	92	3	9	3	476	18	356
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	477	1266	15	6	909	97	3	9	3	501	19	0
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	1	1	1
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	193	603	7	7	415	353	30	90	30	264	277	235
Arrive On Green	0.17	0.51	0.51	0.01	0.35	0.35	0.13	0.13	0.13	0.23	0.23	0.00
Sat Flow, veh/h	1143	1184	14	1143	1200	1020	230	689	230	1143	1200	1020
Grp Volume(v), veh/h	477	0	1281	6	909	97	15	0	0	501	19	0
Grp Sat Flow(s),veh/h/ln	1143	0	1198	1143	1200	1020	1148	0	0	1143	1200	1020
Q Serve(g_s), s	22.0	0.0	66.2	0.7	45.0	8.9	1.5	0.0	0.0	30.0	1.6	0.0
Cycle Q Clear(g_c), s	22.0	0.0	66.2	0.7	45.0	8.9	1.5	0.0	0.0	30.0	1.6	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.20		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	193	0	610	7	415	353	150	0	0	264	277	235
V/C Ratio(X)	2.47	0.00	2.10	0.88	2.19	0.27	0.10	0.00	0.00	1.90	0.07	0.00
Avail Cap(c_a), veh/h	193	0	610	35	415	353	150	0	0	264	277	235
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	54.0	0.0	31.9	64.6	42.5	30.7	49.8	0.0	0.0	50.0	39.1	0.0
Incr Delay (d2), s/veh	675.1	0.0	500.6	124.2	542.6	0.4	1.3	0.0	0.0	418.8	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	43.2	0.0	106.7	0.5	77.5	2.5	0.5	0.0	0.0	40.1	0.6	0.0
LnGrp Delay(d),s/veh	729.1	0.0	532.4	188.8	585.1	31.1	51.1	0.0	0.0	468.8	39.6	0.0
LnGrp LOS	F		F	F	F	C	D			F	D	
Approach Vol, veh/h		1758			1012			15			520	
Approach Delay, s/veh		585.8			529.7			51.1			453.1	
Approach LOS		F			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		21.0	4.8	70.2		34.0	26.0	49.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	4.0	63.0		30.0	22.0	45.0
Max Q Clear Time (g_c+I1), s		3.5	2.7	68.2		32.0	24.0	47.0
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	545.3
HCM 2010 LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	961	214	368	747	747	935
Ideal Flow (vphpl)	1200	1000	1000	1200	1000	1000
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.92	
Flt Protected	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (prot)	1176	833	931	1176	887	
Flt Permitted	1.00	1.00	0.95	1.00	0.98	
Satd. Flow (perm)	1176	833	931	1176	887	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1012	225	387	786	786	984
RTOR Reduction (vph)	0	68	0	0	34	0
Lane Group Flow (vph)	1012	157	387	786	1736	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4				
Actuated Green, G (s)	45.0	45.0	19.0	68.0	54.0	
Effective Green, g (s)	45.0	45.0	19.0	68.0	54.0	
Actuated g/C Ratio	0.35	0.35	0.15	0.52	0.42	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	407	288	136	615	368	
v/s Ratio Prot	c0.86		c0.42	0.67	c1.96	
v/s Ratio Perm		0.19				
v/c Ratio	2.49	0.55	2.85	1.28	4.72	
Uniform Delay, d1	42.5	34.3	55.5	31.0	38.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	676.2	2.1	850.4	137.4	1678.4	
Delay (s)	718.7	36.4	905.9	168.4	1716.4	
Level of Service	F	D	F	F	F	
Approach Delay (s)	594.6			411.7	1716.4	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	1018.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.56		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	316.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	106	1650	11	42	421
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	1.00		1.00			1.00
Frt	0.87		1.00			1.00
Flt Protected	1.00		1.00			1.00
Satd. Flow (prot)	1042		1176			1173
Flt Permitted	1.00		1.00			1.00
Satd. Flow (perm)	1042		1176			1173
Peak-hour factor, PHF	0.95	0.95	0.50	0.50	0.50	0.50
Adj. Flow (vph)	4	112	3300	22	84	842
RTOR Reduction (vph)	109	0	0	0	0	0
Lane Group Flow (vph)	7	0	3322	0	0	926
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Turn Type	Prot		NA		Split	NA
Protected Phases	3		2		6	6
Permitted Phases						
Actuated Green, G (s)	4.0		65.0			49.0
Effective Green, g (s)	4.0		65.0			49.0
Actuated g/C Ratio	0.03		0.50			0.38
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	32		588			442
v/s Ratio Prot	c0.01		c2.83			c0.79
v/s Ratio Perm						
v/c Ratio	0.23		5.65			2.10
Uniform Delay, d1	61.5		32.5			40.5
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	3.7		2096.1			500.4
Delay (s)	65.2		2128.6			540.9
Level of Service	E		F			F
Approach Delay (s)	65.2		2128.6			540.9
Approach LOS	E		F			F

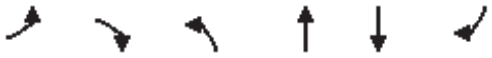
Intersection Summary			
HCM 2000 Control Delay	1736.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	156.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	0	2	0	0	6	1	1372	0	1	385	7
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1176	1200	1200	1177	1200
Adj Flow Rate, veh/h	39	0	2	0	0	6	2	2744	0	2	770	14
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	104	0	2	0	0	46	0	610	0	1	385	7
Arrive On Green	0.05	0.00	0.05	0.00	0.00	0.05	0.52	0.52	0.00	0.33	0.33	0.33
Sat Flow, veh/h	991	0	51	0	0	1020	1	1176	0	3	1149	21
Grp Volume(v), veh/h	41	0	0	0	0	6	2746	0	0	786	0	0
Grp Sat Flow(s),veh/h/ln	1042	0	0	0	0	1020	1176	0	0	1173	0	0
Q Serve(g_s), s	4.1	0.0	0.0	0.0	0.0	0.7	62.0	0.0	0.0	40.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	0.0	0.0	0.7	62.0	0.0	0.0	40.0	0.0	0.0
Prop In Lane	0.95		0.05	0.00		1.00	0.00		0.00	0.00		0.02
Lane Grp Cap(c), veh/h	106	0	0	0	0	46	611	0	0	393	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.00	0.00	0.13	4.50	0.00	0.00	2.00	0.00	0.00
Avail Cap(c_a), veh/h	212	0	0	0	0	137	611	0	0	393	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	57.0	0.0	0.0	0.0	0.0	54.7	28.7	0.0	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.0	0.0	1.2	1576.8	0.0	0.0	459.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.0	0.2	287.6	0.0	0.0	63.0	0.0	0.0
LnGrp Delay(d),s/veh	59.3	0.0	0.0	0.0	0.0	56.0	1605.5	0.0	0.0	498.8	0.0	0.0
LnGrp LOS	E					E	F			F		
Approach Vol, veh/h		41			6			2746			786	
Approach Delay, s/veh		59.3			56.0			1605.5			498.8	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		66.0		9.4		44.0		9.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		62.0		16.0		40.0		16.0
Max Q Clear Time (g_c+I1), s		64.0		6.8		42.0		2.7
Green Ext Time (p_c), s		0.0		0.1		0.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	1342.2
HCM 2010 LOS	F



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	1231	3	8	14	6	242
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	
Frt	1.00	0.85		1.00	0.87	
Flt Protected	0.95	1.00		0.98	1.00	
Satd. Flow (prot)	1118	950		1155	1021	
Flt Permitted	0.95	1.00		0.98	1.00	
Satd. Flow (perm)	1118	950		1155	1021	
Peak-hour factor, PHF	0.95	0.95	0.50	0.50	0.50	0.50
Adj. Flow (vph)	1296	3	16	28	12	484
RTOR Reduction (vph)	0	1	0	0	426	0
Lane Group Flow (vph)	1296	2	0	44	70	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	Perm	Split	NA	NA	
Protected Phases	2		8	8	4	
Permitted Phases		2				
Actuated Green, G (s)	86.4	86.4		8.8	14.6	
Effective Green, g (s)	86.4	86.4		8.8	14.6	
Actuated g/C Ratio	0.71	0.71		0.07	0.12	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	793	673		83	122	
v/s Ratio Prot	c1.16			c0.04	c0.07	
v/s Ratio Perm		0.00				
v/c Ratio	1.63	0.00		0.53	0.57	
Uniform Delay, d1	17.7	5.2		54.5	50.7	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	291.2	0.0		6.4	6.4	
Delay (s)	308.9	5.2		60.9	57.0	
Level of Service	F	A		E	E	
Approach Delay (s)	308.2			60.9	57.0	
Approach LOS	F			E	E	

Intersection Summary			
HCM 2000 Control Delay	234.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	121.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	139.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	227	54	0	304	3	0	130	203	0	159	48
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	454	108	0	608	6	0	260	406	0	318	96
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	396	94	0	501	5	0	197	307	0	412	124
Arrive On Green	0.00	0.42	0.42	0.00	0.42	0.42	0.00	0.46	0.46	0.00	0.46	0.46
Sat Flow, veh/h	0	938	223	0	1186	12	0	423	660	0	886	267
Grp Volume(v), veh/h	0	0	562	0	0	614	0	0	666	0	0	414
Grp Sat Flow(s),veh/h/ln	0	0	1161	0	0	1198	0	0	1083	0	0	1153
Q Serve(g_s), s	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	33.0	0.0	0.0	21.3
Cycle Q Clear(g_c), s	0.0	0.0	30.0	0.0	0.0	30.0	0.0	0.0	33.0	0.0	0.0	21.3
Prop In Lane	0.00		0.19	0.00		0.01	0.00		0.61	0.00		0.23
Lane Grp Cap(c), veh/h	0	0	490	0	0	506	0	0	504	0	0	536
V/C Ratio(X)	0.00	0.00	1.15	0.00	0.00	1.21	0.00	0.00	1.32	0.00	0.00	0.77
Avail Cap(c_a), veh/h	0	0	490	0	0	506	0	0	504	0	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	20.5	0.0	0.0	20.5	0.0	0.0	19.0	0.0	0.0	15.9
Incr Delay (d2), s/veh	0.0	0.0	87.4	0.0	0.0	113.0	0.0	0.0	158.6	0.0	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	21.4	0.0	0.0	25.7	0.0	0.0	32.0	0.0	0.0	8.2
LnGrp Delay(d),s/veh	0.0	0.0	107.9	0.0	0.0	133.5	0.0	0.0	177.6	0.0	0.0	26.2
LnGrp LOS			F			F			F			C
Approach Vol, veh/h		562			614			666			414	
Approach Delay, s/veh		107.9			133.5			177.6			26.2	
Approach LOS		F			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		34.0		37.0		34.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		33.0		28.0		23.0		30.0
Max Q Clear Time (g_c+I1), s		35.0		32.0		23.3		32.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	120.4
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	44	1	18	4	0	1	18	875	0	0	641	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	0	60	-	150
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	46	1	19	4	0	1	19	921	0	0	675	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1634	1634	675	1644	1634	921	675	0	0	921	0	0
Stage 1	675	675	-	959	959	-	-	-	-	-	-	-
Stage 2	959	959	-	685	675	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	82	102	457	81	102	331	926	-	-	750	-	-
Stage 1	447	456	-	311	338	-	-	-	-	-	-	-
Stage 2	311	338	-	441	456	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	100	457	76	100	331	926	-	-	750	-	-
Mov Cap-2 Maneuver	80	100	-	76	100	-	-	-	-	-	-	-
Stage 1	438	456	-	305	331	-	-	-	-	-	-	-
Stage 2	304	331	-	422	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	85.3	47.5	0.2	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	105	90	750	-	-
HCM Lane V/C Ratio	0.02	-	-	0.632	0.058	-	-	-
HCM Control Delay (s)	9	-	-	85.3	47.5	0	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	0.2	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	227	38	0	14	5	0	725	56	0	565	103
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	454	76	0	28	10	0	1450	112	0	1130	206
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	320	54	0	269	96	0	622	48	0	558	102
Arrive On Green	0.00	0.32	0.32	0.00	0.32	0.32	0.00	0.57	0.57	0.00	0.57	0.57
Sat Flow, veh/h	0	1003	168	0	845	302	0	1100	85	0	988	180
Grp Volume(v), veh/h	0	0	530	0	0	38	0	0	1562	0	0	1336
Grp Sat Flow(s),veh/h/ln	0	0	1170	0	0	1147	0	0	1185	0	0	1168
Q Serve(g_s), s	0.0	0.0	22.0	0.0	0.0	1.6	0.0	0.0	39.0	0.0	0.0	39.0
Cycle Q Clear(g_c), s	0.0	0.0	22.0	0.0	0.0	1.6	0.0	0.0	39.0	0.0	0.0	39.0
Prop In Lane	0.00		0.14	0.00		0.26	0.00		0.07	0.00		0.15
Lane Grp Cap(c), veh/h	0	0	373	0	0	366	0	0	670	0	0	660
V/C Ratio(X)	0.00	0.00	1.42	0.00	0.00	0.10	0.00	0.00	2.33	0.00	0.00	2.02
Avail Cap(c_a), veh/h	0	0	373	0	0	366	0	0	670	0	0	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.5	0.0	0.0	16.6	0.0	0.0	15.0	0.0	0.0	15.0
Incr Delay (d2), s/veh	0.0	0.0	204.2	0.0	0.0	0.1	0.0	0.0	604.1	0.0	0.0	465.8
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	0.0	0.0	28.2	0.0	0.0	0.5	0.0	0.0	124.9	0.0	0.0	97.7
LnGrp Delay(d),s/veh	0.0	0.0	227.7	0.0	0.0	16.7	0.0	0.0	619.1	0.0	0.0	480.8
LnGrp LOS			F			B			F			F
Approach Vol, veh/h		530			38			1562			1336	
Approach Delay, s/veh		227.7			16.7			619.1			480.8	
Approach LOS		F			B			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.0		26.0		43.0		26.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		22.0		37.0		16.0
Max Q Clear Time (g_c+I1), s		41.0		24.0		41.0		3.6
Green Ext Time (p_c), s		0.0		0.0		0.0		3.2

Intersection Summary	
HCM 2010 Ctrl Delay	499.4
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	52.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	1	5	6	0	94	4	44	0	21	672	295
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1	5	6	0	99	4	46	0	22	707	311
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.6	12.8	57.1
HCM LOS	B	B	F

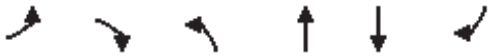
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	8%	66%	52%
Vol Thru, %	68%	42%	3%	47%
Vol Right, %	30%	50%	31%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	988	12	142	618
LT Vol	21	1	94	324
Through Vol	672	5	4	292
RT Vol	295	6	44	2
Lane Flow Rate	1040	13	149	651
Geometry Grp	1	1	1	1
Degree of Util (X)	1	0.026	0.287	0.989
Departure Headway (Hd)	5.296	7.446	6.91	5.471
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	697	484	517	664
Service Time	3.296	5.446	4.999	3.523
HCM Lane V/C Ratio	1.492	0.027	0.288	0.98
HCM Control Delay	57.1	10.6	12.8	55.7
HCM Lane LOS	F	B	B	F
HCM 95th-tile Q	16	0.1	1.2	15.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	324	292	2
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	341	307	2
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	55.7
HCM LOS	F

Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	346	201	113	671	336	39
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.95			1.00	0.99	
Flt Protected	0.97			0.99	1.00	
Satd. Flow (prot)	1105			1191	1183	
Flt Permitted	0.97			0.99	1.00	
Satd. Flow (perm)	1105			1191	1183	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	364	212	119	706	354	41
RTOR Reduction (vph)	16	0	0	0	3	0
Lane Group Flow (vph)	560	0	0	825	392	0
Turn Type	Prot		Split	NA	NA	
Protected Phases	7		2	2	6	
Permitted Phases						
Actuated Green, G (s)	34.0			56.0	28.0	
Effective Green, g (s)	34.0			56.0	28.0	
Actuated g/C Ratio	0.26			0.43	0.22	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	289			513	254	
v/s Ratio Prot	c0.51			c0.69	c0.33	
v/s Ratio Perm						
v/c Ratio	1.94			1.61	1.54	
Uniform Delay, d1	48.0			37.0	51.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	434.1			282.7	263.0	
Delay (s)	482.1			319.7	314.0	
Level of Service	F			F	F	
Approach Delay (s)	482.1			319.7	314.0	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	370.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	157.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	0	61	0	0	5	36	487	0	17	328	34
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200				1200	1200	0	1200	1200	1200
Adj Flow Rate, veh/h	52	0	64				38	513	0	18	345	36
Adj No. of Lanes	0	1	0				0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	58	0	71				39	524	0	17	322	34
Arrive On Green	0.12	0.00	0.12				0.47	0.47	0.00	0.32	0.32	0.32
Sat Flow, veh/h	480	0	591				82	1113	0	53	1019	106
Grp Volume(v), veh/h	116	0	0				551	0	0	399	0	0
Grp Sat Flow(s),veh/h/ln	1072	0	0				1196	0	0	1179	0	0
Q Serve(g_s), s	13.8	0.0	0.0				58.6	0.0	0.0	41.0	0.0	0.0
Cycle Q Clear(g_c), s	13.8	0.0	0.0				58.6	0.0	0.0	41.0	0.0	0.0
Prop In Lane	0.45		0.55				0.07		0.00	0.05		0.09
Lane Grp Cap(c), veh/h	129	0	0				563	0	0	373	0	0
V/C Ratio(X)	0.90	0.00	0.00				0.98	0.00	0.00	1.07	0.00	0.00
Avail Cap(c_a), veh/h	132	0	0				563	0	0	373	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.2	0.0	0.0				33.7	0.0	0.0	44.3	0.0	0.0
Incr Delay (d2), s/veh	48.5	0.0	0.0				33.1	0.0	0.0	66.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	0.0				24.5	0.0	0.0	20.1	0.0	0.0
LnGrp Delay(d),s/veh	104.7	0.0	0.0				66.8	0.0	0.0	110.8	0.0	0.0
LnGrp LOS	F						E			F		
Approach Vol, veh/h		116						551			399	
Approach Delay, s/veh		104.7						66.8			110.8	
Approach LOS		F						E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		65.0		19.6		45.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		61.0		16.0		41.0		
Max Q Clear Time (g_c+I1), s		60.6		15.8		43.0		
Green Ext Time (p_c), s		0.2		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	87.4
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	-	-	100
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, %	2	0	2	0	0	0	2	2	0	0	2	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	0	0	0	0	0	0	0	0	0	0	0	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.22	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.318	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	91	0	0	2	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	130	-	-
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	96	0	0	2	0	0	0	0	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1	0	0	48	0	0	0	0	0	0	0	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	1	0	-	48	0	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1022	-	-	953	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	965	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	965	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0	-	-
HCM Lane LOS	A	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↖	↑	↗	↖	↑	↗
Volume (veh/h)	0	635	0	0	815	0	0	0	0	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1176	0	0	1176	0	1176	1176	1176	1176	1176	1176
Adj Flow Rate, veh/h	0	668	0	0	858	0	0	0	0	0	0	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	1	1	1	1
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	2	0	0	2	0	2	2	2	2	2	2
Cap, veh/h	0	1047	0	0	1047	0	3	3	3	3	3	3
Arrive On Green	0.00	0.89	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	1176	0	0	1176	0	1120	1176	1000	1120	1176	1000
Grp Volume(v), veh/h	0	668	0	0	858	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1176	0	0	1176	0	1120	1176	1000	1120	1176	1000
Q Serve(g_s), s	0.0	5.3	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.3	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	1047	0	0	1047	0	3	3	3	3	3	3
V/C Ratio(X)	0.00	0.64	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2515	0	0	2515	0	123	516	439	123	516	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.5	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	1.2	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS		A			A							
Approach Vol, veh/h		668			858			0			0	
Approach Delay, s/veh		1.2			2.5			0.0			0.0	
Approach LOS		A			A							

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	0.0		36.5	0.0	0.0		36.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	16.0		78.0	4.0	16.0		78.0
Max Q Clear Time (g_c+I1), s	0.0	0.0		7.3	0.0	0.0		12.8
Green Ext Time (p_c), s	0.0	0.0		20.0	0.0	0.0		19.7

Intersection Summary	
HCM 2010 Ctrl Delay	1.9
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	257	128	3	88	139	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	185	-	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	271	135	3	93	146	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	405	0	391	203
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1165	-	591	810
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1165	-	589	810
Mov Cap-2 Maneuver	-	-	-	-	589	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	614	-	-	1165	-
HCM Lane V/C Ratio	0.279	-	-	0.003	-
HCM Control Delay (s)	13.1	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	699	2	0	0	10	2	6	12	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	736	2	0	0	11	2	6	13	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	13	0	0	2	0	0	1486	1487	2
Stage 1	-	-	-	-	-	-	1474	1474	-
Stage 2	-	-	-	-	-	-	12	13	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1619	-	-	1634	-	-	139	126	1088
Stage 1	-	-	-	-	-	-	212	192	-
Stage 2	-	-	-	-	-	-	1016	889	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1619	-	-	1634	-	-	76	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	0	-
Stage 1	-	-	-	-	-	-	116	0	-
Stage 2	-	-	-	-	-	-	1016	0	-

Approach	EB	WB	NB
HCM Control Delay, s	9	0	50.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	99	1619	-	-	1634	-	-
HCM Lane V/C Ratio	0.213	0.454	-	-	-	-	-
HCM Control Delay (s)	50.9	9.1	0	-	0	-	-
HCM Lane LOS	F	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.8	2.4	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	697	0	12	9	0	0	0	0	3	1	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	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	0	734	0	13	9	0	0	0	0	3	1	43

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	9	0	0	734	0	0	769	769	9
Stage 1	-	-	-	-	-	-	35	35	-
Stage 2	-	-	-	-	-	-	734	734	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1624	-	-	880	-	-	372	334	1079
Stage 1	-	-	-	-	-	-	993	870	-
Stage 2	-	-	-	-	-	-	478	429	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1624	-	-	880	-	-	366	0	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-	366	0	-
Stage 1	-	-	-	-	-	-	978	0	-
Stage 2	-	-	-	-	-	-	478	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.2	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1624	-	-	880	-	-	952
HCM Lane V/C Ratio	-	-	-	0.014	-	-	0.05
HCM Control Delay (s)	0	-	-	9.2	0	-	9
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	0	26	9	0	0	85	189	0	0	220	181
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	27	9	0	0	89	199	0	0	232	191
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.8	10.8	12.8
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	55%	74%	31%	86%
Vol Right, %	45%	26%	69%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	401	35	274	103
LT Vol	0	0	0	0
Through Vol	220	26	85	89
RT Vol	181	9	189	14
Lane Flow Rate	422	37	288	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.534	0.056	0.381	0.157
Departure Headway (Hd)	4.553	5.497	4.755	5.214
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	655	747	692
Service Time	2.632	3.502	2.845	3.217
HCM Lane V/C Ratio	0.538	0.056	0.386	0.156
HCM Control Delay	12.8	8.8	10.8	9.2
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	3.2	0.2	1.8	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	0	89	14
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	0	94	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Lane

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	353	176	355	212	125	110	35	387	43	186	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	28	372	185	374	223	132	116	37	407	45	196	21
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	14	183	91	161	96	57	44	14	153	29	128	14
Arrive On Green	0.25	0.25	0.25	0.28	0.28	0.28	0.20	0.20	0.20	0.15	0.15	0.15
Sat Flow, veh/h	54	721	359	582	347	205	218	70	766	202	878	94
Grp Volume(v), veh/h	585	0	0	729	0	0	560	0	0	262	0	0
Grp Sat Flow(s),veh/h/ln	1134	0	0	1135	0	0	1054	0	0	1173	0	0
Q Serve(g_s), s	33.0	0.0	0.0	36.0	0.0	0.0	26.0	0.0	0.0	19.0	0.0	0.0
Cycle Q Clear(g_c), s	33.0	0.0	0.0	36.0	0.0	0.0	26.0	0.0	0.0	19.0	0.0	0.0
Prop In Lane	0.05		0.32	0.51		0.18	0.21		0.73	0.17		0.08
Lane Grp Cap(c), veh/h	288	0	0	314	0	0	211	0	0	171	0	0
V/C Ratio(X)	2.03	0.00	0.00	2.32	0.00	0.00	2.66	0.00	0.00	1.53	0.00	0.00
Avail Cap(c_a), veh/h	288	0	0	314	0	0	211	0	0	171	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	47.0	0.0	0.0	52.0	0.0	0.0	55.5	0.0	0.0
Incr Delay (d2), s/veh	476.5	0.0	0.0	604.0	0.0	0.0	759.0	0.0	0.0	264.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	48.4	0.0	0.0	64.0	0.0	0.0	52.0	0.0	0.0	18.8	0.0	0.0
LnGrp Delay(d),s/veh	525.0	0.0	0.0	651.0	0.0	0.0	811.0	0.0	0.0	320.3	0.0	0.0
LnGrp LOS	F			F			F			F		
Approach Vol, veh/h		585			729			560			262	
Approach Delay, s/veh		525.0			651.0			811.0			320.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		23.0		40.0		30.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		33.0		19.0		36.0		26.0
Max Q Clear Time (g_c+I1), s		35.0		21.0		38.0		28.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	617.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	579	0	0	472	327	211	5	692	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1200	1200	0	0	1200	1200	1200	1200	1200			
Adj Flow Rate, veh/h	211	609	0	0	497	344	222	5	728			
Adj No. of Lanes	0	1	0	0	1	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	117	338	0	0	249	173	164	4	149			
Arrive On Green	0.38	0.38	0.00	0.00	0.38	0.38	0.15	0.15	0.15			
Sat Flow, veh/h	305	880	0	0	661	458	1119	25	1020			
Grp Volume(v), veh/h	820	0	0	0	0	841	227	0	728			
Grp Sat Flow(s),veh/h/ln	1185	0	0	0	0	1119	1144	0	1020			
Q Serve(g_s), s	50.0	0.0	0.0	0.0	0.0	49.0	19.0	0.0	19.0			
Cycle Q Clear(g_c), s	50.0	0.0	0.0	0.0	0.0	49.0	19.0	0.0	19.0			
Prop In Lane	0.26		0.00	0.00		0.41	0.98		1.00			
Lane Grp Cap(c), veh/h	456	0	0	0	0	422	167	0	149			
V/C Ratio(X)	1.80	0.00	0.00	0.00	0.00	1.99	1.36	0.00	4.88			
Avail Cap(c_a), veh/h	456	0	0	0	0	422	167	0	149			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.0	0.0	0.0	0.0	0.0	40.5	55.5	0.0	55.5			
Incr Delay (d2), s/veh	368.5	0.0	0.0	0.0	0.0	455.5	194.7	0.0	1762.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	63.0	0.0	0.0	0.0	0.0	68.5	15.0	0.0	78.3			
LnGrp Delay(d),s/veh	408.5	0.0	0.0	0.0	0.0	496.0	250.2	0.0	1818.1			
LnGrp LOS	F					F	F		F			
Approach Vol, veh/h		820			841			955				
Approach Delay, s/veh		408.5			496.0			1445.4				
Approach LOS		F			F			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		54.0				53.0		23.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		50.0				49.0		19.0
Max Q Clear Time (g_c+I1), s		52.0				51.0		21.0
Green Ext Time (p_c), s		0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	815.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	875	381	91	384	62	443	97	162	63	93	132
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	0	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	921	401	96	404	65	466	102	171	66	98	139
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	409	178	62	605	97	202	99	167	70	59	83
Arrive On Green	0.00	0.52	0.52	0.05	0.60	0.60	0.18	0.25	0.25	0.06	0.13	0.13
Sat Flow, veh/h	0	794	345	1143	1009	162	1143	404	677	1143	450	638
Grp Volume(v), veh/h	0	0	1322	96	0	469	466	0	273	66	0	237
Grp Sat Flow(s),veh/h/ln	0	0	1139	1143	0	1171	1143	0	1081	1143	0	1087
Q Serve(g_s), s	0.0	0.0	67.0	7.0	0.0	34.7	23.0	0.0	32.0	7.5	0.0	17.0
Cycle Q Clear(g_c), s	0.0	0.0	67.0	7.0	0.0	34.7	23.0	0.0	32.0	7.5	0.0	17.0
Prop In Lane	0.00		0.30	1.00		0.14	1.00		0.63	1.00		0.59
Lane Grp Cap(c), veh/h	0	0	587	62	0	703	202	0	266	70	0	142
V/C Ratio(X)	0.00	0.00	2.25	1.56	0.00	0.67	2.30	0.00	1.03	0.94	0.00	1.67
Avail Cap(c_a), veh/h	0	0	587	62	0	703	202	0	266	70	0	142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	31.5	61.5	0.0	17.3	53.5	0.0	49.0	60.8	0.0	56.5
Incr Delay (d2), s/veh	0.0	0.0	568.9	316.8	0.0	2.4	602.4	0.0	62.2	85.9	0.0	328.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	113.6	7.6	0.0	11.7	41.1	0.0	14.1	4.0	0.0	18.1
LnGrp Delay(d),s/veh	0.0	0.0	600.4	378.3	0.0	19.8	655.9	0.0	111.2	146.7	0.0	385.3
LnGrp LOS			F	F		B	F		F	F		F
Approach Vol, veh/h		1322			565			739			303	
Approach Delay, s/veh		600.4			80.7			454.7			333.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.0	71.0	27.0	21.0		82.0	12.0	36.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	67.0	23.0	17.0		78.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	9.0	69.0	25.0	19.0		36.7	9.5	34.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		28.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	435.7
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	44	256	626	87	90	756
Number	1	16	8	18	7	4
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	46	269	659	92	95	796
Adj No. of Lanes	1	1	1	0	0	1
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	149	557	373	52	53	443
Arrive On Green	0.13	0.13	0.36	0.36	0.42	0.42
Sat Flow, veh/h	1143	1020	1031	144	127	1066
Grp Volume(v), veh/h	46	269	0	751	891	0
Grp Sat Flow(s),veh/h/ln	1143	1020	0	1175	1194	0
Q Serve(g_s), s	4.7	17.0	0.0	47.0	54.0	0.0
Cycle Q Clear(g_c), s	4.7	17.0	0.0	47.0	54.0	0.0
Prop In Lane	1.00	1.00		0.12	0.11	
Lane Grp Cap(c), veh/h	149	557	0	425	496	0
V/C Ratio(X)	0.31	0.48	0.00	1.77	1.80	0.00
Avail Cap(c_a), veh/h	149	557	0	425	496	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.2	17.2	0.0	41.5	38.0	0.0
Incr Delay (d2), s/veh	1.2	0.7	0.0	355.3	366.7	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	1.5	9.7	0.0	57.1	68.3	0.0
LnGrp Delay(d),s/veh	52.3	17.9	0.0	396.8	404.7	0.0
LnGrp LOS	D	B		F	F	
Approach Vol, veh/h	315		751			891
Approach Delay, s/veh	22.9		396.8			404.7
Approach LOS	C		F			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				58.0		21.0		51.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				54.0		17.0		47.0
Max Q Clear Time (g_c+I1), s				56.0		19.0		49.0
Green Ext Time (p_c), s				0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	340.2
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	311	1258	206	128	1155	126	242	377	139	176	437	312
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	327	1324	217	135	1216	133	255	397	146	185	460	328
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	464	76	62	442	48	97	251	92	70	181	129
Arrive On Green	0.10	0.46	0.46	0.05	0.42	0.42	0.08	0.30	0.30	0.06	0.28	0.28
Sat Flow, veh/h	1143	1006	165	1143	1063	116	1143	838	308	1143	653	465
Grp Volume(v), veh/h	327	0	1541	135	0	1349	255	0	543	185	0	788
Grp Sat Flow(s),veh/h/ln	1143	0	1171	1143	0	1179	1143	0	1146	1143	0	1118
Q Serve(g_s), s	13.0	0.0	60.0	7.0	0.0	54.0	11.0	0.0	39.0	8.0	0.0	36.0
Cycle Q Clear(g_c), s	13.0	0.0	60.0	7.0	0.0	54.0	11.0	0.0	39.0	8.0	0.0	36.0
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.27	1.00		0.42
Lane Grp Cap(c), veh/h	114	0	540	62	0	490	97	0	344	70	0	310
V/C Ratio(X)	2.86	0.00	2.85	2.19	0.00	2.75	2.64	0.00	1.58	2.63	0.00	2.55
Avail Cap(c_a), veh/h	114	0	540	62	0	490	97	0	344	70	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.5	0.0	35.0	61.5	0.0	38.0	59.5	0.0	45.5	61.0	0.0	47.0
Incr Delay (d2), s/veh	861.1	0.0	838.3	586.4	0.0	794.8	765.5	0.0	274.5	772.9	0.0	704.9
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	31.4	0.0	145.2	12.2	0.0	125.7	24.0	0.0	38.5	17.6	0.0	71.7
LnGrp Delay(d),s/veh	919.6	0.0	873.3	647.9	0.0	832.8	825.0	0.0	320.0	833.9	0.0	751.9
LnGrp LOS	F		F	F		F	F		F	F		F
Approach Vol, veh/h		1868			1484			798			973	
Approach Delay, s/veh		881.4			815.9			481.4			767.5	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	64.0	15.0	40.0	17.0	58.0	12.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	60.0	11.0	36.0	13.0	54.0	8.0	39.0
Max Q Clear Time (g_c+I1), s	9.0	62.0	13.0	38.0	15.0	56.0	10.0	41.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	778.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	258	111	0	515	22	0	650	135	0	797	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	272	117	0	542	23	0	684	142	0	839	47
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	306	132	0	440	19	0	534	111	0	624	35
Arrive On Green	0.00	0.38	0.38	0.00	0.38	0.38	0.00	0.55	0.55	0.00	0.55	0.55
Sat Flow, veh/h	0	797	343	0	1143	49	0	964	200	0	1126	63
Grp Volume(v), veh/h	0	0	389	0	0	565	0	0	826	0	0	886
Grp Sat Flow(s),veh/h/ln	0	0	1140	0	0	1191	0	0	1165	0	0	1189
Q Serve(g_s), s	0.0	0.0	41.5	0.0	0.0	50.0	0.0	0.0	72.0	0.0	0.0	72.0
Cycle Q Clear(g_c), s	0.0	0.0	41.5	0.0	0.0	50.0	0.0	0.0	72.0	0.0	0.0	72.0
Prop In Lane	0.00		0.30	0.00		0.04	0.00		0.17	0.00		0.05
Lane Grp Cap(c), veh/h	0	0	438	0	0	458	0	0	645	0	0	658
V/C Ratio(X)	0.00	0.00	0.89	0.00	0.00	1.23	0.00	0.00	1.28	0.00	0.00	1.35
Avail Cap(c_a), veh/h	0	0	438	0	0	458	0	0	645	0	0	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	37.4	0.0	0.0	40.0	0.0	0.0	29.0	0.0	0.0	29.0
Incr Delay (d2), s/veh	0.0	0.0	19.3	0.0	0.0	122.6	0.0	0.0	137.9	0.0	0.0	165.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	15.3	0.0	0.0	32.0	0.0	0.0	47.6	0.0	0.0	53.7
LnGrp Delay(d),s/veh	0.0	0.0	56.7	0.0	0.0	162.6	0.0	0.0	166.9	0.0	0.0	194.5
LnGrp LOS			E			F			F			F
Approach Vol, veh/h		389			565			826			886	
Approach Delay, s/veh		56.7			162.6			166.9			194.5	
Approach LOS		E			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		76.0		54.0		76.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		72.0		50.0		72.0
Max Q Clear Time (g_c+I1), s		43.5		74.0		52.0		74.0
Green Ext Time (p_c), s		3.4		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	159.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	167	35	23	0	49	315	0	465	6	0	829	158
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1200	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	176	37	24	0	52	332	0	489	6	0	873	166
Adj No. of Lanes	1	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	105	68	0	21	131	0	699	9	0	579	110
Arrive On Green	0.15	0.15	0.15	0.00	0.15	0.15	0.00	0.59	0.59	0.00	0.59	0.59
Sat Flow, veh/h	1143	681	441	0	141	900	0	1183	15	0	981	186
Grp Volume(v), veh/h	176	0	61	0	0	384	0	0	495	0	0	1039
Grp Sat Flow(s),veh/h/ln	1143	0	1122	0	0	1041	0	0	1197	0	0	1167
Q Serve(g_s), s	16.9	0.0	5.3	0.0	0.0	16.0	0.0	0.0	31.7	0.0	0.0	65.0
Cycle Q Clear(g_c), s	16.9	0.0	5.3	0.0	0.0	16.0	0.0	0.0	31.7	0.0	0.0	65.0
Prop In Lane	1.00		0.39	0.00		0.86	0.00		0.01	0.00		0.16
Lane Grp Cap(c), veh/h	177	0	173	0	0	151	0	0	708	0	0	690
V/C Ratio(X)	1.00	0.00	0.35	0.00	0.00	2.54	0.00	0.00	0.70	0.00	0.00	1.51
Avail Cap(c_a), veh/h	177	0	173	0	0	151	0	0	708	0	0	690
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	41.6	0.0	0.0	47.0	0.0	0.0	15.7	0.0	0.0	22.5
Incr Delay (d2), s/veh	66.6	0.0	1.2	0.0	0.0	710.1	0.0	0.0	3.1	0.0	0.0	235.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	1.7	0.0	0.0	34.5	0.0	0.0	11.1	0.0	0.0	65.8
LnGrp Delay(d),s/veh	113.1	0.0	42.8	0.0	0.0	757.1	0.0	0.0	18.8	0.0	0.0	258.0
LnGrp LOS	F		D			F			B			F
Approach Vol, veh/h		237			384			495			1039	
Approach Delay, s/veh		95.0			757.1			18.8			258.0	
Approach LOS		F			F			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		21.0		69.0		20.0		69.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		17.0		65.0		16.0		65.0
Max Q Clear Time (g_c+I1), s		18.9		67.0		18.0		33.7
Green Ext Time (p_c), s		0.0		0.0		0.0		16.7

Intersection Summary	
HCM 2010 Ctrl Delay	274.0
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	560	345	0	464	85	0	1017	49	0	342	41
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	1000	0	1000	1000	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	1120	690	0	928	170	0	1071	52	0	360	43
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	270	166	0	383	70	0	502	24	0	465	56
Arrive On Green	0.00	0.47	0.47	0.00	0.47	0.47	0.00	0.44	0.44	0.00	0.44	0.44
Sat Flow, veh/h	0	580	357	0	823	151	0	1135	55	0	1052	126
Grp Volume(v), veh/h	0	0	1810	0	0	1098	0	0	1123	0	0	403
Grp Sat Flow(s),veh/h/ln	0	0	937	0	0	973	0	0	1190	0	0	1178
Q Serve(g_s), s	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	38.0	0.0	0.0	25.0
Cycle Q Clear(g_c), s	0.0	0.0	40.0	0.0	0.0	40.0	0.0	0.0	38.0	0.0	0.0	25.0
Prop In Lane	0.00		0.38	0.00		0.15	0.00		0.05	0.00		0.11
Lane Grp Cap(c), veh/h	0	0	436	0	0	453	0	0	526	0	0	520
V/C Ratio(X)	0.00	0.00	4.15	0.00	0.00	2.43	0.00	0.00	2.14	0.00	0.00	0.77
Avail Cap(c_a), veh/h	0	0	436	0	0	453	0	0	526	0	0	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.0	0.0	0.0	23.0	0.0	0.0	24.0	0.0	0.0	20.4
Incr Delay (d2), s/veh	0.0	0.0	1424.4	0.0	0.0	648.0	0.0	0.0	517.2	0.0	0.0	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	182.7	0.0	0.0	92.2	0.0	0.0	88.0	0.0	0.0	9.1
LnGrp Delay(d),s/veh	0.0	0.0	1447.4	0.0	0.0	671.0	0.0	0.0	541.2	0.0	0.0	27.5
LnGrp LOS			F			F			F			C
Approach Vol, veh/h		1810			1098			1123			403	
Approach Delay, s/veh		1447.4			671.0			541.2			27.5	
Approach LOS		F			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		42.0		44.0		42.0		44.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		38.0		40.0		38.0		40.0
Max Q Clear Time (g_c+I1), s		40.0		42.0		27.0		42.0
Green Ext Time (p_c), s		0.0		0.0		7.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	896.6
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	66
Intersection LOS	F

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	334	102	0	0	351	0	301	56
Peak Hour Factor	0.95	0.50	0.50	0.95	0.50	0.50	0.95	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	668	204	0	0	702	0	602	112
Number of Lanes	0	1	0	0	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	65.4	66.1	66.5
HCM LOS	F	F	F

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	84%	0%	0%
Vol Thru, %	0%	77%	100%
Vol Right, %	16%	23%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	357	436	351
LT Vol	301	0	0
Through Vol	0	334	351
RT Vol	56	102	0
Lane Flow Rate	714	872	702
Geometry Grp	1	1	1
Degree of Util (X)	1	1	1
Departure Headway (Hd)	7.072	6.857	6.997
Convergence, Y/N	Yes	Yes	Yes
Cap	521	541	527
Service Time	5.072	4.857	4.997
HCM Lane V/C Ratio	1.37	1.612	1.332
HCM Control Delay	66.5	65.4	66.1
HCM Lane LOS	F	F	F
HCM 95th-tile Q	13.8	14	13.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	385	0	0	253	53	0	0	0	124	0	34
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	0	0	1000	1000				1000	1000	1000
Adj Flow Rate, veh/h	0	770	0	0	506	106				248	0	68
Adj No. of Lanes	0	1	0	0	1	0				0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50				0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	607	0	0	487	102				217	0	59
Arrive On Green	0.00	0.61	0.00	0.00	0.61	0.61				0.30	0.00	0.30
Sat Flow, veh/h	0	1000	0	0	802	168				729	0	200
Grp Volume(v), veh/h	0	770	0	0	0	612				316	0	0
Grp Sat Flow(s),veh/h/ln	0	1000	0	0	0	970				928	0	0
Q Serve(g_s), s	0.0	51.0	0.0	0.0	0.0	51.0				25.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	51.0	0.0	0.0	0.0	51.0				25.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.17				0.78		0.22
Lane Grp Cap(c), veh/h	0	607	0	0	0	589				276	0	0
V/C Ratio(X)	0.00	1.27	0.00	0.00	0.00	1.04				1.14	0.00	0.00
Avail Cap(c_a), veh/h	0	607	0	0	0	589				276	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.00	1.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.5	0.0	0.0	0.0	16.5				29.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	133.4	0.0	0.0	0.0	47.5				98.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	36.3	0.0	0.0	0.0	21.2				13.9	0.0	0.0
LnGrp Delay(d),s/veh	0.0	149.9	0.0	0.0	0.0	64.0				128.2	0.0	0.0
LnGrp LOS		F				F				F		
Approach Vol, veh/h		770			612						316	
Approach Delay, s/veh		149.9			64.0						128.2	
Approach LOS		F			E						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				55.0		29.0		55.0
Change Period (Y+Rc), s				4.0		4.0		4.0
Max Green Setting (Gmax), s				51.0		25.0		42.0
Max Q Clear Time (g_c+I1), s				53.0		27.0		53.0
Green Ext Time (p_c), s				0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	114.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	856	2	0	841	0	24	0	30	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	0	1000	1000	1000			
Adj Flow Rate, veh/h	0	901	2	0	885	0	48	0	60			
Adj No. of Lanes	0	1	0	0	1	0	0	1	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.50	0.50	0.50			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	0	878	2	0	880	0	71	0	88			
Arrive On Green	0.00	0.73	0.73	0.00	0.73	0.00	0.18	0.00	0.18			
Sat Flow, veh/h	0	1197	3	0	1200	0	397	0	496			
Grp Volume(v), veh/h	0	0	903	0	885	0	108	0	0			
Grp Sat Flow(s),veh/h/ln	0	0	1200	0	1200	0	893	0	0			
Q Serve(g_s), s	0.0	0.0	66.0	0.0	66.0	0.0	10.2	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	0.0	66.0	0.0	66.0	0.0	10.2	0.0	0.0			
Prop In Lane	0.00		0.00	0.00		0.00	0.44		0.56			
Lane Grp Cap(c), veh/h	0	0	880	0	880	0	159	0	0			
V/C Ratio(X)	0.00	0.00	1.03	0.00	1.01	0.00	0.68	0.00	0.00			
Avail Cap(c_a), veh/h	0	0	880	0	880	0	159	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	0.0	12.0	0.0	12.0	0.0	34.6	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.0	37.3	0.0	31.7	0.0	21.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	30.4	0.0	29.0	0.0	3.4	0.0	0.0			
LnGrp Delay(d),s/veh	0.0	0.0	49.3	0.0	43.7	0.0	55.7	0.0	0.0			
LnGrp LOS			F		F		E					
Approach Vol, veh/h		903			885			108				
Approach Delay, s/veh		49.3			43.7			55.7				
Approach LOS		D			D			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		20.0		70.0				70.0
Change Period (Y+Rc), s		4.0		4.0				4.0
Max Green Setting (Gmax), s		16.0		66.0				66.0
Max Q Clear Time (g_c+I1), s		12.2		68.0				68.0
Green Ext Time (p_c), s		0.2		0.0				0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	707	149	0	566	200	0	758	81	0	745	168
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	744	157	0	596	211	0	798	85	0	784	177
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	436	92	0	384	136	0	517	55	0	459	104
Arrive On Green	0.00	0.45	0.45	0.00	0.45	0.45	0.00	0.48	0.48	0.00	0.48	0.48
Sat Flow, veh/h	0	961	203	0	847	300	0	1066	114	0	948	214
Grp Volume(v), veh/h	0	0	901	0	0	807	0	0	883	0	0	961
Grp Sat Flow(s),veh/h/ln	0	0	1164	0	0	1147	0	0	1180	0	0	1162
Q Serve(g_s), s	0.0	0.0	59.0	0.0	0.0	59.0	0.0	0.0	63.0	0.0	0.0	63.0
Cycle Q Clear(g_c), s	0.0	0.0	59.0	0.0	0.0	59.0	0.0	0.0	63.0	0.0	0.0	63.0
Prop In Lane	0.00		0.17	0.00		0.26	0.00		0.10	0.00		0.18
Lane Grp Cap(c), veh/h	0	0	528	0	0	521	0	0	572	0	0	563
V/C Ratio(X)	0.00	0.00	1.71	0.00	0.00	1.55	0.00	0.00	1.54	0.00	0.00	1.71
Avail Cap(c_a), veh/h	0	0	528	0	0	521	0	0	572	0	0	563
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.5	0.0	0.0	35.5	0.0	0.0	33.5	0.0	0.0	33.5
Incr Delay (d2), s/veh	0.0	0.0	325.4	0.0	0.0	257.0	0.0	0.0	253.5	0.0	0.0	325.3
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	0.0	0.0	66.7	0.0	0.0	55.8	0.0	0.0	60.8	0.0	0.0	71.1
LnGrp Delay(d),s/veh	0.0	0.0	360.9	0.0	0.0	292.5	0.0	0.0	287.0	0.0	0.0	358.8
LnGrp LOS			F			F			F			F
Approach Vol, veh/h		901			807			883			961	
Approach Delay, s/veh		360.9			292.5			287.0			358.8	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.0		63.0		67.0		63.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		63.0		59.0		63.0		59.0
Max Q Clear Time (g_c+I1), s		65.0		61.0		65.0		61.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	326.4
HCM 2010 LOS	F

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	885	73	0	517	57	0	328	34	0	333	126
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	932	77	0	544	60	0	345	36	0	351	133
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	673	56	0	654	72	0	345	36	0	268	102
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.62	0.00	0.32	0.32	0.00	0.32	0.32
Sat Flow, veh/h	0	1094	90	0	1062	117	0	1069	112	0	830	315
Grp Volume(v), veh/h	0	0	1009	0	0	604	0	0	381	0	0	484
Grp Sat Flow(s),veh/h/ln	0	0	1184	0	0	1179	0	0	1180	0	0	1144
Q Serve(g_s), s	0.0	0.0	80.0	0.0	0.0	52.5	0.0	0.0	41.9	0.0	0.0	42.0
Cycle Q Clear(g_c), s	0.0	0.0	80.0	0.0	0.0	52.5	0.0	0.0	41.9	0.0	0.0	42.0
Prop In Lane	0.00		0.08	0.00		0.10	0.00		0.09	0.00		0.27
Lane Grp Cap(c), veh/h	0	0	729	0	0	726	0	0	381	0	0	370
V/C Ratio(X)	0.00	0.00	1.38	0.00	0.00	0.83	0.00	0.00	1.00	0.00	0.00	1.31
Avail Cap(c_a), veh/h	0	0	729	0	0	726	0	0	381	0	0	370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	25.0	0.0	0.0	19.7	0.0	0.0	44.0	0.0	0.0	44.0
Incr Delay (d2), s/veh	0.0	0.0	181.6	0.0	0.0	8.2	0.0	0.0	45.9	0.0	0.0	157.3
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	0.0	0.0	62.7	0.0	0.0	18.6	0.0	0.0	18.5	0.0	0.0	29.4
LnGrp Delay(d),s/veh	0.0	0.0	206.6	0.0	0.0	27.9	0.0	0.0	89.9	0.0	0.0	201.3
LnGrp LOS			F			C			F			F
Approach Vol, veh/h		1009			604			381			484	
Approach Delay, s/veh		206.6			27.9			89.9			201.3	
Approach LOS		F			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		84.0		46.0		84.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		42.0		80.0		42.0		80.0
Max Q Clear Time (g_c+I1), s		43.9		82.0		44.0		54.5
Green Ext Time (p_c), s		0.0		0.0		0.0		15.3

Intersection Summary	
HCM 2010 Ctrl Delay	144.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	686	179	0	693	1	265	0	299	3	3	5
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	0	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	2	722	188	0	729	1	279	0	315	3	3	5
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	390	101	0	608	1	0	0	354	153	126	163
Arrive On Green	0.51	0.51	0.51	0.00	0.51	0.51	0.00	0.00	0.35	0.35	0.35	0.35
Sat Flow, veh/h	0	769	200	0	1198	2	0	0	1020	201	361	469
Grp Volume(v), veh/h	912	0	0	0	0	730	0	0	315	11	0	0
Grp Sat Flow(s),veh/h/ln	969	0	0	0	0	1200	0	0	1020	1031	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	16.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	16.1	0.4	0.0	0.0
Prop In Lane	0.00		0.21	0.00		0.00	0.00		1.00	0.27		0.45
Lane Grp Cap(c), veh/h	557	0	0	0	0	609	0	0	354	441	0	0
V/C Ratio(X)	1.64	0.00	0.00	0.00	0.00	1.20	0.00	0.00	0.89	0.02	0.00	0.00
Avail Cap(c_a), veh/h	557	0	0	0	0	609	0	0	444	441	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	0.0	0.0	13.6	0.0	0.0	17.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	294.6	0.0	0.0	0.0	0.0	104.8	0.0	0.0	16.6	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.0	0.0	0.0	0.0	0.0	26.9	0.0	0.0	6.1	0.1	0.0	0.0
LnGrp Delay(d),s/veh	307.8	0.0	0.0	0.0	0.0	118.3	0.0	0.0	33.6	12.0	0.0	0.0
LnGrp LOS	F					F			C	B		
Approach Vol, veh/h		912			730			315			11	
Approach Delay, s/veh		307.8			118.3			33.6			12.0	
Approach LOS		F			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		23.2		32.0	0.0	23.2		32.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		24.0		28.0	4.0	16.0		28.0
Max Q Clear Time (g_c+I1), s		18.1		30.0	0.0	2.4		30.0
Green Ext Time (p_c), s		1.1		0.0	0.0	2.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	192.0
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	320	127	59	246	39	0	574	85	0	337	30
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	65	337	134	62	259	41	0	604	89	0	355	32
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	363	137	111	362	53	0	570	84	0	604	54
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.00	0.56	0.56	0.00	0.56	0.56
Sat Flow, veh/h	143	1105	416	154	1102	160	0	1023	151	0	1085	98
Grp Volume(v), veh/h	536	0	0	362	0	0	0	0	693	0	0	387
Grp Sat Flow(s),veh/h/ln	1664	0	0	1416	0	0	0	0	1173	0	0	1183
Q Serve(g_s), s	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	0.0	0.0	15.1
Cycle Q Clear(g_c), s	22.4	0.0	0.0	15.2	0.0	0.0	0.0	0.0	39.0	0.0	0.0	15.1
Prop In Lane	0.12		0.25	0.17		0.11	0.00		0.13	0.00		0.08
Lane Grp Cap(c), veh/h	604	0	0	526	0	0	0	0	654	0	0	659
V/C Ratio(X)	0.89	0.00	0.00	0.69	0.00	0.00	0.00	0.00	1.06	0.00	0.00	0.59
Avail Cap(c_a), veh/h	604	0	0	526	0	0	0	0	654	0	0	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	20.3	0.0	0.0	0.0	0.0	15.5	0.0	0.0	10.2
Incr Delay (d2), s/veh	14.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	52.2	0.0	0.0	3.8
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	12.6	0.0	0.0	6.7	0.0	0.0	0.0	0.0	21.8	0.0	0.0	5.5
LnGrp Delay(d),s/veh	38.1	0.0	0.0	24.1	0.0	0.0	0.0	0.0	67.7	0.0	0.0	14.0
LnGrp LOS	D			C					F			B
Approach Vol, veh/h		536			362			693			387	
Approach Delay, s/veh		38.1			24.1			67.7			14.0	
Approach LOS		D			C			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.0		27.0		43.0		27.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		23.0		39.0		23.0
Max Q Clear Time (g_c+I1), s		41.0		24.4		17.1		17.2
Green Ext Time (p_c), s		0.0		0.0		8.3		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	41.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	177	24	0	130	31	0	603	44	0	416	27
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	186	25	0	137	33	0	635	46	0	438	28
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	223	30	0	201	48	0	726	53	0	733	47
Arrive On Green	0.00	0.22	0.22	0.00	0.22	0.22	0.00	0.66	0.66	0.00	0.66	0.66
Sat Flow, veh/h	0	1036	139	0	935	225	0	1106	80	0	1116	71
Grp Volume(v), veh/h	0	0	211	0	0	170	0	0	681	0	0	466
Grp Sat Flow(s),veh/h/ln	0	0	1175	0	0	1160	0	0	1186	0	0	1187
Q Serve(g_s), s	0.0	0.0	10.7	0.0	0.0	8.4	0.0	0.0	28.9	0.0	0.0	13.8
Cycle Q Clear(g_c), s	0.0	0.0	10.7	0.0	0.0	8.4	0.0	0.0	28.9	0.0	0.0	13.8
Prop In Lane	0.00		0.12	0.00		0.19	0.00		0.07	0.00		0.06
Lane Grp Cap(c), veh/h	0	0	253	0	0	249	0	0	779	0	0	780
V/C Ratio(X)	0.00	0.00	0.83	0.00	0.00	0.68	0.00	0.00	0.87	0.00	0.00	0.60
Avail Cap(c_a), veh/h	0	0	301	0	0	297	0	0	779	0	0	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.4	0.0	0.0	22.5	0.0	0.0	8.6	0.0	0.0	6.0
Incr Delay (d2), s/veh	0.0	0.0	15.8	0.0	0.0	4.9	0.0	0.0	13.1	0.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.6	0.0	0.0	3.0	0.0	0.0	12.1	0.0	0.0	5.1
LnGrp Delay(d),s/veh	0.0	0.0	39.2	0.0	0.0	27.4	0.0	0.0	21.7	0.0	0.0	9.4
LnGrp LOS			D			C			C			A
Approach Vol, veh/h		211			170			681			466	
Approach Delay, s/veh		39.2			27.4			21.7			9.4	
Approach LOS		D			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		17.4		45.0		17.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		41.0		16.0		41.0		16.0
Max Q Clear Time (g_c+I1), s		30.9		12.7		15.8		10.4
Green Ext Time (p_c), s		5.5		0.7		9.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	636	103	234	248	47	0	646	469	0	484	22
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	45	669	108	246	261	49	0	680	494	0	509	23
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	50	326	53	114	373	70	0	314	228	0	552	25
Arrive On Green	0.04	0.32	0.32	0.10	0.38	0.38	0.00	0.48	0.48	0.00	0.48	0.48
Sat Flow, veh/h	1143	1008	163	1143	983	185	0	647	470	0	1139	51
Grp Volume(v), veh/h	45	0	777	246	0	310	0	0	1174	0	0	532
Grp Sat Flow(s),veh/h/ln	1143	0	1171	1143	0	1167	0	0	1117	0	0	1191
Q Serve(g_s), s	5.1	0.0	42.0	13.0	0.0	29.2	0.0	0.0	63.0	0.0	0.0	54.1
Cycle Q Clear(g_c), s	5.1	0.0	42.0	13.0	0.0	29.2	0.0	0.0	63.0	0.0	0.0	54.1
Prop In Lane	1.00		0.14	1.00		0.16	0.00		0.42	0.00		0.04
Lane Grp Cap(c), veh/h	50	0	378	114	0	443	0	0	541	0	0	577
V/C Ratio(X)	0.90	0.00	2.05	2.15	0.00	0.70	0.00	0.00	2.17	0.00	0.00	0.92
Avail Cap(c_a), veh/h	70	0	378	114	0	443	0	0	541	0	0	577
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	61.9	0.0	44.0	58.5	0.0	34.1	0.0	0.0	33.5	0.0	0.0	31.2
Incr Delay (d2), s/veh	59.7	0.0	483.1	546.5	0.0	4.9	0.0	0.0	532.0	0.0	0.0	22.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	64.3	21.4	0.0	10.0	0.0	0.0	99.4	0.0	0.0	21.3
LnGrp Delay(d),s/veh	121.6	0.0	527.1	605.0	0.0	39.0	0.0	0.0	565.5	0.0	0.0	53.7
LnGrp LOS	F		F	F		D			F			D
Approach Vol, veh/h		822			556			1174			532	
Approach Delay, s/veh		504.9			289.4			565.5			53.7	
Approach LOS		F			F			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		67.0	17.0	46.0		67.0	9.7	53.3
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		63.0	13.0	42.0		63.0	8.0	47.0
Max Q Clear Time (g_c+I1), s		65.0	15.0	44.0		56.1	7.1	31.2
Green Ext Time (p_c), s		0.0	0.0	0.0		5.9	0.0	7.3

Intersection Summary	
HCM 2010 Ctrl Delay	411.3
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	9	8	385	8	97	15	954	359	75	658	3
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	0	9	8	405	8	102	16	1004	378	79	693	3
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	21	19	213	19	245	16	499	188	48	751	3
Arrive On Green	0.00	0.04	0.04	0.19	0.26	0.26	0.01	0.60	0.60	0.04	0.63	0.63
Sat Flow, veh/h	0	587	521	1143	75	956	1143	832	313	1143	1194	5
Grp Volume(v), veh/h	0	0	17	405	0	110	16	0	1382	79	0	696
Grp Sat Flow(s),veh/h/ln	0	0	1108	1143	0	1031	1143	0	1145	1143	0	1199
Q Serve(g_s), s	0.0	0.0	1.8	22.0	0.0	10.5	1.6	0.0	71.0	5.0	0.0	60.7
Cycle Q Clear(g_c), s	0.0	0.0	1.8	22.0	0.0	10.5	1.6	0.0	71.0	5.0	0.0	60.7
Prop In Lane	0.00		0.47	1.00		0.93	1.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	40	213	0	264	16	0	687	48	0	754
V/C Ratio(X)	0.00	0.00	0.43	1.90	0.00	0.42	1.01	0.00	2.01	1.63	0.00	0.92
Avail Cap(c_a), veh/h	0	0	150	213	0	366	39	0	687	48	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	55.8	48.1	0.0	36.7	58.3	0.0	23.6	56.6	0.0	19.4
Incr Delay (d2), s/veh	0.0	0.0	7.1	424.2	0.0	1.1	108.7	0.0	459.9	361.4	0.0	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	32.0	0.0	3.1	1.0	0.0	110.0	6.4	0.0	23.8
LnGrp Delay(d),s/veh	0.0	0.0	62.9	472.3	0.0	37.7	167.1	0.0	483.5	418.0	0.0	38.0
LnGrp LOS			E	F		D	F		F	F		D
Approach Vol, veh/h		17			515			1398			775	
Approach Delay, s/veh		62.9			379.5			479.9			76.7	
Approach LOS		E			F			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	75.0	26.0	8.2	5.6	78.4		34.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.0	71.0	22.0	16.0	4.0	72.0		42.0
Max Q Clear Time (g_c+I1), s	7.0	73.0	24.0	3.8	3.6	62.7		12.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	8.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	342.6
HCM 2010 LOS	F

26: Tippecanoe Avenue & Mills Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	239	16	260	22	61	13	148	1044	0	4	871	192
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.97		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1140	1031		1140	1168		1140	1200		1140	1168	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1140	1031		1140	1168		1140	1200		1140	1168	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	252	17	274	23	64	14	156	1099	0	4	917	202
RTOR Reduction (vph)	0	229	0	0	6	0	0	0	0	0	6	0
Lane Group Flow (vph)	252	62	0	23	72	0	156	1099	0	4	1113	0
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	21.1	21.1		10.7	10.7		10.0	79.8		0.8	70.6	
Effective Green, g (s)	21.1	21.1		10.7	10.7		10.0	79.8		0.8	70.6	
Actuated g/C Ratio	0.16	0.16		0.08	0.08		0.08	0.62		0.01	0.55	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	187	169		95	97		88	745		7	642	
v/s Ratio Prot	c0.22	0.06		0.02	c0.06		c0.14	0.92		0.00	c0.95	
v/s Ratio Perm												
v/c Ratio	1.35	0.37		0.24	0.74		1.77	1.48		0.57	1.73	
Uniform Delay, d1	53.6	47.7		55.1	57.5		59.2	24.3		63.6	28.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	187.5	1.4		1.3	25.1		389.6	221.1		80.4	336.7	
Delay (s)	241.2	49.1		56.4	82.6		448.8	245.4		144.0	365.6	
Level of Service	F	D		E	F		F	F		F	F	
Approach Delay (s)		138.2			76.6			270.7			364.9	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	275.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.57		
Actuated Cycle Length (s)	128.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	143.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	509	113	0	304	164	0	858	117	0	989	83
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	536	119	0	320	173	0	903	123	0	1041	87
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	337	75	0	260	140	0	605	82	0	639	53
Arrive On Green	0.00	0.35	0.35	0.00	0.35	0.35	0.00	0.58	0.58	0.00	0.58	0.58
Sat Flow, veh/h	0	951	211	0	733	397	0	1034	141	0	1093	91
Grp Volume(v), veh/h	0	0	655	0	0	493	0	0	1026	0	0	1128
Grp Sat Flow(s),veh/h/ln	0	0	1163	0	0	1130	0	0	1175	0	0	1184
Q Serve(g_s), s	0.0	0.0	46.0	0.0	0.0	46.0	0.0	0.0	76.0	0.0	0.0	76.0
Cycle Q Clear(g_c), s	0.0	0.0	46.0	0.0	0.0	46.0	0.0	0.0	76.0	0.0	0.0	76.0
Prop In Lane	0.00		0.18	0.00		0.35	0.00		0.12	0.00		0.08
Lane Grp Cap(c), veh/h	0	0	411	0	0	400	0	0	687	0	0	692
V/C Ratio(X)	0.00	0.00	1.59	0.00	0.00	1.23	0.00	0.00	1.49	0.00	0.00	1.63
Avail Cap(c_a), veh/h	0	0	411	0	0	400	0	0	687	0	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	42.0	0.0	0.0	42.0	0.0	0.0	27.0	0.0	0.0	27.0
Incr Delay (d2), s/veh	0.0	0.0	277.7	0.0	0.0	124.8	0.0	0.0	229.7	0.0	0.0	290.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	46.5	0.0	0.0	28.2	0.0	0.0	68.3	0.0	0.0	80.4
LnGrp Delay(d),s/veh	0.0	0.0	319.7	0.0	0.0	166.8	0.0	0.0	256.7	0.0	0.0	317.0
LnGrp LOS			F			F			F			F
Approach Vol, veh/h		655			493			1026			1128	
Approach Delay, s/veh		319.7			166.8			256.7			317.0	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		80.0		50.0		80.0		50.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		76.0		46.0		76.0		46.0
Max Q Clear Time (g_c+I1), s		78.0		48.0		78.0		48.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	276.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	218	114	401	104	83	26	510	508	95	68	899	152
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.98		1.00	0.98		1.00	0.98	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1095			1152		1140	1172		1140	1174	
Flt Permitted		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1095			1152		1140	1172		1140	1174	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	229	120	422	109	87	27	537	535	100	72	946	160
RTOR Reduction (vph)	0	0	0	0	4	0	0	5	0	0	5	0
Lane Group Flow (vph)	0	771	0	0	219	0	537	630	0	72	1101	0
Turn Type	Split	NA		Split	NA		Split	NA		Split	NA	
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)		27.0			16.0		30.0	30.0		41.0	41.0	
Effective Green, g (s)		27.0			16.0		30.0	30.0		41.0	41.0	
Actuated g/C Ratio		0.21			0.12		0.23	0.23		0.32	0.32	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		227			141		263	270		359	370	
v/s Ratio Prot		c0.70			c0.19		0.47	c0.54		0.06	c0.94	
v/s Ratio Perm												
v/c Ratio		3.40			1.56		2.04	2.33		0.20	2.98	
Uniform Delay, d1		51.5			57.0		50.0	50.0		32.5	44.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1089.5			282.2		481.9	610.8		1.3	896.6	
Delay (s)		1141.0			339.2		531.9	660.8		33.8	941.1	
Level of Service		F			F		F	F		C	F	
Approach Delay (s)		1141.0			339.2			601.7			885.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	808.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.70		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	218.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	280	3	468	478	1010	0	0	1308	737
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.87	0.85	1.00	1.00			0.97	0.85
Flt Protected				0.95	0.99	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1415	1454	1615	3420			4524	1316
Flt Permitted				0.95	0.99	1.00	0.11	1.00			1.00	1.00
Satd. Flow (perm)				1534	1415	1454	194	3420			4524	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	295	3	493	503	1063	0	0	1377	776
RTOR Reduction (vph)	0	0	0	0	119	119	0	0	0	0	36	298
Lane Group Flow (vph)	0	0	0	265	146	142	503	1063	0	0	1628	191
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				15.5	15.5	15.5	56.0	56.0			31.0	31.0
Effective Green, g (s)				15.5	15.5	15.5	56.0	56.0			31.0	31.0
Actuated g/C Ratio				0.19	0.19	0.19	0.70	0.70			0.39	0.39
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				299	275	283	512	2409			1764	513
v/s Ratio Prot							c0.26	0.31			0.36	
v/s Ratio Perm				c0.17	0.10	0.10	c0.43					0.14
v/c Ratio				0.89	0.53	0.50	0.98	0.44			0.92	0.37
Uniform Delay, d1				31.1	28.7	28.6	22.6	5.0			23.1	17.3
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				25.4	2.0	1.4	35.0	0.6			9.6	2.1
Delay (s)				56.5	30.7	29.9	57.6	5.6			32.7	19.4
Level of Service				E	C	C	E	A			C	B
Approach Delay (s)		0.0			39.1			22.3			29.7	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	602	3	352	0	0	0	0	901	339	708	895	0
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.96		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1629	2693					4712		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.14	1.00	
Satd. Flow (perm)	1534	1629	2693					4712		234	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	634	3	371	0	0	0	0	948	357	745	942	0
RTOR Reduction (vph)	0	0	271	0	0	0	0	76	0	0	0	0
Lane Group Flow (vph)	317	320	100	0	0	0	0	1229	0	745	942	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	18.0	18.0	18.0					25.0		64.0	64.0	
Effective Green, g (s)	18.0	18.0	18.0					25.0		64.0	64.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.28		0.71	0.71	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	306	325	538					1308		703	2432	
v/s Ratio Prot	c0.21	0.20	0.04					0.26		c0.41	0.28	
v/s Ratio Perm										c0.34		
v/c Ratio	1.04	0.98	0.19					0.94		1.06	0.39	
Uniform Delay, d1	36.0	35.9	29.9					31.8		22.5	5.2	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	61.1	45.4	0.2					14.1		50.9	0.5	
Delay (s)	97.1	81.3	30.1					45.9		73.4	5.7	
Level of Service	F	F	C					D		E	A	
Approach Delay (s)		67.4			0.0			45.9			35.6	
Approach LOS		E			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	179	546	114	104	402	289	66	793	55	372	700	166
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	188	575	120	109	423	304	69	835	58	392	737	175
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	203	684	142	135	383	273	355	935	65	428	1182	281
Arrive On Green	0.13	0.24	0.24	0.08	0.20	0.20	0.04	0.29	0.29	0.19	0.43	0.43
Sat Flow, veh/h	1619	2820	587	1619	1909	1361	1619	3245	225	1619	2744	651
Grp Volume(v), veh/h	188	348	347	109	379	348	69	440	453	392	459	453
Grp Sat Flow(s),veh/h/ln	1619	1710	1696	1619	1710	1560	1619	1710	1760	1619	1710	1685
Q Serve(g_s), s	9.2	15.4	15.5	5.3	16.0	16.0	2.4	19.7	19.7	12.8	16.7	16.7
Cycle Q Clear(g_c), s	9.2	15.4	15.5	5.3	16.0	16.0	2.4	19.7	19.7	12.8	16.7	16.7
Prop In Lane	1.00		0.35	1.00		0.87	1.00		0.13	1.00		0.39
Lane Grp Cap(c), veh/h	203	415	412	135	343	313	355	493	507	428	736	726
V/C Ratio(X)	0.93	0.84	0.84	0.81	1.10	1.11	0.19	0.89	0.89	0.92	0.62	0.62
Avail Cap(c_a), veh/h	203	415	412	142	343	313	407	493	507	432	736	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	28.7	28.8	36.0	31.9	31.9	18.8	27.2	27.2	17.0	17.7	17.7
Incr Delay (d2), s/veh	43.1	14.1	14.6	27.5	79.8	85.2	0.3	21.2	20.7	24.0	4.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	8.9	8.9	3.4	15.0	14.2	1.1	12.2	12.5	8.4	8.6	8.5
LnGrp Delay(d),s/veh	77.6	42.9	43.4	63.4	111.7	117.1	19.1	48.4	47.9	41.0	21.6	21.7
LnGrp LOS	E	D	D	E	F	F	B	D	D	D	C	C
Approach Vol, veh/h		883			836			962			1304	
Approach Delay, s/veh		50.5			107.6			46.1			27.5	
Approach LOS		D			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	27.0	10.6	23.4	7.4	38.4	14.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	23.0	7.0	19.0	6.0	32.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	14.8	21.7	7.3	17.5	4.4	18.7	11.2	18.0
Green Ext Time (p_c), s	0.0	1.1	0.0	1.1	0.0	8.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.9
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	722	0	0	694	1	12	0	88	0	0	1
Conflicting Peds, #/hr	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	760	0	0	731	1	13	0	93	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	732	0	0	760	0	0	1492	1492	760	1537	1491	731
Stage 1	-	-	-	-	-	-	760	760	-	731	731	-
Stage 2	-	-	-	-	-	-	732	732	-	806	760	-
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	882	-	-	861	-	-	103	125	409	96	125	425
Stage 1	-	-	-	-	-	-	401	417	-	416	430	-
Stage 2	-	-	-	-	-	-	416	430	-	379	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	882	-	-	861	-	-	103	125	409	74	125	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	125	-	74	125	-
Stage 1	-	-	-	-	-	-	401	417	-	416	430	-
Stage 2	-	-	-	-	-	-	415	430	-	293	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	23.2	13.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	302	882	-	-	861	-	-	425
HCM Lane V/C Ratio	0.349	-	-	-	-	-	-	0.002
HCM Control Delay (s)	23.2	0	-	-	0	-	-	13.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	82	0	57	0	0	0	0	1049	0	0	774	198
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	0	1200	0	0	1200	1200
Adj Flow Rate, veh/h	86	0	60	0	0	0	0	1104	0	0	815	208
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	7	67	0	174	0	0	950	0	0	730	186
Arrive On Green	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.79	0.00	0.00	0.79	0.79
Sat Flow, veh/h	613	46	460	0	1200	0	0	1200	0	0	923	236
Grp Volume(v), veh/h	146	0	0	0	0	0	0	1104	0	0	0	1023
Grp Sat Flow(s),veh/h/ln	1119	0	0	0	1200	0	0	1200	0	0	0	1158
Q Serve(g_s), s	14.9	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0
Cycle Q Clear(g_c), s	16.2	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0
Prop In Lane	0.59		0.41	0.00		0.00	0.00		0.00	0.00		0.20
Lane Grp Cap(c), veh/h	208	0	0	0	174	0	0	950	0	0	0	917
V/C Ratio(X)	0.70	0.00	0.00	0.00	0.00	0.00	0.00	1.16	0.00	0.00	0.00	1.12
Avail Cap(c_a), veh/h	240	0	0	0	209	0	0	950	0	0	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.1	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	0.0	13.2
Incr Delay (d2), s/veh	7.5	0.0	0.0	0.0	0.0	0.0	0.0	84.7	0.0	0.0	0.0	66.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0	0.0	48.1
LnGrp Delay(d),s/veh	60.6	0.0	0.0	0.0	0.0	0.0	0.0	97.9	0.0	0.0	0.0	80.0
LnGrp LOS	E							F				F
Approach Vol, veh/h		146			0			1104			1023	
Approach Delay, s/veh		60.6			0.0			97.9			80.0	
Approach LOS		E						F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		104.0		22.3		104.0		22.3
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		100.0		22.0		100.0		22.0
Max Q Clear Time (g_c+I1), s		102.0		18.2		102.0		0.0
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	87.4
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	408	555	5	7	1048	462	7	17	4	328	11	546
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	429	584	5	7	1103	486	7	18	4	345	12	0
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	1	1	1
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	176	659	6	8	489	416	37	94	21	211	222	188
Arrive On Green	0.15	0.55	0.55	0.01	0.41	0.41	0.13	0.13	0.13	0.18	0.18	0.00
Sat Flow, veh/h	1143	1188	10	1143	1200	1020	279	719	160	1143	1200	1020
Grp Volume(v), veh/h	429	0	589	7	1103	486	29	0	0	345	12	0
Grp Sat Flow(s),veh/h/ln	1143	0	1198	1143	1200	1020	1158	0	0	1143	1200	1020
Q Serve(g_s), s	20.0	0.0	56.0	0.8	53.0	53.0	2.9	0.0	0.0	24.0	1.1	0.0
Cycle Q Clear(g_c), s	20.0	0.0	56.0	0.8	53.0	53.0	2.9	0.0	0.0	24.0	1.1	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.24		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	176	0	665	8	489	416	151	0	0	211	222	188
V/C Ratio(X)	2.44	0.00	0.89	0.89	2.25	1.17	0.19	0.00	0.00	1.64	0.05	0.00
Avail Cap(c_a), veh/h	176	0	665	35	489	416	151	0	0	211	222	188
HCM Platoon Ratio	1.00	1.00	1.00	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	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	55.0	0.0	25.4	64.5	38.5	38.5	50.4	0.0	0.0	53.0	43.7	0.0
Incr Delay (d2), s/veh	664.9	0.0	13.7	118.5	571.1	98.9	2.8	0.0	0.0	306.3	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	38.8	0.0	20.9	0.5	95.1	26.3	1.0	0.0	0.0	25.5	0.4	0.0
LnGrp Delay(d),s/veh	719.9	0.0	39.0	183.1	609.6	137.4	53.2	0.0	0.0	359.3	44.1	0.0
LnGrp LOS	F		D	F	F	F	D			F	D	
Approach Vol, veh/h		1018			1596			29			357	
Approach Delay, s/veh		326.0			463.9			53.2			348.7	
Approach LOS		F			F			D			F	

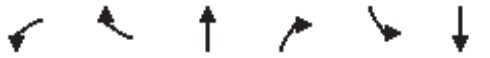
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		21.0	4.9	76.1		28.0	24.0	57.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	4.0	69.0		24.0	20.0	53.0
Max Q Clear Time (g_c+I1), s		4.9	2.8	58.0		26.0	22.0	55.0
Green Ext Time (p_c), s		0.1	0.0	9.3		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	399.4
HCM 2010 LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	676	653	907	1103	397	372
Ideal Flow (vphpl)	1200	1000	1000	1200	1000	1000
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.93	
Flt Protected	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (prot)	1176	833	931	1176	893	
Flt Permitted	1.00	1.00	0.95	1.00	0.97	
Satd. Flow (perm)	1176	833	931	1176	893	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	712	687	955	1161	418	392
RTOR Reduction (vph)	0	294	0	0	26	0
Lane Group Flow (vph)	712	393	955	1161	784	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA	Perm	Prot	NA	Prot	
Protected Phases	4		3	8	2	
Permitted Phases		4				
Actuated Green, G (s)	33.0	33.0	41.0	78.0	44.0	
Effective Green, g (s)	33.0	33.0	41.0	78.0	44.0	
Actuated g/C Ratio	0.25	0.25	0.32	0.60	0.34	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	298	211	293	705	302	
v/s Ratio Prot	c0.61		c1.03	0.99	c0.88	
v/s Ratio Perm		0.47				
v/c Ratio	2.39	1.86	3.26	1.65	2.60	
Uniform Delay, d1	48.5	48.5	44.5	26.0	43.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	635.4	405.8	1025.5	297.4	728.1	
Delay (s)	683.9	454.3	1070.0	323.4	771.1	
Level of Service	F	F	F	F	F	
Approach Delay (s)	571.1			660.4	771.1	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	652.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.76		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	246.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	10	59	683	3	86	1417
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0		4.0			4.0
Lane Util. Factor	1.00		1.00			1.00
Frt	0.89		1.00			1.00
Flt Protected	0.99		1.00			1.00
Satd. Flow (prot)	1054		1176			1174
Flt Permitted	0.99		1.00			1.00
Satd. Flow (perm)	1054		1176			1174
Peak-hour factor, PHF	0.95	0.95	0.50	0.50	0.50	0.50
Adj. Flow (vph)	11	62	1366	6	172	2834
RTOR Reduction (vph)	60	0	0	0	0	0
Lane Group Flow (vph)	13	0	1372	0	0	3006
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Turn Type	Prot		NA		Split	NA
Protected Phases	3		2		6	6
Permitted Phases						
Actuated Green, G (s)	4.0		58.0			56.0
Effective Green, g (s)	4.0		58.0			56.0
Actuated g/C Ratio	0.03		0.45			0.43
Clearance Time (s)	4.0		4.0			4.0
Vehicle Extension (s)	3.0		3.0			3.0
Lane Grp Cap (vph)	32		524			505
v/s Ratio Prot	c0.01		c1.17			c2.56
v/s Ratio Perm						
v/c Ratio	0.40		2.62			5.95
Uniform Delay, d1	61.8		36.0			37.0
Progression Factor	1.00		1.00			1.00
Incremental Delay, d2	8.1		733.8			2232.9
Delay (s)	69.9		769.8			2269.9
Level of Service	E		F			F
Approach Delay (s)	69.9		769.8			2269.9
Approach LOS	E		F			F

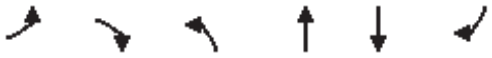
Intersection Summary			
HCM 2000 Control Delay	1771.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	4.12		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	199.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	0	4	0	0	0	6	581	1	4	1249	48
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200	1200	1200	1200	1200	1177	1200	1200	1177	1200
Adj Flow Rate, veh/h	26	0	4	0	0	0	12	1162	2	8	2498	96
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	85	0	4	0	32	0	5	496	1	2	498	19
Arrive On Green	0.03	0.00	0.03	0.00	0.00	0.00	0.43	0.43	0.43	0.44	0.44	0.44
Sat Flow, veh/h	1016	0	156	0	1200	0	12	1162	2	4	1123	43
Grp Volume(v), veh/h	30	0	0	0	0	0	1176	0	0	2602	0	0
Grp Sat Flow(s),veh/h/ln	1172	0	0	0	1200	0	1176	0	0	1170	0	0
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	52.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	52.0	0.0	0.0
Prop In Lane	0.87		0.13	0.00		0.00	0.01		0.00	0.00		0.04
Lane Grp Cap(c), veh/h	89	0	0	0	32	0	502	0	0	519	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.00	0.00	0.00	2.34	0.00	0.00	5.01	0.00	0.00
Avail Cap(c_a), veh/h	217	0	0	0	164	0	502	0	0	519	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	56.9	0.0	0.0	0.0	0.0	0.0	33.6	0.0	0.0	32.6	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.0	0.0	0.0	610.7	0.0	0.0	1809.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.0	0.0	101.3	0.0	0.0	277.7	0.0	0.0
LnGrp Delay(d),s/veh	59.1	0.0	0.0	0.0	0.0	0.0	644.2	0.0	0.0	1842.2	0.0	0.0
LnGrp LOS	E						F			F		
Approach Vol, veh/h		30			0			1176			2602	
Approach Delay, s/veh		59.1			0.0			644.2			1842.2	
Approach LOS		E						F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		7.1		56.0		7.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		50.0		16.0		52.0		16.0
Max Q Clear Time (g_c+I1), s		52.0		5.0		54.0		0.0
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1458.2
HCM 2010 LOS	F



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	572	6	4	15	17	1370
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	
Frt	1.00	0.85		1.00	0.87	
Flt Protected	0.95	1.00		0.99	1.00	
Satd. Flow (prot)	1120	950		1164	1020	
Flt Permitted	0.95	1.00		0.99	1.00	
Satd. Flow (perm)	1120	950		1164	1020	
Peak-hour factor, PHF	0.95	0.95	0.50	0.50	0.50	0.50
Adj. Flow (vph)	602	6	8	30	34	2740
RTOR Reduction (vph)	0	3	0	0	476	0
Lane Group Flow (vph)	603	2	0	38	2298	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	Prot	Perm	Split	NA	NA	
Protected Phases	2		8	8	4	
Permitted Phases		2				
Actuated Green, G (s)	38.2	38.2		6.6	64.3	
Effective Green, g (s)	38.2	38.2		6.6	64.3	
Actuated g/C Ratio	0.32	0.32		0.05	0.53	
Clearance Time (s)	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	353	299		63	541	
v/s Ratio Prot	c0.54			c0.03	c2.25	
v/s Ratio Perm		0.00				
v/c Ratio	1.71	0.01		0.60	4.25	
Uniform Delay, d1	41.4	28.4		56.0	28.4	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	330.6	0.0		15.2	1465.7	
Delay (s)	372.0	28.5		71.2	1494.1	
Level of Service	F	C		E	F	
Approach Delay (s)	369.2			71.2	1494.1	
Approach LOS	F			E	F	

Intersection Summary			
HCM 2000 Control Delay	1278.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.13		
Actuated Cycle Length (s)	121.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	192.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	172	82	0	258	1	0	194	117	0	212	31
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	344	164	0	516	2	0	388	234	0	424	62
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	301	143	0	467	2	0	346	209	0	505	74
Arrive On Green	0.00	0.39	0.39	0.00	0.39	0.39	0.00	0.49	0.49	0.00	0.49	0.49
Sat Flow, veh/h	0	769	367	0	1195	5	0	702	423	0	1024	150
Grp Volume(v), veh/h	0	0	508	0	0	518	0	0	622	0	0	486
Grp Sat Flow(s),veh/h/ln	0	0	1135	0	0	1199	0	0	1125	0	0	1174
Q Serve(g_s), s	0.0	0.0	27.0	0.0	0.0	27.0	0.0	0.0	34.0	0.0	0.0	24.7
Cycle Q Clear(g_c), s	0.0	0.0	27.0	0.0	0.0	27.0	0.0	0.0	34.0	0.0	0.0	24.7
Prop In Lane	0.00		0.32	0.00		0.00	0.00		0.38	0.00		0.13
Lane Grp Cap(c), veh/h	0	0	444	0	0	469	0	0	554	0	0	578
V/C Ratio(X)	0.00	0.00	1.14	0.00	0.00	1.10	0.00	0.00	1.12	0.00	0.00	0.84
Avail Cap(c_a), veh/h	0	0	444	0	0	469	0	0	554	0	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.0	0.0	0.0	21.0	0.0	0.0	17.5	0.0	0.0	15.2
Incr Delay (d2), s/veh	0.0	0.0	88.2	0.0	0.0	72.9	0.0	0.0	76.3	0.0	0.0	13.8
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	0.0	0.0	19.3	0.0	0.0	18.4	0.0	0.0	22.2	0.0	0.0	10.2
LnGrp Delay(d),s/veh	0.0	0.0	109.2	0.0	0.0	93.9	0.0	0.0	93.8	0.0	0.0	28.9
LnGrp LOS			F			F			F			C
Approach Vol, veh/h		508			518			622			486	
Approach Delay, s/veh		109.2			93.9			93.8			28.9	
Approach LOS		F			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.0		31.0		38.0		31.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		34.0		27.0		26.0		27.0
Max Q Clear Time (g_c+I1), s		36.0		29.0		26.7		29.0
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.7
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	14	1	19	8	1	0	12	746	2	0	935	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	0	60	-	150
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	15	1	20	8	1	0	13	785	2	0	984	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1795	1795	984	1806	1795	785	984	0	0	785	0	0
Stage 1	984	984	-	811	811	-	-	-	-	-	-	-
Stage 2	811	811	-	995	984	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	63	81	304	62	81	396	710	-	-	843	-	-
Stage 1	302	329	-	376	396	-	-	-	-	-	-	-
Stage 2	376	396	-	297	329	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	61	80	304	57	80	396	710	-	-	843	-	-
Mov Cap-2 Maneuver	61	80	-	57	80	-	-	-	-	-	-	-
Stage 1	296	329	-	369	389	-	-	-	-	-	-	-
Stage 2	368	389	-	277	329	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.6	77.3	0.2	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	710	-	-	112	59	843	-	-
HCM Lane V/C Ratio	0.018	-	-	0.32	0.161	-	-	-
HCM Control Delay (s)	10.2	-	-	51.6	77.3	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.5	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	154	160	0	32	3	0	683	18	0	827	157
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1200	1200	0	1200	1200	0	1200	1200	0	1200	1200
Adj Flow Rate, veh/h	0	308	320	0	64	6	0	1366	36	0	1654	314
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	177	184	0	355	33	0	648	17	0	547	104
Arrive On Green	0.00	0.33	0.33	0.00	0.33	0.33	0.00	0.56	0.56	0.00	0.56	0.56
Sat Flow, veh/h	0	540	561	0	1081	101	0	1164	31	0	981	186
Grp Volume(v), veh/h	0	0	628	0	0	70	0	0	1402	0	0	1968
Grp Sat Flow(s),veh/h/ln	0	0	1101	0	0	1182	0	0	1195	0	0	1167
Q Serve(g_s), s	0.0	0.0	23.0	0.0	0.0	3.0	0.0	0.0	39.0	0.0	0.0	39.0
Cycle Q Clear(g_c), s	0.0	0.0	23.0	0.0	0.0	3.0	0.0	0.0	39.0	0.0	0.0	39.0
Prop In Lane	0.00		0.51	0.00		0.09	0.00		0.03	0.00		0.16
Lane Grp Cap(c), veh/h	0	0	362	0	0	388	0	0	666	0	0	650
V/C Ratio(X)	0.00	0.00	1.74	0.00	0.00	0.18	0.00	0.00	2.11	0.00	0.00	3.03
Avail Cap(c_a), veh/h	0	0	362	0	0	388	0	0	666	0	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.5	0.0	0.0	16.8	0.0	0.0	15.5	0.0	0.0	15.5
Incr Delay (d2), s/veh	0.0	0.0	342.5	0.0	0.0	0.2	0.0	0.0	503.0	0.0	0.0	916.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	41.4	0.0	0.0	1.0	0.0	0.0	105.6	0.0	0.0	177.7
LnGrp Delay(d),s/veh	0.0	0.0	366.0	0.0	0.0	17.0	0.0	0.0	518.5	0.0	0.0	931.5
LnGrp LOS			F			B			F			F
Approach Vol, veh/h		628			70			1402			1968	
Approach Delay, s/veh		366.0			17.0			518.5			931.5	
Approach LOS		F			B			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.0		27.0		43.0		27.0
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		39.0		23.0		36.0		16.0
Max Q Clear Time (g_c+I1), s		41.0		25.0		41.0		5.0
Green Ext Time (p_c), s		0.0		0.0		0.0		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	686.2
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	55.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	3	123	8	0	120	3	22	0	14	659	282
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	129	8	0	126	3	23	0	15	694	297
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	14.2	14.7	61
HCM LOS	B	B	F

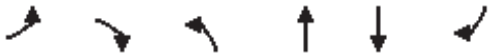
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	2%	83%	44%
Vol Thru, %	69%	92%	2%	56%
Vol Right, %	30%	6%	15%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	955	134	145	868
LT Vol	14	3	120	379
Through Vol	659	123	3	484
RT Vol	282	8	22	5
Lane Flow Rate	1005	141	153	914
Geometry Grp	1	1	1	1
Degree of Util (X)	1	0.304	0.33	1
Departure Headway (Hd)	6.016	7.749	7.787	6.274
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	613	463	461	585
Service Time	4.016	5.824	5.862	4.274
HCM Lane V/C Ratio	1.639	0.305	0.332	1.562
HCM Control Delay	61	14.2	14.7	62.4
HCM Lane LOS	F	B	B	F
HCM 95th-tile Q	15	1.3	1.4	14.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	379	484	5
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	399	509	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	62.4
HCM LOS	F

Lane



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	437	268	77	544	506	79
Ideal Flow (vphpl)	1200	1200	1200	1200	1200	1200
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.95			1.00	0.98	
Flt Protected	0.97			0.99	1.00	
Satd. Flow (prot)	1104			1193	1178	
Flt Permitted	0.97			0.99	1.00	
Satd. Flow (perm)	1104			1193	1178	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	460	282	81	573	533	83
RTOR Reduction (vph)	17	0	0	0	4	0
Lane Group Flow (vph)	725	0	0	654	612	0
Turn Type	Prot		Split	NA	NA	
Protected Phases	7		2	2	6	
Permitted Phases						
Actuated Green, G (s)	38.0			42.0	38.0	
Effective Green, g (s)	38.0			42.0	38.0	
Actuated g/C Ratio	0.29			0.32	0.29	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	322			385	344	
v/s Ratio Prot	c0.66			c0.55	c0.52	
v/s Ratio Perm						
v/c Ratio	2.25			1.70	1.78	
Uniform Delay, d1	46.0			44.0	46.0	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	573.1			325.4	361.8	
Delay (s)	619.1			369.4	407.8	
Level of Service	F			F	F	
Approach Delay (s)	619.1			369.4	407.8	
Approach LOS	F			F	F	

Intersection Summary			
HCM 2000 Control Delay	473.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.90		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	176.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	27	0	0	121	23	302	0	5	476	58
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1200	1200	1200				1200	1200	0	1200	1200	1200
Adj Flow Rate, veh/h	23	0	28				24	318	0	5	501	61
Adj No. of Lanes	0	1	0				0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	25	0	30				27	359	0	5	525	64
Arrive On Green	0.05	0.00	0.05				0.32	0.32	0.00	0.50	0.50	0.50
Sat Flow, veh/h	483	0	589				84	1112	0	10	1040	127
Grp Volume(v), veh/h	51	0	0				342	0	0	567	0	0
Grp Sat Flow(s),veh/h/ln	1072	0	0				1196	0	0	1177	0	0
Q Serve(g_s), s	4.7	0.0	0.0				26.9	0.0	0.0	45.7	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0				26.9	0.0	0.0	45.7	0.0	0.0
Prop In Lane	0.45		0.55				0.07		0.00	0.01		0.11
Lane Grp Cap(c), veh/h	56	0	0				386	0	0	594	0	0
V/C Ratio(X)	0.92	0.00	0.00				0.89	0.00	0.00	0.96	0.00	0.00
Avail Cap(c_a), veh/h	173	0	0				386	0	0	594	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.8	0.0	0.0				31.8	0.0	0.0	23.5	0.0	0.0
Incr Delay (d2), s/veh	38.5	0.0	0.0				24.5	0.0	0.0	27.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0				11.5	0.0	0.0	19.2	0.0	0.0
LnGrp Delay(d),s/veh	85.3	0.0	0.0				56.4	0.0	0.0	50.9	0.0	0.0
LnGrp LOS	F						E			D		
Approach Vol, veh/h		51						342			567	
Approach Delay, s/veh		85.3						56.4			50.9	
Approach LOS		F						E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		36.0		9.1		54.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		32.0		16.0		50.0		
Max Q Clear Time (g_c+I1), s		28.9		6.7		47.7		
Green Ext Time (p_c), s		0.6		0.1		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	54.7
HCM 2010 LOS	D

APPENDIX L

Existing Baseline Plus Project Construction Plus TMP Component Level of Service Worksheets

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	75	0	0	0	0	0	12	14	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	79	0	0	0	0	0	13	15	11	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	0	0	0	0	0	0	158	158	0
Stage 1	-	-	-	-	-	-	158	158	-
Stage 2	-	-	-	-	-	-	0	0	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	-	-	-	838	738	-
Stage 1	-	-	-	-	-	-	875	771	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	-	838	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	838	0	-
Stage 1	-	-	-	-	-	-	875	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s		0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	0	-	-
HCM Lane LOS	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	141	63	720	267	67	114	12	366	35	97	46
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	39	148	66	758	281	71	120	13	385	37	102	48
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	48	224	95	690	1337	332	82	9	264	42	115	54
Arrive On Green	0.03	0.10	0.10	0.43	0.49	0.49	0.23	0.23	0.23	0.12	0.12	0.12
Sat Flow, veh/h	1619	2337	997	1619	2716	675	365	40	1171	338	930	438
Grp Volume(v), veh/h	39	106	108	758	175	177	518	0	0	187	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1624	1619	1710	1681	1575	0	0	1706	0	0
Q Serve(g_s), s	3.0	7.5	8.0	53.0	7.2	7.4	28.0	0.0	0.0	13.4	0.0	0.0
Cycle Q Clear(g_c), s	3.0	7.5	8.0	53.0	7.2	7.4	28.0	0.0	0.0	13.4	0.0	0.0
Prop In Lane	1.00		0.61	1.00		0.40	0.23		0.74	0.20		0.26
Lane Grp Cap(c), veh/h	48	164	155	690	842	828	355	0	0	212	0	0
V/C Ratio(X)	0.81	0.65	0.69	1.10	0.21	0.21	1.46	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	91	234	222	690	866	852	355	0	0	220	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.0	54.2	54.4	35.7	17.9	17.9	48.2	0.0	0.0	53.6	0.0	0.0
Incr Delay (d2), s/veh	26.6	4.3	5.4	64.3	0.1	0.1	222.1	0.0	0.0	31.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.7	3.8	35.9	3.4	3.5	34.0	0.0	0.0	8.2	0.0	0.0
LnGrp Delay(d),s/veh	86.6	58.5	59.8	99.9	18.0	18.0	270.3	0.0	0.0	84.6	0.0	0.0
LnGrp LOS	F	E	E	F	B	B	F			F		
Approach Vol, veh/h		253			1110			518			187	
Approach Delay, s/veh		63.4			74.0			270.3			84.6	
Approach LOS		E			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	57.0	15.9		19.4	7.7	65.2		32.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	53.0	17.0		16.0	7.0	63.0		28.0
Max Q Clear Time (g_c+I1), s	55.0	10.0		15.4	5.0	9.4		30.0
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	3.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		122.8
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	494	0	0	890	411	160	1	406	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1800	1800	0	0	1800	1800	1800	1800	1800			
Adj Flow Rate, veh/h	54	520	0	0	937	433	168	1	427			
Adj No. of Lanes	0	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	132	1291	0	0	1257	573	511	3	459			
Arrive On Green	0.55	0.55	0.00	0.00	0.55	0.55	0.30	0.30	0.30			
Sat Flow, veh/h	92	2427	0	0	2374	1042	1705	10	1530			
Grp Volume(v), veh/h	256	318	0	0	698	672	169	0	427			
Grp Sat Flow(s),veh/h/ln	881	1556	0	0	1710	1616	1715	0	1530			
Q Serve(g_s), s	3.2	6.2	0.0	0.0	16.6	17.1	4.1	0.0	14.5			
Cycle Q Clear(g_c), s	20.3	6.2	0.0	0.0	16.6	17.1	4.1	0.0	14.5			
Prop In Lane	0.21		0.00	0.00		0.64	0.99		1.00			
Lane Grp Cap(c), veh/h	566	856	0	0	941	889	514	0	459			
V/C Ratio(X)	0.45	0.37	0.00	0.00	0.74	0.76	0.33	0.00	0.93			
Avail Cap(c_a), veh/h	598	904	0	0	993	939	514	0	459			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.5	6.8	0.0	0.0	9.1	9.2	14.5	0.0	18.1			
Incr Delay (d2), s/veh	0.6	0.3	0.0	0.0	2.9	3.4	0.4	0.0	25.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	2.6	0.0	0.0	8.3	8.3	2.0	0.0	9.3			
LnGrp Delay(d),s/veh	8.1	7.0	0.0	0.0	12.0	12.6	14.9	0.0	43.9			
LnGrp LOS	A	A			B	B	B		D			
Approach Vol, veh/h		574			1370			596				
Approach Delay, s/veh		7.5			12.3			35.7				
Approach LOS		A			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		33.4				33.4		20.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		31.0				31.0		16.0
Max Q Clear Time (g_c+I1), s		22.3				19.1		16.5
Green Ext Time (p_c), s		7.1				9.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	144	378	388	121	731	93	369	74	158	30	55	212
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	152	398	408	127	769	98	388	78	166	32	58	223
Adj No. of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
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	178	1049	710	159	899	115	465	569	484	44	335	285
Arrive On Green	0.11	0.31	0.31	0.10	0.29	0.29	0.16	0.32	0.32	0.03	0.19	0.19
Sat Flow, veh/h	1619	3420	1530	1619	3052	389	2956	1800	1530	1619	1800	1530
Grp Volume(v), veh/h	152	398	408	127	431	436	388	78	166	32	58	223
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1731	1478	1800	1530	1619	1800	1530
Q Serve(g_s), s	5.9	5.8	12.4	4.9	15.1	15.1	8.1	2.0	5.3	1.2	1.7	8.8
Cycle Q Clear(g_c), s	5.9	5.8	12.4	4.9	15.1	15.1	8.1	2.0	5.3	1.2	1.7	8.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	1049	710	159	503	510	465	569	484	44	335	285
V/C Ratio(X)	0.85	0.38	0.57	0.80	0.86	0.86	0.83	0.14	0.34	0.73	0.17	0.78
Avail Cap(c_a), veh/h	178	1049	710	255	565	572	465	595	506	127	453	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	17.3	12.4	28.0	21.1	21.1	26.0	15.5	16.7	30.7	21.7	24.6
Incr Delay (d2), s/veh	30.6	0.2	1.1	9.0	11.3	11.2	12.3	0.1	0.4	20.3	0.2	7.2
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	4.1	2.7	5.4	2.6	8.6	8.7	4.1	1.0	2.3	0.8	0.9	4.3
LnGrp Delay(d),s/veh	58.3	17.5	13.6	37.0	32.4	32.4	38.3	15.6	17.1	50.9	22.0	31.8
LnGrp LOS	E	B	B	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		958			994			632			313	
Approach Delay, s/veh		22.3			33.0			29.9			32.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	23.5	14.0	15.8	11.0	22.7	5.7	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	18.0	10.0	16.0	7.0	21.0	5.0	21.0
Max Q Clear Time (g_c+I1), s	6.9	14.4	10.1	10.8	7.9	17.1	3.2	7.3
Green Ext Time (p_c), s	0.1	2.7	0.0	1.0	0.0	1.6	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.7
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	132	1180	85	33	337	95	298	260	153	220	375	198
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	139	1242	89	35	355	100	314	274	161	232	395	208
Adj No. of Lanes	2	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	183	1085	78	43	757	204	247	291	171	238	298	157
Arrive On Green	0.06	0.23	0.23	0.03	0.20	0.20	0.22	0.41	0.41	0.21	0.40	0.40
Sat Flow, veh/h	2956	4681	335	1619	3852	1040	1143	710	417	1143	741	390
Grp Volume(v), veh/h	139	869	462	35	300	155	314	0	435	232	0	603
Grp Sat Flow(s),veh/h/ln	1478	1638	1741	1619	1638	1616	1143	0	1126	1143	0	1131
Q Serve(g_s), s	6.0	30.0	30.0	2.8	10.5	11.1	28.0	0.0	48.1	26.1	0.0	52.0
Cycle Q Clear(g_c), s	6.0	30.0	30.0	2.8	10.5	11.1	28.0	0.0	48.1	26.1	0.0	52.0
Prop In Lane	1.00		0.19	1.00		0.64	1.00		0.37	1.00		0.34
Lane Grp Cap(c), veh/h	183	759	404	43	643	317	247	0	461	238	0	454
V/C Ratio(X)	0.76	1.14	1.14	0.82	0.47	0.49	1.27	0.00	0.94	0.97	0.00	1.33
Avail Cap(c_a), veh/h	228	759	404	50	643	317	247	0	461	238	0	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.8	49.7	49.7	62.7	46.0	46.2	50.7	0.0	36.8	50.9	0.0	38.7
Incr Delay (d2), s/veh	10.9	80.2	90.5	58.1	0.5	1.2	149.3	0.0	28.1	50.5	0.0	161.7
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	2.7	22.0	24.5	1.9	4.8	5.1	19.0	0.0	18.5	11.6	0.0	36.6
LnGrp Delay(d),s/veh	70.7	129.9	140.2	120.8	46.5	47.4	200.1	0.0	64.8	101.4	0.0	200.4
LnGrp LOS	E	F	F	F	D	D	F		E	F		F
Approach Vol, veh/h		1470			490			749			835	
Approach Delay, s/veh		127.6			52.1			121.5			172.9	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	34.0	32.0	56.0	12.0	29.4	31.0	57.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	30.0	28.0	52.0	10.0	24.0	27.0	53.0
Max Q Clear Time (g_c+I1), s	4.8	32.0	30.0	54.0	8.0	13.1	28.1	50.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	7.4	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	126.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	357	123	50	363	30	156	405	100	69	300	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	47	376	129	53	382	32	164	426	105	73	316	74
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	410	814	275	368	1036	86	506	808	197	424	686	159
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.10	0.30	0.30	0.06	0.25	0.25
Sat Flow, veh/h	933	2510	850	858	3196	267	1619	2726	666	1619	2760	637
Grp Volume(v), veh/h	47	255	250	53	204	210	164	266	265	73	194	196
Grp Sat Flow(s),veh/h/ln	933	1710	1650	858	1710	1753	1619	1710	1682	1619	1710	1688
Q Serve(g_s), s	1.5	4.4	4.5	2.0	3.4	3.4	2.7	4.8	4.9	1.2	3.6	3.7
Cycle Q Clear(g_c), s	4.9	4.4	4.5	6.5	3.4	3.4	2.7	4.8	4.9	1.2	3.6	3.7
Prop In Lane	1.00		0.52	1.00		0.15	1.00		0.40	1.00		0.38
Lane Grp Cap(c), veh/h	410	554	535	368	554	568	506	507	498	424	425	420
V/C Ratio(X)	0.11	0.46	0.47	0.14	0.37	0.37	0.32	0.52	0.53	0.17	0.46	0.47
Avail Cap(c_a), veh/h	509	736	710	459	736	754	598	828	814	506	736	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	10.0	10.0	12.6	9.6	9.7	8.9	10.9	10.9	9.5	11.8	11.9
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.2	0.4	0.4	0.4	0.8	0.9	0.2	0.8	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	0.4	2.1	2.1	0.5	1.6	1.7	1.2	2.3	2.3	0.5	1.8	1.8
LnGrp Delay(d),s/veh	11.7	10.6	10.7	12.8	10.0	10.1	9.2	11.8	11.8	9.7	12.6	12.7
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		552			467			695			463	
Approach Delay, s/veh		10.7			10.4			11.2			12.2	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		16.1	7.9	13.2		16.1	6.1	15.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	4.0	18.0
Max Q Clear Time (g_c+I1), s		6.9	4.7	5.7		8.5	3.2	6.9
Green Ext Time (p_c), s		4.1	0.1	3.6		3.6	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	337	347	0	362	16	267	237	6	53	747	31
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	1000	0	1000	1000	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	355	365	0	381	17	281	249	6	56	786	33
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	231	238	0	486	22	198	1068	26	69	780	33
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.51	0.12	0.31	0.31	0.04	0.23	0.23
Sat Flow, veh/h	0	453	465	0	950	42	1619	3413	82	1619	3345	140
Grp Volume(v), veh/h	0	0	720	0	0	398	281	124	131	56	402	417
Grp Sat Flow(s),veh/h/ln	0	0	918	0	0	993	1619	1710	1786	1619	1710	1775
Q Serve(g_s), s	0.0	0.0	46.0	0.0	0.0	29.5	11.0	4.9	4.9	3.1	21.0	21.0
Cycle Q Clear(g_c), s	0.0	0.0	46.0	0.0	0.0	29.5	11.0	4.9	4.9	3.1	21.0	21.0
Prop In Lane	0.00		0.51	0.00		0.04	1.00		0.05	1.00		0.08
Lane Grp Cap(c), veh/h	0	0	469	0	0	507	198	535	559	69	399	414
V/C Ratio(X)	0.00	0.00	1.53	0.00	0.00	0.78	1.42	0.23	0.23	0.81	1.01	1.01
Avail Cap(c_a), veh/h	0	0	469	0	0	507	198	535	559	126	399	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	22.0	0.0	0.0	18.0	39.5	22.9	22.9	42.7	34.5	34.5
Incr Delay (d2), s/veh	0.0	0.0	251.2	0.0	0.0	7.9	215.9	0.2	0.2	19.5	46.8	46.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	44.2	0.0	0.0	9.1	16.8	2.3	2.4	1.8	15.1	15.5
LnGrp Delay(d),s/veh	0.0	0.0	273.2	0.0	0.0	25.9	255.4	23.1	23.1	62.3	81.3	80.6
LnGrp LOS			F			C	F	C	C	E	F	F
Approach Vol, veh/h		720			398			536			875	
Approach Delay, s/veh		273.2			25.9			144.9			79.7	
Approach LOS		F			C			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	32.2		50.0	15.0	25.0		50.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	25.0		46.0	11.0	21.0		46.0
Max Q Clear Time (g_c+I1), s	5.1	6.9		48.0	13.0	23.0		31.5
Green Ext Time (p_c), s	0.0	5.6		0.0	0.0	0.0		6.2

Intersection Summary	
HCM 2010 Ctrl Delay	140.1
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	228	257	0	56	247	0	124	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	240	271	0	59	260	0	131	46
Number of Lanes	0	2	0	0	0	2	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.3	10.4	10.6
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	48%	0%	0%	40%	0%
Vol Thru, %	0%	0%	100%	23%	60%	100%
Vol Right, %	0%	52%	0%	77%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	85	152	333	138	165
LT Vol	83	41	0	0	56	0
Through Vol	0	0	152	76	82	165
RT Vol	0	44	0	257	0	0
Lane Flow Rate	87	90	160	351	146	173
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.167	0.157	0.24	0.472	0.232	0.267
Departure Headway (Hd)	6.923	6.297	5.394	4.849	5.859	5.654
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	521	573	659	733	616	640
Service Time	4.623	3.997	3.187	2.642	3.559	3.354
HCM Lane V/C Ratio	0.167	0.157	0.243	0.479	0.237	0.27
HCM Control Delay	11	10.2	9.9	12	10.3	10.4
HCM Lane LOS	B	B	A	B	B	B
HCM 95th-tile Q	0.6	0.6	0.9	2.5	0.9	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	243	97	77	267	135	100	398	38	90	643	143
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	67	256	102	81	281	142	105	419	40	95	677	151
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
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	79	1071	479	326	626	390	129	1175	112	116	1246	632
Arrive On Green	0.05	0.31	0.31	0.18	0.18	0.18	0.08	0.37	0.37	0.07	0.36	0.36
Sat Flow, veh/h	1619	3420	1530	982	3420	1530	1619	3157	300	1619	3420	1530
Grp Volume(v), veh/h	67	256	102	81	281	142	105	226	233	95	677	151
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	982	1710	1530	1619	1710	1747	1619	1710	1530
Q Serve(g_s), s	2.0	2.7	2.4	3.6	3.6	3.8	3.2	4.7	4.8	2.9	7.8	3.2
Cycle Q Clear(g_c), s	2.0	2.7	2.4	3.6	3.6	3.8	3.2	4.7	4.8	2.9	7.8	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	79	1071	479	326	626	390	129	636	650	116	1246	632
V/C Ratio(X)	0.84	0.24	0.21	0.25	0.45	0.36	0.81	0.36	0.36	0.82	0.54	0.24
Avail Cap(c_a), veh/h	131	1661	743	464	1107	605	197	636	650	197	1246	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	12.6	12.5	18.0	18.0	15.1	22.4	11.2	11.2	22.6	12.5	9.4
Incr Delay (d2), s/veh	21.9	0.1	0.2	0.4	0.5	0.6	13.9	1.6	1.5	12.8	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.3	1.0	1.0	1.7	1.6	1.9	2.5	2.5	1.7	4.0	1.5
LnGrp Delay(d),s/veh	45.2	12.7	12.7	18.4	18.5	15.7	36.3	12.8	12.8	35.4	14.2	10.3
LnGrp LOS	D	B	B	B	B	B	D	B	B	D	B	B
Approach Vol, veh/h		425			504			564			923	
Approach Delay, s/veh		17.8			17.7			17.2			15.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	22.4		19.5	7.9	22.0	6.4	13.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	18.0		24.0	6.0	18.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	4.9	6.8		4.7	5.2	9.8	4.0	5.8
Green Ext Time (p_c), s	0.0	5.7		4.3	0.0	4.6	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	57	207	125	108	334	33	69	170	50	24	316	251
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	60	218	132	114	352	35	73	179	53	25	333	264
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
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	430	673	391	441	1016	100	461	1184	341	655	812	691
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	956	2084	1212	989	3144	311	788	2622	755	1102	1800	1530
Grp Volume(v), veh/h	60	177	173	114	190	197	73	115	117	25	333	264
Grp Sat Flow(s),veh/h/ln	956	1710	1586	989	1710	1745	788	1710	1667	1102	1800	1530
Q Serve(g_s), s	1.8	2.8	2.9	3.5	3.0	3.0	2.4	1.4	1.5	0.5	4.4	4.1
Cycle Q Clear(g_c), s	4.9	2.8	2.9	6.4	3.0	3.0	6.9	1.4	1.5	2.0	4.4	4.1
Prop In Lane	1.00		0.76	1.00		0.18	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	430	552	512	441	552	564	461	772	752	655	812	691
V/C Ratio(X)	0.14	0.32	0.34	0.26	0.34	0.35	0.16	0.15	0.16	0.04	0.41	0.38
Avail Cap(c_a), veh/h	552	772	716	568	772	788	461	772	752	655	812	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	9.1	9.1	11.6	9.1	9.2	8.9	5.7	5.7	6.3	6.5	6.4
Incr Delay (d2), s/veh	0.1	0.3	0.4	0.3	0.4	0.4	0.7	0.4	0.4	0.1	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.3	1.3	1.0	1.4	1.5	0.6	0.7	0.7	0.2	2.5	2.0
LnGrp Delay(d),s/veh	11.2	9.4	9.5	11.9	9.5	9.5	9.6	6.1	6.2	6.4	8.1	8.1
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		410			501			305			622	
Approach Delay, s/veh		9.7			10.1			7.0			8.0	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		15.4		20.0		15.4
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		8.9		6.9		6.4		8.4
Green Ext Time (p_c), s		2.7		3.4		3.2		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	311	178	337	419	2	159	0	134	0	0	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1800	1800	1700	1800	1800	1700	0	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	327	187	355	441	2	167	0	141	0	0	6
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1150	644	473	1898	9	197	0	0	0	0	300
Arrive On Green	0.00	0.54	0.54	0.54	0.54	0.54	0.12	0.00	0.00	0.00	0.00	0.20
Sat Flow, veh/h	0	2206	1185	851	3491	16	1619	167		0	0	1530
Grp Volume(v), veh/h	0	263	251	355	216	227	167	63.1		0	0	6
Grp Sat Flow(s),veh/h/ln	0	1710	1591	851	1710	1797	1619	E		0	0	1530
Q Serve(g_s), s	0.0	7.2	7.4	33.7	5.7	5.7	8.8			0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	7.2	7.4	41.1	5.7	5.7	8.8			0.0	0.0	0.3
Prop In Lane	0.00		0.74	1.00		0.01	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	0	930	865	473	930	977	197			0	0	300
V/C Ratio(X)	0.00	0.28	0.29	0.75	0.23	0.23	0.85			0.00	0.00	0.02
Avail Cap(c_a), veh/h	0	986	917	501	986	1036	205			0	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.7	10.7	21.9	10.3	10.3	37.3			0.0	0.0	28.1
Incr Delay (d2), s/veh	0.0	0.2	0.2	5.9	0.1	0.1	25.8			0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	3.3	8.6	2.7	2.9	5.3			0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	10.8	10.9	27.8	10.5	10.5	63.1			0.0	0.0	28.3
LnGrp LOS		B	B	C	B	B	E					C
Approach Vol, veh/h		514			798						6	
Approach Delay, s/veh		10.9			18.2						28.3	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	5	6		8
Phs Duration (G+Y+Rc), s				51.2	14.6	21.0		51.2
Change Period (Y+Rc), s				4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s				50.0	11.0	17.0		50.0
Max Q Clear Time (g_c+I1), s				9.4	10.8	2.3		43.1
Green Ext Time (p_c), s				9.9	0.0	0.0		4.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	137	15	123	199	141	16	421	106	65	462	30
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	20	144	16	129	209	148	17	443	112	68	486	32
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	432	44	532	302	214	124	1207	297	223	1290	82
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	72	1402	144	1176	982	695	32	2616	644	208	2797	179
Grp Volume(v), veh/h	180	0	0	129	0	357	307	0	265	298	0	288
Grp Sat Flow(s),veh/h/ln	1618	0	0	1176	0	1677	1768	0	1524	1576	0	1606
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	6.5	0.0	0.0	3.9	0.0	0.0	4.1
Cycle Q Clear(g_c), s	6.6	0.0	0.0	3.7	0.0	6.5	3.8	0.0	3.9	3.7	0.0	4.1
Prop In Lane	0.11		0.09	1.00		0.41	0.06		0.42	0.23		0.11
Lane Grp Cap(c), veh/h	613	0	0	532	0	516	925	0	703	855	0	741
V/C Ratio(X)	0.29	0.00	0.00	0.24	0.00	0.69	0.33	0.00	0.38	0.35	0.00	0.39
Avail Cap(c_a), veh/h	865	0	0	713	0	774	925	0	703	855	0	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	0.0	9.6	0.0	10.6	6.1	0.0	6.1	6.0	0.0	6.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	1.7	1.0	0.0	1.5	1.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.0	0.0	3.2	2.1	0.0	1.9	2.1	0.0	2.1
LnGrp Delay(d),s/veh	9.5	0.0	0.0	9.8	0.0	12.2	7.0	0.0	7.6	7.2	0.0	7.7
LnGrp LOS	A			A		B	A		A	A		A
Approach Vol, veh/h		180			486			572			586	
Approach Delay, s/veh		9.5			11.6			7.3			7.4	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		14.7		20.0		14.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.9		8.6		6.1		8.5
Green Ext Time (p_c), s		4.7		2.1		4.7		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	198	50	295	550	31	73	348	184	35	598	45
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	36	208	53	311	579	33	77	366	194	37	629	47
Adj No. of Lanes	1	2	0	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	489	122	414	988	442	93	1151	515	52	1004	75
Arrive On Green	0.03	0.18	0.18	0.14	0.29	0.29	0.06	0.34	0.34	0.03	0.31	0.31
Sat Flow, veh/h	1619	2714	676	2956	3420	1530	1619	3420	1530	1619	3227	241
Grp Volume(v), veh/h	36	129	132	311	579	33	77	366	194	37	333	343
Grp Sat Flow(s),veh/h/ln	1619	1710	1681	1478	1710	1530	1619	1710	1530	1619	1710	1758
Q Serve(g_s), s	1.1	3.4	3.6	5.2	7.5	0.8	2.4	4.1	5.0	1.2	8.6	8.6
Cycle Q Clear(g_c), s	1.1	3.4	3.6	5.2	7.5	0.8	2.4	4.1	5.0	1.2	8.6	8.6
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	51	308	303	414	988	442	93	1151	515	52	532	547
V/C Ratio(X)	0.71	0.42	0.44	0.75	0.59	0.07	0.83	0.32	0.38	0.72	0.63	0.63
Avail Cap(c_a), veh/h	157	532	523	460	1264	565	126	1151	515	126	532	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	18.7	18.8	21.2	15.6	13.3	24.0	12.7	13.0	24.7	15.1	15.2
Incr Delay (d2), s/veh	16.7	0.9	1.0	6.1	0.6	0.1	27.2	0.7	2.1	16.7	5.5	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	0.7	1.7	1.7	2.5	3.5	0.3	1.8	2.0	2.4	0.8	4.8	4.9
LnGrp Delay(d),s/veh	41.4	19.6	19.7	27.3	16.2	13.4	51.2	13.4	15.1	41.4	20.6	20.5
LnGrp LOS	D	B	B	C	B	B	D	B	B	D	C	C
Approach Vol, veh/h		297			923			637			713	
Approach Delay, s/veh		22.3			19.9			18.5			21.7	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	21.3	11.2	13.3	6.9	20.0	5.6	18.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	16.0	8.0	16.0	4.0	16.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	3.2	7.0	7.2	5.6	4.4	10.6	3.1	9.5
Green Ext Time (p_c), s	0.0	4.4	0.1	3.7	0.0	3.0	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	6	6	338	8	87	4	469	300	104	820	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	1	6	6	356	8	92	4	494	316	109	863	6
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	56	56	397	25	286	7	1759	548	133	2195	15
Arrive On Green	0.00	0.07	0.07	0.13	0.20	0.20	0.00	0.36	0.36	0.08	0.44	0.44
Sat Flow, veh/h	1619	827	827	2956	124	1425	1619	4914	1530	1619	5035	35
Grp Volume(v), veh/h	1	0	12	356	0	100	4	494	316	109	561	308
Grp Sat Flow(s),veh/h/ln	1619	0	1654	1478	0	1549	1619	1638	1530	1619	1638	1794
Q Serve(g_s), s	0.0	0.0	0.3	5.3	0.0	2.5	0.1	3.2	7.5	3.0	5.2	5.2
Cycle Q Clear(g_c), s	0.0	0.0	0.3	5.3	0.0	2.5	0.1	3.2	7.5	3.0	5.2	5.2
Prop In Lane	1.00		0.50	1.00		0.92	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	4	0	112	397	0	311	7	1759	548	133	1428	782
V/C Ratio(X)	0.28	0.00	0.11	0.90	0.00	0.32	0.57	0.28	0.58	0.82	0.39	0.39
Avail Cap(c_a), veh/h	145	0	592	397	0	624	145	1759	548	145	1428	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	19.6	19.0	0.0	15.3	22.2	10.2	11.6	20.2	8.6	8.6
Incr Delay (d2), s/veh	36.8	0.0	0.4	22.4	0.0	0.6	56.7	0.4	4.4	27.7	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	3.4	0.0	1.1	0.2	1.5	3.8	2.3	2.5	2.9
LnGrp Delay(d),s/veh	59.1	0.0	20.0	41.4	0.0	15.9	79.0	10.6	16.0	47.9	9.4	10.1
LnGrp LOS	E		B	D		B	E	B	B	D	A	B
Approach Vol, veh/h		13			456			814			978	
Approach Delay, s/veh		23.0			35.8			13.1			13.9	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	20.0	10.0	7.0	4.2	23.5	4.0	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	16.0	6.0	16.0	4.0	16.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	5.0	9.5	7.3	2.3	2.1	7.2	2.0	4.5
Green Ext Time (p_c), s	0.0	4.5	0.0	0.4	0.0	5.6	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	33	166	23	22	12	157	742	0	21	835	222
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1534	1660	1530	1615	3420	1530	1615	4914		1615	3420	1530
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1534	1660	1530	1615	3420	1530	1615	4914		1615	3420	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	35	175	24	23	13	165	781	0	22	879	234
RTOR Reduction (vph)	0	0	129	0	0	12	0	0	0	0	0	140
Lane Group Flow (vph)	89	89	46	24	23	1	165	781	0	22	879	94
Turn Type	Split	NA	pt+ov	Split	NA	Prot	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8	8	5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	8.7	8.7	15.8	3.9	3.9	3.9	7.1	30.3		0.7	23.9	23.9
Effective Green, g (s)	8.7	8.7	15.8	3.9	3.9	3.9	7.1	30.3		0.7	23.9	23.9
Actuated g/C Ratio	0.15	0.15	0.27	0.07	0.07	0.07	0.12	0.51		0.01	0.40	0.40
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	223	242	405	105	223	100	192	2498		18	1371	613
v/s Ratio Prot	c0.06	0.05	0.03	c0.01	0.01	0.00	c0.10	0.16		0.01	c0.26	
v/s Ratio Perm												0.06
v/c Ratio	0.40	0.37	0.11	0.23	0.10	0.01	0.86	0.31		1.22	0.64	0.15
Uniform Delay, d1	23.1	23.0	16.6	26.4	26.2	26.0	25.8	8.6		29.4	14.4	11.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.2	0.9	0.1	1.1	0.2	0.0	29.6	0.3		289.8	2.3	0.5
Delay (s)	24.3	23.9	16.7	27.5	26.4	26.1	55.4	8.9		319.2	16.7	11.9
Level of Service	C	C	B	C	C	C	E	A		F	B	B
Approach Delay (s)		20.4			26.8			17.0			21.6	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	59.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	181	131	86	234	149	58	628	48	107	615	70
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	89	191	138	91	246	157	61	661	51	113	647	74
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	409	281	360	415	256	73	1135	87	185	1145	131
Arrive On Green	0.07	0.21	0.21	0.06	0.20	0.20	0.05	0.35	0.35	0.06	0.37	0.37
Sat Flow, veh/h	1619	1942	1333	1619	2036	1253	1619	3218	248	2956	3094	353
Grp Volume(v), veh/h	89	167	162	91	205	198	61	351	361	113	357	364
Grp Sat Flow(s),veh/h/ln	1619	1710	1565	1619	1710	1579	1619	1710	1756	1478	1710	1738
Q Serve(g_s), s	2.8	4.4	4.7	2.2	5.5	5.8	1.9	8.5	8.5	1.9	8.5	8.5
Cycle Q Clear(g_c), s	2.8	4.4	4.7	2.2	5.5	5.8	1.9	8.5	8.5	1.9	8.5	8.5
Prop In Lane	1.00		0.85	1.00		0.79	1.00		0.14	1.00		0.20
Lane Grp Cap(c), veh/h	109	360	330	360	349	322	73	603	619	185	633	643
V/C Ratio(X)	0.82	0.46	0.49	0.25	0.59	0.61	0.83	0.58	0.58	0.61	0.56	0.57
Avail Cap(c_a), veh/h	190	536	491	452	536	495	127	603	619	232	633	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	17.6	17.7	14.8	18.4	18.5	24.2	13.5	13.5	23.3	12.8	12.8
Incr Delay (d2), s/veh	13.7	0.9	1.1	0.4	1.6	1.9	20.4	4.1	4.0	3.2	3.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	2.1	1.0	2.8	2.7	1.3	4.7	4.8	0.9	4.6	4.7
LnGrp Delay(d),s/veh	37.2	18.5	18.9	15.2	20.0	20.4	44.6	17.5	17.4	26.6	16.4	16.4
LnGrp LOS	D	B	B	B	B	C	D	B	B	C	B	B
Approach Vol, veh/h		418			494			773			834	
Approach Delay, s/veh		22.6			19.3			19.6			17.8	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	22.0	7.1	14.7	6.3	22.9	7.4	14.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	18.0	6.0	16.0	4.0	18.0	6.0	16.0
Max Q Clear Time (g_c+I1), s	3.9	10.5	4.2	6.7	3.9	10.5	4.8	7.8
Green Ext Time (p_c), s	0.0	4.6	0.0	2.8	0.0	4.6	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	22	65	97	78	48	345	852	62	28	561	47
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.99		1.00	0.99	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1534	1673	1530	1615	1696		2949	4864		1615	4858	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1534	1673	1530	1615	1696		2949	4864		1615	4858	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	59	23	68	102	82	51	363	897	65	29	591	49
RTOR Reduction (vph)	0	0	0	0	31	0	0	10	0	0	11	0
Lane Group Flow (vph)	41	41	68	102	102	0	363	952	0	29	629	0
Turn Type	Split	NA	Prot	Split	NA		Split	NA		Split	NA	
Protected Phases	4	4	4	8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	6.7	6.7	6.7	7.7	7.7		16.8	16.8		16.8	16.8	
Effective Green, g (s)	6.7	6.7	6.7	7.7	7.7		16.8	16.8		16.8	16.8	
Actuated g/C Ratio	0.10	0.10	0.10	0.12	0.12		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	175	160	194	204		774	1276		423	1275	
v/s Ratio Prot	0.03	0.02	c0.04	c0.06	0.06		0.12	c0.20		0.02	c0.13	
v/s Ratio Perm												
v/c Ratio	0.26	0.23	0.42	0.53	0.50		0.47	0.75		0.07	0.49	
Uniform Delay, d1	26.4	26.3	26.8	26.4	26.4		19.8	21.6		17.7	20.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.7	1.8	2.6	1.9		2.0	4.0		0.3	1.4	
Delay (s)	27.2	27.0	28.7	29.0	28.3		21.9	25.7		18.0	21.4	
Level of Service	C	C	C	C	C		C	C		B	C	
Approach Delay (s)		27.8			28.6			24.6			21.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	661	0	387	459	1003	0	1	492	446
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.97	0.85	1.00	1.00			0.95	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1532	1454	1615	3420			4427	1316
Flt Permitted				0.95	0.96	1.00	0.20	1.00			0.94	1.00
Satd. Flow (perm)				1534	1532	1454	348	3420			4156	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	696	0	407	483	1056	0	1	518	469
RTOR Reduction (vph)	0	0	0	0	66	71	0	0	0	0	137	167
Lane Group Flow (vph)	0	0	0	383	312	271	483	1056	0	0	617	67
Turn Type				Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)				16.7	16.7	16.7	35.0	35.0			17.0	17.0
Effective Green, g (s)				16.7	16.7	16.7	35.0	35.0			17.0	17.0
Actuated g/C Ratio				0.28	0.28	0.28	0.59	0.59			0.28	0.28
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				429	428	406	501	2005			1183	374
v/s Ratio Prot							c0.23	0.31				
v/s Ratio Perm				c0.25	0.20	0.19	c0.34				0.15	0.05
v/c Ratio				0.89	0.73	0.67	0.96	0.53			0.52	0.18
Uniform Delay, d1				20.6	19.5	19.0	12.9	7.4			17.9	16.1
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				20.3	6.3	4.1	31.0	1.0			1.6	1.0
Delay (s)				40.9	25.8	23.1	43.9	8.4			19.6	17.1
Level of Service				D	C	C	D	A			B	B
Approach Delay (s)		0.0			30.2			19.5			19.0	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	766	0	578	0	0	0	0	704	214	199	943	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.97		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1624	2693					4742		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.20	1.00	
Satd. Flow (perm)	1534	1624	2693					4742		340	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	806	0	608	0	0	0	0	741	225	209	993	0
RTOR Reduction (vph)	0	0	90	0	0	0	0	109	0	0	0	0
Lane Group Flow (vph)	403	403	518	0	0	0	0	857	0	209	993	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	17.0	17.0	17.0					16.0		25.0	25.0	
Effective Green, g (s)	17.0	17.0	17.0					16.0		25.0	25.0	
Actuated g/C Ratio	0.34	0.34	0.34					0.32		0.50	0.50	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	521	552	915					1517		297	1710	
v/s Ratio Prot	c0.26	0.25	0.19					0.18		0.07	c0.29	
v/s Ratio Perm										c0.28		
v/c Ratio	0.77	0.73	0.57					0.56		0.70	0.58	
Uniform Delay, d1	14.8	14.5	13.5					14.1		8.3	8.8	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	7.0	4.9	0.8					1.5		7.4	1.4	
Delay (s)	21.8	19.4	14.3					15.6		15.6	10.3	
Level of Service	C	B	B					B		B	B	
Approach Delay (s)		17.9			0.0			15.6			11.2	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	203	241	118	242	180	76	671	45	150	1225	243
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	76	214	254	124	255	189	80	706	47	158	1289	256
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	95	308	275	151	409	292	176	1550	103	421	1443	283
Arrive On Green	0.06	0.18	0.18	0.09	0.21	0.21	0.04	0.48	0.48	0.07	0.51	0.51
Sat Flow, veh/h	1619	1710	1530	1619	1906	1363	1619	3255	217	1619	2851	560
Grp Volume(v), veh/h	76	214	254	124	228	216	80	371	382	158	767	778
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1559	1619	1710	1762	1619	1710	1701
Q Serve(g_s), s	4.1	10.4	14.5	6.7	10.7	11.2	2.2	12.9	12.9	4.3	35.7	37.0
Cycle Q Clear(g_c), s	4.1	10.4	14.5	6.7	10.7	11.2	2.2	12.9	12.9	4.3	35.7	37.0
Prop In Lane	1.00		1.00	1.00		0.87	1.00		0.12	1.00		0.33
Lane Grp Cap(c), veh/h	95	308	275	151	367	335	176	814	839	421	865	861
V/C Ratio(X)	0.80	0.70	0.92	0.82	0.62	0.65	0.45	0.46	0.46	0.38	0.89	0.90
Avail Cap(c_a), veh/h	164	308	275	164	367	335	183	814	839	489	865	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	34.2	35.9	39.6	31.7	31.9	19.5	15.6	15.6	11.1	19.7	20.0
Incr Delay (d2), s/veh	14.2	6.7	34.5	25.7	3.2	4.3	1.8	1.8	1.8	0.6	13.0	14.7
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	2.2	5.5	8.8	4.1	5.4	5.2	1.1	6.5	6.7	1.9	19.7	20.8
LnGrp Delay(d),s/veh	55.6	40.9	70.3	65.3	34.9	36.1	21.4	17.4	17.4	11.7	32.6	34.7
LnGrp LOS	E	D	E	E	C	D	C	B	B	B	C	C
Approach Vol, veh/h		544			568			833			1703	
Approach Delay, s/veh		56.7			42.0			17.8			31.6	
Approach LOS		E			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	46.4	12.3	20.0	7.6	49.0	9.2	23.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	39.0	9.0	16.0	4.0	45.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	6.3	14.9	8.7	16.5	4.2	39.0	6.1	13.2
Green Ext Time (p_c), s	0.1	16.9	0.0	0.0	0.0	5.2	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	10	31	7	6	5	151	600	52	4	482	95
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	211	11	33	7	6	5	159	632	55	4	507	100
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	1
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	262	14	41	11	10	8	198	826	72	7	697	593
Arrive On Green	0.19	0.19	0.19	0.02	0.02	0.02	0.12	0.51	0.51	0.00	0.39	0.39
Sat Flow, veh/h	1400	73	219	655	562	468	1619	1633	142	1619	1800	1530
Grp Volume(v), veh/h	255	0	0	18	0	0	159	0	687	4	507	100
Grp Sat Flow(s),veh/h/ln	1691	0	0	1685	0	0	1619	0	1775	1619	1800	1530
Q Serve(g_s), s	8.1	0.0	0.0	0.6	0.0	0.0	5.4	0.0	17.5	0.1	13.5	2.4
Cycle Q Clear(g_c), s	8.1	0.0	0.0	0.6	0.0	0.0	5.4	0.0	17.5	0.1	13.5	2.4
Prop In Lane	0.83		0.13	0.39		0.28	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	316	0	0	29	0	0	198	0	898	7	697	593
V/C Ratio(X)	0.81	0.00	0.00	0.61	0.00	0.00	0.80	0.00	0.77	0.57	0.73	0.17
Avail Cap(c_a), veh/h	483	0	0	481	0	0	347	0	1204	116	964	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	27.3	0.0	0.0	23.9	0.0	11.2	27.8	14.6	11.2
Incr Delay (d2), s/veh	5.8	0.0	0.0	18.9	0.0	0.0	7.3	0.0	2.1	57.6	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	0.4	0.0	0.0	2.8	0.0	8.9	0.2	7.0	1.0
LnGrp Delay(d),s/veh	27.6	0.0	0.0	46.2	0.0	0.0	31.2	0.0	13.3	85.5	16.4	11.4
LnGrp LOS	C			D			C		B	F	B	B
Approach Vol, veh/h		255			18			846			611	
Approach Delay, s/veh		27.6			46.2			16.6			16.0	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.2	32.3		14.5	10.9	25.7		5.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	12.0	30.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	19.5		10.1	7.4	15.5		2.6
Green Ext Time (p_c), s	0.0	7.0		0.6	0.1	6.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	0	56	0	0	5	33	443	0	121	298	31
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	0	1800				1700	1800	0	1800	1800	1800
Adj Flow Rate, veh/h	47	0	59				35	466	0	127	314	33
Adj No. of Lanes	1	0	1				1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	95	0	90				626	696	0	180	446	540
Arrive On Green	0.06	0.00	0.06				0.39	0.39	0.00	0.35	0.35	0.35
Sat Flow, veh/h	1619	0	1530				1619	1800	0	511	1263	1530
Grp Volume(v), veh/h	47	0	59				35	466	0	441	0	33
Grp Sat Flow(s),veh/h/ln	1619	0	1530				1619	1800	0	1774	0	1530
Q Serve(g_s), s	1.7	0.0	2.2				0.8	12.8	0.0	12.7	0.0	0.8
Cycle Q Clear(g_c), s	1.7	0.0	2.2				0.8	12.8	0.0	12.7	0.0	0.8
Prop In Lane	1.00		1.00				1.00		0.00	0.29		1.00
Lane Grp Cap(c), veh/h	95	0	90				626	696	0	626	0	540
V/C Ratio(X)	0.49	0.00	0.65				0.06	0.67	0.00	0.70	0.00	0.06
Avail Cap(c_a), veh/h	109	0	103				626	696	0	626	0	540
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	27.4				11.4	15.1	0.0	16.6	0.0	12.7
Incr Delay (d2), s/veh	3.9	0.0	11.6				0.2	5.1	0.0	6.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.2				0.4	7.3	0.0	7.4	0.0	0.0
LnGrp Delay(d),s/veh	31.0	0.0	39.0				11.6	20.2	0.0	23.1	0.0	13.0
LnGrp LOS	C		D				B	C		C		B
Approach Vol, veh/h		106						501			474	
Approach Delay, s/veh		35.5						19.6			22.4	
Approach LOS		D						B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		27.0		7.5		25.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		23.0		4.0		21.0		
Max Q Clear Time (g_c+I1), s		14.8		4.2		14.7		
Green Ext Time (p_c), s		1.7		0.0		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	657	2	0	0	0	2	6	11	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	692	2	0	0	0	2	6	12	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	1386	1387	2
Stage 1	-	-	-	-	-	-	1385	1385	-
Stage 2	-	-	-	-	-	-	1	2	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1634	-	-	159	144	1088
Stage 1	-	-	-	-	-	-	234	213	-
Stage 2	-	-	-	-	-	-	1028	898	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1634	-	-	1634	-	-	92	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	92	0	-
Stage 1	-	-	-	-	-	-	135	0	-
Stage 2	-	-	-	-	-	-	1028	0	-

Approach	EB	WB	NB
HCM Control Delay, s	8.8	0	41.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	119	1634	-	-	1634	-	-
HCM Lane V/C Ratio	0.168	0.423	-	-	-	-	-
HCM Control Delay (s)	41.3	8.8	0	-	0	-	-
HCM Lane LOS	E	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.6	2.2	-	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	234	114	338	114	119	43	33	354	41	183	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	27	246	120	356	120	125	45	35	373	43	193	20
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	37	355	168	395	648	580	35	27	292	50	225	23
Arrive On Green	0.02	0.16	0.16	0.24	0.38	0.38	0.23	0.23	0.23	0.17	0.17	0.17
Sat Flow, veh/h	1619	2256	1066	1619	1710	1530	155	121	1288	296	1328	138
Grp Volume(v), veh/h	27	185	181	356	120	125	453	0	0	256	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1612	1619	1710	1530	1565	0	0	1761	0	0
Q Serve(g_s), s	1.3	8.1	8.5	16.9	3.7	4.4	18.0	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear(g_c), s	1.3	8.1	8.5	16.9	3.7	4.4	18.0	0.0	0.0	11.2	0.0	0.0
Prop In Lane	1.00		0.66	1.00		1.00	0.10		0.82	0.17		0.08
Lane Grp Cap(c), veh/h	37	269	254	395	648	580	355	0	0	299	0	0
V/C Ratio(X)	0.74	0.69	0.71	0.90	0.19	0.22	1.28	0.00	0.00	0.86	0.00	0.00
Avail Cap(c_a), veh/h	123	367	346	470	733	656	355	0	0	355	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.5	31.5	31.7	29.1	16.5	16.7	30.6	0.0	0.0	32.0	0.0	0.0
Incr Delay (d2), s/veh	24.7	3.2	4.4	18.3	0.1	0.2	144.1	0.0	0.0	16.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.0	4.1	9.5	1.8	1.9	21.9	0.0	0.0	6.7	0.0	0.0
LnGrp Delay(d),s/veh	63.2	34.7	36.1	47.3	16.6	16.8	174.7	0.0	0.0	48.1	0.0	0.0
LnGrp LOS	E	C	D	D	B	B	F			D		
Approach Vol, veh/h		393			601			453			256	
Approach Delay, s/veh		37.3			34.9			174.7			48.1	
Approach LOS		D			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.3	16.5		17.5	5.8	34.0		22.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	23.0	17.0		16.0	6.0	34.0		18.0
Max Q Clear Time (g_c+I1), s	18.9	10.5		13.2	3.3	6.4		20.0
Green Ext Time (p_c), s	0.5	2.0		0.3	0.0	4.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	74.6
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	501	0	0	416	311	147	5	659	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1800	1800	0	0	1800	1800	1800	1800	1800			
Adj Flow Rate, veh/h	132	527	0	0	438	327	155	5	694			
Adj No. of Lanes	0	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	198	830	0	0	749	556	756	24	695			
Arrive On Green	0.40	0.40	0.00	0.00	0.40	0.40	0.45	0.45	0.45			
Sat Flow, veh/h	258	2158	0	0	1964	1391	1663	54	1530			
Grp Volume(v), veh/h	295	364	0	0	400	365	160	0	694			
Grp Sat Flow(s),veh/h/ln	778	1556	0	0	1710	1555	1717	0	1530			
Q Serve(g_s), s	10.7	10.1	0.0	0.0	10.1	10.1	3.1	0.0	24.9			
Cycle Q Clear(g_c), s	20.8	10.1	0.0	0.0	10.1	10.1	3.1	0.0	24.9			
Prop In Lane	0.45		0.00	0.00		0.89	0.97		1.00			
Lane Grp Cap(c), veh/h	406	622	0	0	684	622	780	0	695			
V/C Ratio(X)	0.73	0.59	0.00	0.00	0.58	0.59	0.21	0.00	1.00			
Avail Cap(c_a), veh/h	406	622	0	0	684	622	780	0	695			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.2	12.9	0.0	0.0	12.9	12.9	9.0	0.0	15.0			
Incr Delay (d2), s/veh	6.4	1.4	0.0	0.0	1.3	1.4	0.1	0.0	33.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.1	4.5	0.0	0.0	4.9	4.5	1.5	0.0	16.9			
LnGrp Delay(d),s/veh	23.6	14.3	0.0	0.0	14.2	14.4	9.2	0.0	48.5			
LnGrp LOS	C	B			B	B	A		D			
Approach Vol, veh/h		659			765			854				
Approach Delay, s/veh		18.5			14.3			41.2				
Approach LOS		B			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		26.0				26.0		29.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		22.0				22.0		25.0
Max Q Clear Time (g_c+I1), s		22.8				12.1		26.9
Green Ext Time (p_c), s		0.0				6.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	665	331	83	349	59	404	92	151	60	89	126
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	158	700	348	87	367	62	425	97	159	63	94	133
Adj No. of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
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	194	1028	734	106	722	121	529	503	428	75	264	225
Arrive On Green	0.12	0.30	0.30	0.07	0.25	0.25	0.18	0.28	0.28	0.05	0.15	0.15
Sat Flow, veh/h	1619	3420	1530	1619	2932	491	2956	1800	1530	1619	1800	1530
Grp Volume(v), veh/h	158	700	348	87	213	216	425	97	159	63	94	133
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1713	1478	1800	1530	1619	1800	1530
Q Serve(g_s), s	4.9	9.4	8.0	2.8	5.6	5.7	7.2	2.1	4.3	2.0	2.4	4.2
Cycle Q Clear(g_c), s	4.9	9.4	8.0	2.8	5.6	5.7	7.2	2.1	4.3	2.0	2.4	4.2
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	1028	734	106	421	422	529	503	428	75	264	225
V/C Ratio(X)	0.81	0.68	0.47	0.82	0.50	0.51	0.80	0.19	0.37	0.84	0.36	0.59
Avail Cap(c_a), veh/h	218	1119	774	187	526	527	569	658	559	218	554	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)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	16.0	9.1	24.0	16.9	16.9	20.5	14.3	15.1	24.6	20.0	20.7
Incr Delay (d2), s/veh	18.7	1.5	0.5	14.0	0.9	1.0	7.7	0.2	0.5	21.0	0.8	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.6	3.4	1.6	2.7	2.8	3.5	1.1	1.9	1.3	1.3	1.9
LnGrp Delay(d),s/veh	41.0	17.5	9.6	38.0	17.8	17.9	28.2	14.4	15.6	45.6	20.8	23.2
LnGrp LOS	D	B	A	D	B	B	C	B	B	D	C	C
Approach Vol, veh/h		1206			516			681			290	
Approach Delay, s/veh		18.3			21.2			23.3			27.3	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	19.6	13.3	11.6	10.2	16.8	6.4	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	17.0	10.0	16.0	7.0	16.0	7.0	19.0
Max Q Clear Time (g_c+I1), s	4.8	11.4	9.2	6.2	6.9	7.7	4.0	6.3
Green Ext Time (p_c), s	0.0	3.8	0.1	1.4	0.0	5.1	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	272	1169	189	114	1082	112	224	344	118	155	405	286
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	286	1231	199	120	1139	118	236	362	124	163	426	301
Adj No. of Lanes	2	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	1090	176	90	1056	109	140	323	111	152	255	180
Arrive On Green	0.08	0.26	0.26	0.06	0.23	0.23	0.12	0.38	0.38	0.13	0.39	0.39
Sat Flow, veh/h	2956	4265	689	1619	4525	468	1143	855	293	1143	655	463
Grp Volume(v), veh/h	286	946	484	120	824	433	236	0	486	163	0	727
Grp Sat Flow(s),veh/h/ln	1478	1638	1678	1619	1638	1717	1143	0	1148	1143	0	1118
Q Serve(g_s), s	7.0	23.0	23.0	5.0	21.0	21.0	11.0	0.0	34.0	12.0	0.0	35.0
Cycle Q Clear(g_c), s	7.0	23.0	23.0	5.0	21.0	21.0	11.0	0.0	34.0	12.0	0.0	35.0
Prop In Lane	1.00		0.41	1.00		0.27	1.00		0.26	1.00		0.41
Lane Grp Cap(c), veh/h	230	837	429	90	764	401	140	0	434	152	0	435
V/C Ratio(X)	1.24	1.13	1.13	1.33	1.08	1.08	1.69	0.00	1.12	1.07	0.00	1.67
Avail Cap(c_a), veh/h	230	837	429	90	764	401	140	0	434	152	0	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	33.5	33.5	42.5	34.5	34.5	39.5	0.0	28.0	39.0	0.0	27.5
Incr Delay (d2), s/veh	140.9	73.2	83.7	208.1	55.8	67.9	339.2	0.0	80.2	92.7	0.0	312.2
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	7.3	18.9	20.6	7.4	15.4	17.5	16.6	0.0	20.4	7.7	0.0	48.5
LnGrp Delay(d),s/veh	182.4	106.7	117.2	250.6	90.3	102.4	378.7	0.0	108.2	131.7	0.0	339.7
LnGrp LOS	F	F	F	F	F	F	F		F	F		F
Approach Vol, veh/h		1716			1377			722			890	
Approach Delay, s/veh		122.3			108.1			196.6			301.6	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	27.0	15.0	39.0	11.0	25.0	16.0	38.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	23.0	11.0	35.0	7.0	21.0	12.0	34.0
Max Q Clear Time (g_c+I1), s	7.0	25.0	13.0	37.0	9.0	23.0	14.0	36.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	163.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	47	197	106	154	314	21	91	528	129	59	583	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	49	207	112	162	331	22	96	556	136	62	614	44
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	425	716	372	436	1070	71	394	895	218	368	1012	72
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.06	0.33	0.33	0.05	0.31	0.31
Sat Flow, veh/h	986	2178	1132	1018	3257	215	1619	2728	665	1619	3237	232
Grp Volume(v), veh/h	49	161	158	162	173	180	96	348	344	62	324	334
Grp Sat Flow(s),veh/h/ln	986	1710	1600	1018	1710	1762	1619	1710	1683	1619	1710	1759
Q Serve(g_s), s	1.6	2.8	3.0	5.8	3.1	3.1	1.6	7.0	7.1	1.0	6.6	6.6
Cycle Q Clear(g_c), s	4.7	2.8	3.0	8.8	3.1	3.1	1.6	7.0	7.1	1.0	6.6	6.6
Prop In Lane	1.00		0.71	1.00		0.12	1.00		0.40	1.00		0.13
Lane Grp Cap(c), veh/h	425	562	526	436	562	579	394	561	552	368	535	550
V/C Ratio(X)	0.12	0.29	0.30	0.37	0.31	0.31	0.24	0.62	0.62	0.17	0.61	0.61
Avail Cap(c_a), veh/h	511	712	666	525	712	733	487	712	700	447	670	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	10.2	10.2	13.5	10.2	10.3	9.0	11.6	11.6	9.2	11.9	11.9
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.5	0.3	0.3	0.3	1.1	1.2	0.2	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	1.4	1.7	1.5	1.5	0.7	3.5	3.4	0.5	3.2	3.3
LnGrp Delay(d),s/veh	12.1	10.4	10.5	14.0	10.6	10.6	9.3	12.7	12.7	9.4	13.0	13.0
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		368			515			788			720	
Approach Delay, s/veh		10.7			11.6			12.3			12.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		17.4	6.7	16.8		17.4	6.0	17.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		17.0	4.0	17.0
Max Q Clear Time (g_c+I1), s		6.7	3.6	8.6		10.8	3.0	9.1
Green Ext Time (p_c), s		3.7	0.0	4.1		2.6	0.0	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	533	331	0	442	81	377	587	47	41	285	39
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	1000	0	1000	1000	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	561	348	0	465	85	397	618	49	43	300	41
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	360	223	0	513	94	265	805	64	53	364	49
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.62	0.16	0.25	0.25	0.03	0.12	0.12
Sat Flow, veh/h	0	578	359	0	823	150	1619	3211	254	1619	3028	410
Grp Volume(v), veh/h	0	0	909	0	0	550	397	329	338	43	168	173
Grp Sat Flow(s),veh/h/ln	0	0	937	0	0	973	1619	1710	1755	1619	1710	1728
Q Serve(g_s), s	0.0	0.0	80.0	0.0	0.0	62.9	21.0	22.9	23.0	3.4	12.3	12.6
Cycle Q Clear(g_c), s	0.0	0.0	80.0	0.0	0.0	62.9	21.0	22.9	23.0	3.4	12.3	12.6
Prop In Lane	0.00		0.38	0.00		0.15	1.00		0.14	1.00		0.24
Lane Grp Cap(c), veh/h	0	0	583	0	0	606	265	429	440	53	206	208
V/C Ratio(X)	0.00	0.00	1.56	0.00	0.00	0.91	1.50	0.77	0.77	0.81	0.82	0.83
Avail Cap(c_a), veh/h	0	0	583	0	0	606	265	429	440	76	226	229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	24.2	0.0	0.0	21.0	53.7	44.6	44.7	61.7	55.1	55.2
Incr Delay (d2), s/veh	0.0	0.0	259.4	0.0	0.0	17.5	243.7	8.1	8.0	33.0	19.1	20.8
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	0.0	0.0	62.5	0.0	0.0	19.7	27.3	11.7	12.2	2.0	6.9	7.2
LnGrp Delay(d),s/veh	0.0	0.0	283.6	0.0	0.0	38.5	297.4	52.7	52.7	94.7	74.2	76.1
LnGrp LOS			F			D	F	D	D	F	E	E
Approach Vol, veh/h		909			550			1064			384	
Approach Delay, s/veh		283.6			38.5			144.0			77.3	
Approach LOS		F			D			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	36.2		84.0	25.0	19.4		84.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	32.0		80.0	21.0	17.0		80.0
Max Q Clear Time (g_c+I1), s	5.4	25.0		82.0	23.0	14.6		64.9
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	0.9		8.6

Intersection Summary	
HCM 2010 Ctrl Delay	158.9
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	318	92	0	34	300	0	183	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	335	97	0	36	316	0	193	56
Number of Lanes	0	2	0	0	0	2	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.2	11.2	11.4
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	54%	0%	0%	25%	0%
Vol Thru, %	0%	0%	100%	54%	75%	100%
Vol Right, %	0%	46%	0%	46%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	114	212	198	134	200
LT Vol	122	61	0	0	34	0
Through Vol	0	0	212	106	100	200
RT Vol	0	53	0	92	0	0
Lane Flow Rate	128	120	223	208	141	211
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.247	0.212	0.358	0.316	0.235	0.343
Departure Headway (Hd)	6.93	6.366	5.782	5.453	5.989	5.86
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	519	564	623	661	601	615
Service Time	4.664	4.1	3.512	3.182	3.719	3.59
HCM Lane V/C Ratio	0.247	0.213	0.358	0.315	0.235	0.343
HCM Control Delay	11.9	10.8	11.7	10.7	10.6	11.6
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	1	0.8	1.6	1.4	0.9	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	173	475	142	86	409	155	154	451	72	201	481	160
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	182	500	149	91	431	163	162	475	76	212	506	168
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	209	1381	618	274	720	544	198	762	121	235	959	626
Arrive On Green	0.13	0.40	0.40	0.21	0.21	0.21	0.12	0.26	0.26	0.15	0.28	0.28
Sat Flow, veh/h	1619	3420	1530	751	3420	1530	1619	2956	471	1619	3420	1530
Grp Volume(v), veh/h	182	500	149	91	431	163	162	274	277	212	506	168
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	751	1710	1530	1619	1710	1717	1619	1710	1530
Q Serve(g_s), s	6.8	6.3	4.0	6.8	7.1	4.8	6.1	8.8	8.9	8.0	7.8	4.5
Cycle Q Clear(g_c), s	6.8	6.3	4.0	6.8	7.1	4.8	6.1	8.8	8.9	8.0	7.8	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	209	1381	618	274	720	544	198	441	443	235	959	626
V/C Ratio(X)	0.87	0.36	0.24	0.33	0.60	0.30	0.82	0.62	0.63	0.90	0.53	0.27
Avail Cap(c_a), veh/h	209	1543	690	309	882	616	235	441	443	235	959	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	12.9	12.2	22.0	22.1	14.4	26.6	20.4	20.4	26.1	18.9	12.2
Incr Delay (d2), s/veh	30.7	0.2	0.2	0.7	0.8	0.3	17.3	6.4	6.6	34.0	2.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.0	1.7	1.4	3.4	2.0	3.7	4.9	5.0	5.8	3.9	2.1
LnGrp Delay(d),s/veh	57.2	13.1	12.4	22.7	22.9	14.7	43.8	26.8	27.0	60.1	20.9	13.2
LnGrp LOS	E	B	B	C	C	B	D	C	C	E	C	B
Approach Vol, veh/h		831			685			713			886	
Approach Delay, s/veh		22.6			21.0			30.7			28.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	20.0		29.1	11.6	21.4	12.0	17.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	16.0		28.0	9.0	16.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	10.0	10.9		8.3	8.1	9.8	8.8	9.1
Green Ext Time (p_c), s	0.0	3.0		7.6	0.0	3.5	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	142	546	56	47	375	54	33	259	32	62	249	100
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	149	575	59	49	395	57	35	273	34	65	262	105
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
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	436	1160	119	363	1112	159	502	1287	159	562	756	642
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	901	3133	321	761	3004	430	974	3065	378	1029	1800	1530
Grp Volume(v), veh/h	149	313	321	49	224	228	35	151	156	65	262	105
Grp Sat Flow(s),veh/h/ln	901	1710	1743	761	1710	1724	974	1710	1733	1029	1800	1530
Q Serve(g_s), s	5.5	5.4	5.4	2.0	3.6	3.7	1.0	2.1	2.2	1.6	3.8	1.6
Cycle Q Clear(g_c), s	9.1	5.4	5.4	7.4	3.6	3.7	4.7	2.1	2.2	3.8	3.8	1.6
Prop In Lane	1.00		0.18	1.00		0.25	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	436	633	645	363	633	638	502	718	728	562	756	642
V/C Ratio(X)	0.34	0.49	0.50	0.14	0.35	0.36	0.07	0.21	0.21	0.12	0.35	0.16
Avail Cap(c_a), veh/h	481	718	732	400	718	724	502	718	728	562	756	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	9.3	9.3	12.1	8.7	8.7	9.1	7.0	7.0	8.3	7.5	6.9
Incr Delay (d2), s/veh	0.5	0.6	0.6	0.2	0.3	0.3	0.3	0.7	0.7	0.4	1.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	2.7	0.4	1.7	1.8	0.3	1.1	1.2	0.5	2.1	0.8
LnGrp Delay(d),s/veh	12.5	9.9	9.9	12.3	9.0	9.1	9.4	7.7	7.7	8.7	8.8	7.4
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		783			501			342			432	
Approach Delay, s/veh		10.4			9.4			7.9			8.4	
Approach LOS		B			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		18.1		20.0		18.1
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		6.7		11.1		5.8		9.4
Green Ext Time (p_c), s		2.7		3.0		2.8		3.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	588	157	119	440	1	237	0	285	3	3	5
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1700	0	1800	1800	1800	1800
Adj Flow Rate, veh/h	2	619	165	125	463	1	249	0	300	3	3	5
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	1007	267	239	1347	3	274	0	0	70	0	0
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.17	0.00	0.00	0.26	0.26	0.26
Sat Flow, veh/h	1	2618	695	662	3501	8	1619	249		0	0	0
Grp Volume(v), veh/h	426	0	360	125	226	238	249	58.2		11	0	0
Grp Sat Flow(s),veh/h/ln	1799	0	1515	662	1710	1799	1619	E		0	0	0
Q Serve(g_s), s	0.0	0.0	12.5	12.2	6.1	6.1	9.8			0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.4	0.0	12.5	24.7	6.1	6.1	9.8			0.1	0.0	0.0
Prop In Lane	0.00		0.46	1.00		0.00	1.00			0.27		0.45
Lane Grp Cap(c), veh/h	747	0	583	239	658	692	274			70	0	0
V/C Ratio(X)	0.57	0.00	0.62	0.52	0.34	0.34	0.91			0.16	0.00	0.00
Avail Cap(c_a), veh/h	747	0	583	239	658	692	274			70	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00			1.00	0.00	0.00
Uniform Delay (d), s/veh	16.1	0.0	16.1	26.1	14.2	14.2	26.5			17.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	2.0	2.1	0.3	0.3	31.7			4.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	5.5	2.4	2.9	3.0	6.8			0.3	0.0	0.0
LnGrp Delay(d),s/veh	17.2	0.0	18.1	28.2	14.5	14.5	58.2			22.5	0.0	0.0
LnGrp LOS	B		B	C	B	B	E			C		
Approach Vol, veh/h		786			589						11	
Approach Delay, s/veh		17.6			17.4						22.5	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	5	6		8
Phs Duration (G+Y+Rc), s				29.0	15.0	21.0		29.0
Change Period (Y+Rc), s				4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s				25.0	11.0	17.0		25.0
Max Q Clear Time (g_c+I1), s				14.5	11.8	2.1		26.7
Green Ext Time (p_c), s				5.9	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	106	22	25	78	29	12	534	41	14	361	25
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	45	112	23	26	82	31	13	562	43	15	380	26
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	217	40	515	239	90	137	1684	127	148	1680	112
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	283	1133	207	1204	1246	471	20	3125	236	34	3118	209
Grp Volume(v), veh/h	180	0	0	26	0	113	327	0	291	221	0	200
Grp Sat Flow(s),veh/h/ln	1623	0	0	1204	0	1717	1784	0	1596	1760	0	1601
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	1.7	0.0	0.0	3.1	0.0	0.0	2.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.4	0.0	1.7	3.0	0.0	3.1	1.9	0.0	2.0
Prop In Lane	0.25		0.13	1.00		0.27	0.04		0.15	0.07		0.13
Lane Grp Cap(c), veh/h	463	0	0	515	0	329	1087	0	860	1078	0	863
V/C Ratio(X)	0.39	0.00	0.00	0.05	0.00	0.34	0.30	0.00	0.34	0.21	0.00	0.23
Avail Cap(c_a), veh/h	1021	0	0	932	0	925	1087	0	860	1078	0	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	9.9	0.0	10.4	3.9	0.0	3.9	3.6	0.0	3.6
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.0	0.0	0.6	0.7	0.0	1.1	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.2	0.0	0.8	1.7	0.0	1.6	1.1	0.0	1.0
LnGrp Delay(d),s/veh	11.4	0.0	0.0	9.9	0.0	11.0	4.6	0.0	4.9	4.0	0.0	4.2
LnGrp LOS	B			A		B	A		A	A		A
Approach Vol, veh/h		180			139			618			421	
Approach Delay, s/veh		11.4			10.8			4.7			4.1	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		9.7		20.0		9.7
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.1		5.0		4.0		3.7
Green Ext Time (p_c), s		4.3		1.2		4.6		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	572	78	211	210	44	51	514	430	60	372	21
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	42	602	82	222	221	46	54	541	453	63	392	22
Adj No. of Lanes	1	2	0	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	56	757	103	315	1102	493	66	1052	471	75	1031	58
Arrive On Green	0.03	0.25	0.25	0.11	0.32	0.32	0.04	0.31	0.31	0.05	0.31	0.31
Sat Flow, veh/h	1619	3026	411	2956	3420	1530	1619	3420	1530	1619	3293	184
Grp Volume(v), veh/h	42	340	344	222	221	46	54	541	453	63	203	211
Grp Sat Flow(s),veh/h/ln	1619	1710	1727	1478	1710	1530	1619	1710	1530	1619	1710	1767
Q Serve(g_s), s	1.4	10.3	10.3	4.0	2.6	1.2	1.8	7.2	16.1	2.1	5.1	5.1
Cycle Q Clear(g_c), s	1.4	10.3	10.3	4.0	2.6	1.2	1.8	7.2	16.1	2.1	5.1	5.1
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	56	428	432	315	1102	493	66	1052	471	75	535	553
V/C Ratio(X)	0.75	0.79	0.80	0.71	0.20	0.09	0.82	0.51	0.96	0.84	0.38	0.38
Avail Cap(c_a), veh/h	176	495	500	374	1102	493	117	1052	471	117	535	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	19.4	19.4	23.9	13.6	13.1	26.3	15.7	18.8	26.2	14.8	14.8
Incr Delay (d2), s/veh	18.4	7.6	7.7	4.8	0.1	0.1	21.0	1.8	33.2	25.5	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.7	5.8	1.8	1.2	0.5	1.2	3.6	11.0	1.5	2.7	2.8
LnGrp Delay(d),s/veh	44.8	27.0	27.1	28.7	13.7	13.2	47.3	17.5	52.0	51.6	16.8	16.8
LnGrp LOS	D	C	C	C	B	B	D	B	D	D	B	B
Approach Vol, veh/h		726			489			1048			477	
Approach Delay, s/veh		28.1			20.4			34.0			21.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	21.0	9.9	17.8	6.3	21.3	5.9	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	7.0	16.0	4.0	17.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	4.1	18.1	6.0	12.3	3.8	7.1	3.4	4.6
Green Ext Time (p_c), s	0.0	0.0	0.1	1.5	0.0	5.0	0.0	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	6	8	363	8	77	14	874	338	58	589	3
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	6	8	382	8	81	15	920	356	61	620	3
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	46	61	498	32	326	25	1765	549	77	1976	10
Arrive On Green	0.00	0.07	0.07	0.17	0.23	0.23	0.02	0.36	0.36	0.05	0.39	0.39
Sat Flow, veh/h	1619	701	934	2956	139	1412	1619	4914	1530	1619	5047	24
Grp Volume(v), veh/h	3	0	14	382	0	89	15	920	356	61	402	221
Grp Sat Flow(s),veh/h/ln	1619	0	1635	1478	0	1551	1619	1638	1530	1619	1638	1796
Q Serve(g_s), s	0.1	0.0	0.4	5.5	0.0	2.1	0.4	6.6	8.7	1.7	3.8	3.8
Cycle Q Clear(g_c), s	0.1	0.0	0.4	5.5	0.0	2.1	0.4	6.6	8.7	1.7	3.8	3.8
Prop In Lane	1.00		0.57	1.00		0.91	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	5	0	107	498	0	358	25	1765	549	77	1282	703
V/C Ratio(X)	0.57	0.00	0.13	0.77	0.00	0.25	0.61	0.52	0.65	0.79	0.31	0.31
Avail Cap(c_a), veh/h	145	0	587	531	0	696	145	1765	549	145	1282	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	19.6	17.7	0.0	14.0	21.8	11.3	11.9	21.0	9.4	9.4
Incr Delay (d2), s/veh	70.4	0.0	0.5	6.3	0.0	0.4	21.9	1.1	5.8	16.4	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.2	2.7	0.0	0.9	0.3	3.1	4.5	1.1	1.8	2.1
LnGrp Delay(d),s/veh	92.6	0.0	20.2	24.0	0.0	14.3	43.7	12.4	17.7	37.4	10.0	10.6
LnGrp LOS	F		C	C		B	D	B	B	D	B	B
Approach Vol, veh/h		17			471			1291			684	
Approach Delay, s/veh		32.9			22.1			14.2			12.6	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	20.0	11.5	6.9	4.7	21.4	4.1	14.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	16.0	8.0	16.0	4.0	16.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	3.7	10.7	7.5	2.4	2.4	5.8	2.1	4.1
Green Ext Time (p_c), s	0.0	4.1	0.1	0.4	0.0	7.0	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	228	15	227	21	58	12	123	960	0	4	793	183
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1534	1638	1530	1615	3420	1530	1615	4914		1615	3420	1530
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1534	1638	1530	1615	3420	1530	1615	4914		1615	3420	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	240	16	239	22	61	13	129	1011	0	4	835	193
RTOR Reduction (vph)	0	0	170	0	0	12	0	0	0	0	0	118
Lane Group Flow (vph)	127	129	69	22	61	1	129	1011	0	4	835	75
Turn Type	Split	NA	pt+ov	Split	NA	Prot	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8	8	5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	10.4	10.4	17.6	3.8	3.8	3.8	7.2	30.4		0.7	23.9	23.9
Effective Green, g (s)	10.4	10.4	17.6	3.8	3.8	3.8	7.2	30.4		0.7	23.9	23.9
Actuated g/C Ratio	0.17	0.17	0.29	0.06	0.06	0.06	0.12	0.50		0.01	0.39	0.39
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	260	277	439	100	212	94	189	2436		18	1333	596
v/s Ratio Prot	c0.08	0.08	0.04	0.01	c0.02	0.00	c0.08	0.21		0.00	c0.24	
v/s Ratio Perm												0.05
v/c Ratio	0.49	0.47	0.16	0.22	0.29	0.01	0.68	0.42		0.22	0.63	0.13
Uniform Delay, d1	23.0	22.9	16.3	27.3	27.5	27.0	26.0	9.8		30.0	15.1	12.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	1.2	0.2	1.1	0.8	0.0	9.7	0.5		6.2	2.2	0.4
Delay (s)	24.5	24.2	16.5	28.5	28.2	27.0	35.7	10.3		36.2	17.3	12.4
Level of Service	C	C	B	C	C	C	D	B		D	B	B
Approach Delay (s)		20.5			28.1			13.2			16.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	61.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	329	108	48	217	146	102	669	97	199	682	66
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	144	346	114	51	228	154	107	704	102	209	718	69
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	177	681	221	330	395	256	132	929	135	269	1007	97
Arrive On Green	0.11	0.27	0.27	0.04	0.20	0.20	0.08	0.31	0.31	0.09	0.32	0.32
Sat Flow, veh/h	1619	2540	824	1619	1991	1291	1619	2999	434	2956	3154	303
Grp Volume(v), veh/h	144	231	229	51	194	188	107	401	405	209	389	398
Grp Sat Flow(s),veh/h/ln	1619	1710	1655	1619	1710	1572	1619	1710	1723	1478	1710	1747
Q Serve(g_s), s	4.8	6.3	6.4	1.4	5.6	6.0	3.6	11.6	11.6	3.8	11.0	11.0
Cycle Q Clear(g_c), s	4.8	6.3	6.4	1.4	5.6	6.0	3.6	11.6	11.6	3.8	11.0	11.0
Prop In Lane	1.00		0.50	1.00		0.82	1.00		0.25	1.00		0.17
Lane Grp Cap(c), veh/h	177	458	444	330	339	312	132	530	534	269	546	558
V/C Ratio(X)	0.81	0.50	0.52	0.15	0.57	0.60	0.81	0.76	0.76	0.78	0.71	0.71
Avail Cap(c_a), veh/h	177	561	543	384	499	458	148	530	534	269	546	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	17.0	17.1	16.5	19.9	20.0	24.8	17.1	17.1	24.4	16.5	16.5
Incr Delay (d2), s/veh	24.3	0.9	0.9	0.2	1.5	1.9	25.5	9.7	9.7	13.3	7.7	7.6
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	3.3	3.1	3.0	0.6	2.8	2.7	2.5	6.9	6.9	2.0	6.4	6.5
LnGrp Delay(d),s/veh	48.2	17.9	18.0	16.8	21.4	21.9	50.3	26.8	26.8	37.7	24.2	24.0
LnGrp LOS	D	B	B	B	C	C	D	C	C	D	C	C
Approach Vol, veh/h		604			433			913			996	
Approach Delay, s/veh		25.1			21.1			29.5			26.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	21.0	6.2	18.7	8.5	21.5	10.0	14.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	17.0	4.0	18.0	5.0	17.0	6.0	16.0
Max Q Clear Time (g_c+I1), s	5.8	13.6	3.4	8.4	5.6	13.0	6.8	8.0
Green Ext Time (p_c), s	0.0	2.5	0.0	3.2	0.0	2.9	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	109	382	99	79	25	486	464	90	65	836	103
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1534	1691	1530	1615	1736		2949	4794		1615	4833	
Flt Permitted	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1534	1691	1530	1615	1736		2949	4794		1615	4833	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	177	115	402	104	83	26	512	488	95	68	880	108
RTOR Reduction (vph)	0	0	0	0	13	0	0	32	0	0	17	0
Lane Group Flow (vph)	143	149	402	104	96	0	512	551	0	68	971	0
Turn Type	Split	NA	Prot	Split	NA		Split	NA		Split	NA	
Protected Phases	4	4	4	8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	24.0	24.0	24.0	10.7	10.7		16.0	16.0		18.0	18.0	
Effective Green, g (s)	24.0	24.0	24.0	10.7	10.7		16.0	16.0		18.0	18.0	
Actuated g/C Ratio	0.28	0.28	0.28	0.13	0.13		0.19	0.19		0.21	0.21	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	434	479	433	204	219		557	905		343	1027	
v/s Ratio Prot	0.09	0.09	c0.26	c0.06	0.06		c0.17	0.12		0.04	c0.20	
v/s Ratio Perm												
v/c Ratio	0.33	0.31	0.93	0.51	0.44		0.92	0.61		0.20	0.95	
Uniform Delay, d1	24.0	23.9	29.5	34.6	34.2		33.7	31.5		27.4	32.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.4	26.0	2.0	1.4		22.7	3.0		1.3	17.7	
Delay (s)	24.4	24.2	55.5	36.6	35.6		56.4	34.5		28.7	50.6	
Level of Service	C	C	E	D	D		E	C		C	D	
Approach Delay (s)		42.4			36.1			44.7			49.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	45.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	84.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	267	3	411	455	915	0	0	1171	699
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.87	0.85	1.00	1.00			0.97	0.85
Flt Protected				0.95	0.99	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1418	1454	1615	3420			4512	1316
Flt Permitted				0.95	0.99	1.00	0.12	1.00			1.00	1.00
Satd. Flow (perm)				1534	1418	1454	212	3420			4512	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	281	3	433	479	963	0	0	1233	736
RTOR Reduction (vph)	0	0	0	0	136	136	0	0	0	0	44	279
Lane Group Flow (vph)	0	0	0	250	102	93	479	963	0	0	1476	170
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				15.0	15.0	15.0	51.1	51.1			28.0	28.0
Effective Green, g (s)				15.0	15.0	15.0	51.1	51.1			28.0	28.0
Actuated g/C Ratio				0.20	0.20	0.20	0.69	0.69			0.38	0.38
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				310	287	294	507	2358			1704	497
v/s Ratio Prot							c0.24	0.28			0.33	
v/s Ratio Perm				c0.16	0.07	0.06	c0.41					0.13
v/c Ratio				0.81	0.36	0.32	0.94	0.41			0.87	0.34
Uniform Delay, d1				28.2	25.4	25.2	19.8	5.0			21.3	16.5
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				14.2	0.8	0.6	26.5	0.5			6.2	1.9
Delay (s)				42.3	26.2	25.8	46.4	5.5			27.5	18.3
Level of Service				D	C	C	D	A			C	B
Approach Delay (s)		0.0			31.7			19.1			25.4	
Approach LOS		A			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	74.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	564	3	332	0	0	0	0	808	320	635	804	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.96		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1629	2693					4705		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.17	1.00	
Satd. Flow (perm)	1534	1629	2693					4705		283	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	594	3	349	0	0	0	0	851	337	668	846	0
RTOR Reduction (vph)	0	0	275	0	0	0	0	95	0	0	0	0
Lane Group Flow (vph)	297	300	74	0	0	0	0	1093	0	668	846	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	16.0	16.0	16.0					20.0		51.0	51.0	
Effective Green, g (s)	16.0	16.0	16.0					20.0		51.0	51.0	
Actuated g/C Ratio	0.21	0.21	0.21					0.27		0.68	0.68	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	327	347	574					1254		671	2325	
v/s Ratio Prot	c0.19	0.18	0.03					0.23		c0.36	0.25	
v/s Ratio Perm										c0.32		
v/c Ratio	0.91	0.86	0.13					0.87		1.00	0.36	
Uniform Delay, d1	28.8	28.5	23.9					26.3		18.4	5.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	27.5	19.5	0.1					8.5		33.4	0.4	
Delay (s)	56.3	47.9	24.0					34.8		51.8	5.5	
Level of Service	E	D	C					C		D	A	
Approach Delay (s)		41.7			0.0			34.8			25.9	
Approach LOS		D			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	506	108	98	370	254	62	729	52	333	642	153
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	175	533	114	103	389	267	65	767	55	351	676	161
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	195	716	153	128	418	283	300	909	65	410	1127	268
Arrive On Green	0.12	0.26	0.26	0.08	0.21	0.21	0.04	0.28	0.28	0.17	0.41	0.41
Sat Flow, veh/h	1619	2807	598	1619	1952	1324	1619	3237	232	1619	2742	653
Grp Volume(v), veh/h	175	324	323	103	340	316	65	405	417	351	421	416
Grp Sat Flow(s),veh/h/ln	1619	1710	1694	1619	1710	1566	1619	1710	1759	1619	1710	1685
Q Serve(g_s), s	8.0	13.0	13.1	4.7	14.6	14.9	2.1	16.7	16.7	10.8	14.4	14.4
Cycle Q Clear(g_c), s	8.0	13.0	13.1	4.7	14.6	14.9	2.1	16.7	16.7	10.8	14.4	14.4
Prop In Lane	1.00		0.35	1.00		0.85	1.00		0.13	1.00		0.39
Lane Grp Cap(c), veh/h	195	437	433	128	366	335	300	480	494	410	703	692
V/C Ratio(X)	0.90	0.74	0.75	0.81	0.93	0.94	0.22	0.84	0.84	0.86	0.60	0.60
Avail Cap(c_a), veh/h	195	437	433	151	366	335	363	480	494	414	703	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	25.6	25.6	33.9	28.9	29.0	18.1	25.4	25.4	16.3	17.2	17.2
Incr Delay (d2), s/veh	37.7	6.7	7.0	23.1	29.9	34.5	0.4	16.4	16.1	15.9	3.8	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	6.9	6.9	2.9	9.9	9.6	1.0	10.1	10.3	6.5	7.5	7.4
LnGrp Delay(d),s/veh	70.1	32.3	32.6	57.0	58.7	63.5	18.5	41.8	41.5	32.2	21.0	21.1
LnGrp LOS	E	C	C	E	E	E	B	D	D	C	C	C
Approach Vol, veh/h		822			759			887			1188	
Approach Delay, s/veh		40.5			60.5			39.9			24.3	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	25.0	9.9	23.1	7.1	34.7	13.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	21.0	7.0	18.0	6.0	28.0	9.0	16.0
Max Q Clear Time (g_c+I1), s	12.8	18.7	6.7	15.1	4.1	16.4	10.0	16.9
Green Ext Time (p_c), s	0.0	1.8	0.0	1.9	0.0	7.2	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	39.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	131	11	43	21	8	3	15	577	17	4	727	145
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	138	12	45	22	8	3	16	607	18	4	765	153
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	1
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	176	15	58	33	12	4	25	934	28	7	946	804
Arrive On Green	0.15	0.15	0.15	0.03	0.03	0.03	0.02	0.54	0.54	0.00	0.53	0.53
Sat Flow, veh/h	1184	103	386	1144	416	156	1619	1739	52	1619	1800	1530
Grp Volume(v), veh/h	195	0	0	33	0	0	16	0	625	4	765	153
Grp Sat Flow(s),veh/h/ln	1673	0	0	1715	0	0	1619	0	1791	1619	1800	1530
Q Serve(g_s), s	6.4	0.0	0.0	1.1	0.0	0.0	0.6	0.0	14.1	0.1	20.0	3.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	1.1	0.0	0.0	0.6	0.0	14.1	0.1	20.0	3.0
Prop In Lane	0.71		0.23	0.67		0.09	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	249	0	0	49	0	0	25	0	962	7	946	804
V/C Ratio(X)	0.78	0.00	0.00	0.67	0.00	0.00	0.63	0.00	0.65	0.57	0.81	0.19
Avail Cap(c_a), veh/h	470	0	0	482	0	0	114	0	1195	114	1201	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	27.4	0.0	0.0	27.9	0.0	9.4	28.3	11.1	7.1
Incr Delay (d2), s/veh	5.3	0.0	0.0	14.9	0.0	0.0	22.8	0.0	0.9	57.7	3.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.7	0.0	0.0	0.4	0.0	7.2	0.2	10.6	1.3
LnGrp Delay(d),s/veh	28.7	0.0	0.0	42.3	0.0	0.0	50.7	0.0	10.2	86.0	14.5	7.2
LnGrp LOS	C			D			D		B	F	B	A
Approach Vol, veh/h		195			33			641			922	
Approach Delay, s/veh		28.7			42.3			11.2			13.6	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.2	34.6		12.5	4.9	33.9		5.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	16.1		8.4	2.6	22.0		3.1
Green Ext Time (p_c), s	0.0	9.4		0.5	0.0	8.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	0	25	0	0	12	21	272	0	0	432	54
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	0	1800				1700	1800	0	1800	1800	1800
Adj Flow Rate, veh/h	21	0	26				22	286	0	0	455	57
Adj No. of Lanes	1	0	1				1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	63	0	59				541	602	0	0	677	575
Arrive On Green	0.04	0.00	0.04				0.33	0.33	0.00	0.00	0.38	0.38
Sat Flow, veh/h	1619	0	1530				1619	1800	0	0	1800	1530
Grp Volume(v), veh/h	21	0	26				22	286	0	0	455	57
Grp Sat Flow(s),veh/h/ln	1619	0	1530				1619	1800	0	0	1800	1530
Q Serve(g_s), s	0.6	0.0	0.8				0.4	6.0	0.0	0.0	10.1	1.2
Cycle Q Clear(g_c), s	0.6	0.0	0.8				0.4	6.0	0.0	0.0	10.1	1.2
Prop In Lane	1.00		1.00				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	63	0	59				541	602	0	0	677	575
V/C Ratio(X)	0.33	0.00	0.44				0.04	0.48	0.00	0.00	0.67	0.10
Avail Cap(c_a), veh/h	135	0	128				541	602	0	0	677	575
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	22.5				10.7	12.6	0.0	0.0	12.5	9.7
Incr Delay (d2), s/veh	3.1	0.0	5.0				0.1	2.7	0.0	0.0	5.3	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
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.4				0.2	3.4	0.0	0.0	5.9	1.3
LnGrp Delay(d),s/veh	25.5	0.0	27.5				10.9	15.3	0.0	0.0	17.7	10.0
LnGrp LOS	C		C				B	B			B	B
Approach Vol, veh/h		47						308			512	
Approach Delay, s/veh		26.6						15.0			16.9	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		20.0		5.9		22.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		16.0		4.0		18.0		
Max Q Clear Time (g_c+I1), s		8.0		2.8		12.1		
Green Ext Time (p_c), s		0.9		0.0		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

APPENDIX M

Cumulative Plus Project Construction Plus TMP Components

Level of Service Worksheets

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	80	0	0	0	0	0	13	15	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	84	0	0	0	0	0	14	16	11	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	0	0	0	0	0	0	168	168	0
Stage 1	-	-	-	-	-	-	168	168	-
Stage 2	-	-	-	-	-	-	0	0	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	-	-	-	-	-	-	827	728	-
Stage 1	-	-	-	-	-	-	867	763	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	-	827	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	827	0	-
Stage 1	-	-	-	-	-	-	867	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s		0	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	0	-	-
HCM Lane LOS	-	-	-	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	241	119	756	372	70	191	13	387	37	102	48
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	41	254	125	796	392	74	201	14	407	39	107	51
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	51	293	140	586	1325	248	135	9	272	42	114	54
Arrive On Green	0.03	0.13	0.13	0.36	0.46	0.46	0.26	0.26	0.26	0.12	0.12	0.12
Sat Flow, veh/h	1619	2248	1073	1619	2877	538	514	36	1041	338	926	441
Grp Volume(v), veh/h	41	191	188	796	232	234	622	0	0	197	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1611	1619	1710	1705	1591	0	0	1705	0	0
Q Serve(g_s), s	3.3	14.2	14.9	47.0	11.0	11.2	34.0	0.0	0.0	14.9	0.0	0.0
Cycle Q Clear(g_c), s	3.3	14.2	14.9	47.0	11.0	11.2	34.0	0.0	0.0	14.9	0.0	0.0
Prop In Lane	1.00		0.67	1.00		0.32	0.32		0.65	0.20		0.26
Lane Grp Cap(c), veh/h	51	223	210	586	788	785	416	0	0	210	0	0
V/C Ratio(X)	0.81	0.86	0.89	1.36	0.29	0.30	1.49	0.00	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	87	224	211	586	788	785	416	0	0	210	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	62.5	55.3	55.6	41.5	21.9	21.9	48.0	0.0	0.0	56.5	0.0	0.0
Incr Delay (d2), s/veh	24.9	26.8	34.7	172.5	0.2	0.2	234.8	0.0	0.0	44.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	8.4	8.6	49.0	5.2	5.3	42.1	0.0	0.0	9.6	0.0	0.0
LnGrp Delay(d),s/veh	87.5	82.1	90.3	213.9	22.1	22.1	282.8	0.0	0.0	101.4	0.0	0.0
LnGrp LOS	F	F	F	F	C	C	F			F		
Approach Vol, veh/h		420			1262			622			197	
Approach Delay, s/veh		86.3			143.1			282.8			101.4	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	51.0	20.9		20.0	8.1	63.8		38.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	47.0	17.0		16.0	7.0	57.0		34.0
Max Q Clear Time (g_c+I1), s	49.0	16.9		16.9	5.3	13.2		36.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.1		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		165.0
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	554	0	0	969	445	222	1	426	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1800	1800	0	0	1800	1800	1800	1800	1800			
Adj Flow Rate, veh/h	121	583	0	0	1020	468	234	1	448			
Adj No. of Lanes	0	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	162	988	0	0	1294	581	497	2	445			
Arrive On Green	0.56	0.56	0.00	0.00	0.56	0.56	0.29	0.29	0.29			
Sat Flow, veh/h	109	1836	0	0	2387	1031	1707	7	1530			
Grp Volume(v), veh/h	227	477	0	0	754	734	235	0	448			
Grp Sat Flow(s),veh/h/ln	307	1556	0	0	1710	1618	1715	0	1530			
Q Serve(g_s), s	11.1	10.6	0.0	0.0	18.9	19.9	6.2	0.0	16.0			
Cycle Q Clear(g_c), s	31.0	10.6	0.0	0.0	18.9	19.9	6.2	0.0	16.0			
Prop In Lane	0.53		0.00	0.00		0.64	1.00		1.00			
Lane Grp Cap(c), veh/h	273	877	0	0	964	912	499	0	445			
V/C Ratio(X)	0.83	0.54	0.00	0.00	0.78	0.80	0.47	0.00	1.01			
Avail Cap(c_a), veh/h	273	877	0	0	964	912	499	0	445			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.1	7.6	0.0	0.0	9.4	9.6	16.0	0.0	19.5			
Incr Delay (d2), s/veh	19.0	0.7	0.0	0.0	4.2	5.3	0.7	0.0	44.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.9	4.7	0.0	0.0	9.9	10.1	3.0	0.0	12.2			
LnGrp Delay(d),s/veh	36.1	8.2	0.0	0.0	13.6	14.9	16.7	0.0	63.8			
LnGrp LOS	D	A			B	B	B		F			
Approach Vol, veh/h		704			1488			683				
Approach Delay, s/veh		17.2			14.2			47.6				
Approach LOS		B			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.0				35.0		20.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		31.0				31.0		16.0
Max Q Clear Time (g_c+I1), s		33.0				21.9		18.0
Green Ext Time (p_c), s		0.0				8.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	151	414	425	130	787	98	418	78	170	32	58	223
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	159	436	447	137	828	103	440	82	179	34	61	235
Adj No. of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
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	185	1070	740	170	931	116	506	588	499	45	329	280
Arrive On Green	0.11	0.31	0.31	0.11	0.30	0.30	0.17	0.33	0.33	0.03	0.18	0.18
Sat Flow, veh/h	1619	3420	1530	1619	3062	381	2956	1800	1530	1619	1800	1530
Grp Volume(v), veh/h	159	436	447	137	462	469	440	82	179	34	61	235
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1733	1478	1800	1530	1619	1800	1530
Q Serve(g_s), s	6.8	7.0	14.9	5.8	18.1	18.1	10.2	2.3	6.3	1.5	2.0	10.4
Cycle Q Clear(g_c), s	6.8	7.0	14.9	5.8	18.1	18.1	10.2	2.3	6.3	1.5	2.0	10.4
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	1070	740	170	520	527	506	588	499	45	329	280
V/C Ratio(X)	0.86	0.41	0.60	0.81	0.89	0.89	0.87	0.14	0.36	0.76	0.19	0.84
Avail Cap(c_a), veh/h	185	1070	740	277	561	568	506	588	499	138	410	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	19.0	13.2	30.7	23.3	23.3	28.3	16.7	18.0	33.9	24.2	27.7
Incr Delay (d2), s/veh	31.5	0.2	1.4	8.6	15.5	15.3	15.1	0.1	0.4	22.8	0.3	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	3.4	6.5	3.0	10.7	10.8	5.2	1.1	2.7	0.9	1.0	5.5
LnGrp Delay(d),s/veh	62.0	19.2	14.6	39.3	38.8	38.6	43.4	16.8	18.5	56.7	24.5	41.4
LnGrp LOS	E	B	B	D	D	D	D	B	B	E	C	D
Approach Vol, veh/h		1042			1068			701			330	
Approach Delay, s/veh		23.8			38.8			33.9			39.9	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	26.0	16.0	16.8	12.0	25.3	5.9	26.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	19.0	12.0	16.0	8.0	23.0	6.0	22.0
Max Q Clear Time (g_c+I1), s	7.8	16.9	12.2	12.4	8.8	20.1	3.5	8.3
Green Ext Time (p_c), s	0.1	1.7	0.0	0.4	0.0	1.2	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	152	1253	97	48	384	112	324	283	164	236	409	234
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	160	1319	102	51	404	118	341	298	173	248	431	246
Adj No. of Lanes	2	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	204	1109	86	50	763	215	229	274	159	255	293	167
Arrive On Green	0.07	0.24	0.24	0.03	0.20	0.20	0.20	0.38	0.38	0.22	0.41	0.41
Sat Flow, veh/h	2956	4653	360	1619	3814	1073	1143	713	414	1143	718	410
Grp Volume(v), veh/h	160	929	492	51	345	177	341	0	471	248	0	677
Grp Sat Flow(s),veh/h/ln	1478	1638	1737	1619	1638	1611	1143	0	1127	1143	0	1128
Q Serve(g_s), s	6.9	31.0	31.0	4.0	12.2	12.9	26.0	0.0	50.0	28.0	0.0	53.0
Cycle Q Clear(g_c), s	6.9	31.0	31.0	4.0	12.2	12.9	26.0	0.0	50.0	28.0	0.0	53.0
Prop In Lane	1.00		0.21	1.00		0.67	1.00		0.37	1.00		0.36
Lane Grp Cap(c), veh/h	204	781	414	50	656	322	229	0	433	255	0	460
V/C Ratio(X)	0.78	1.19	1.19	1.02	0.53	0.55	1.49	0.00	1.09	0.97	0.00	1.47
Avail Cap(c_a), veh/h	250	781	414	50	656	322	229	0	433	255	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.5	49.5	49.5	63.0	46.5	46.7	52.0	0.0	40.0	50.1	0.0	38.5
Incr Delay (d2), s/veh	12.3	97.6	106.8	134.5	0.8	2.0	243.1	0.0	68.6	48.6	0.0	224.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	24.6	27.1	3.6	5.6	5.9	23.6	0.0	23.8	12.3	0.0	45.1
LnGrp Delay(d),s/veh	71.8	147.1	156.3	197.7	47.3	48.7	295.1	0.0	108.6	98.7	0.0	262.7
LnGrp LOS	E	F	F	F	D	D	F		F	F		F
Approach Vol, veh/h		1581			573			812			925	
Approach Delay, s/veh		142.3			61.1			186.9			218.7	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	35.0	30.0	57.0	13.0	30.0	33.0	54.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	31.0	26.0	53.0	11.0	24.0	29.0	50.0
Max Q Clear Time (g_c+I1), s	6.0	33.0	28.0	55.0	8.9	14.9	30.0	52.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	6.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	157.8
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	375	129	53	381	32	164	429	105	72	338	76
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	51	395	136	56	401	34	173	452	111	76	356	80
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	394	817	278	351	1041	88	495	842	205	416	717	159
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.11	0.31	0.31	0.06	0.26	0.26
Sat Flow, veh/h	915	2507	853	837	3193	270	1619	2728	665	1619	2783	618
Grp Volume(v), veh/h	51	268	263	56	214	221	173	282	281	76	217	219
Grp Sat Flow(s),veh/h/ln	915	1710	1649	837	1710	1752	1619	1710	1683	1619	1710	1691
Q Serve(g_s), s	1.8	4.9	5.0	2.2	3.8	3.8	3.0	5.3	5.4	1.3	4.2	4.3
Cycle Q Clear(g_c), s	5.6	4.9	5.0	7.2	3.8	3.8	3.0	5.3	5.4	1.3	4.2	4.3
Prop In Lane	1.00		0.52	1.00		0.15	1.00		0.40	1.00		0.37
Lane Grp Cap(c), veh/h	394	558	538	351	558	572	495	528	519	416	441	436
V/C Ratio(X)	0.13	0.48	0.49	0.16	0.38	0.39	0.35	0.53	0.54	0.18	0.49	0.50
Avail Cap(c_a), veh/h	471	701	677	421	701	719	568	789	776	489	701	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	10.5	10.5	13.4	10.1	10.1	9.1	11.2	11.2	9.8	12.3	12.3
Incr Delay (d2), s/veh	0.1	0.6	0.7	0.2	0.4	0.4	0.4	0.8	0.9	0.2	0.9	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	0.5	2.4	2.4	0.5	1.8	1.8	1.3	2.6	2.6	0.6	2.1	2.1
LnGrp Delay(d),s/veh	12.4	11.1	11.2	13.6	10.6	10.6	9.5	12.0	12.1	10.0	13.2	13.2
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		582			491			736			512	
Approach Delay, s/veh		11.3			10.9			11.4			12.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		16.7	8.2	14.1		16.7	6.2	16.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	6.0	16.0		16.0	4.0	18.0
Max Q Clear Time (g_c+I1), s		7.6	5.0	6.3		9.2	3.3	7.4
Green Ext Time (p_c), s		4.1	0.0	3.7		3.5	0.0	4.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	353	368	0	380	17	281	249	6	56	784	33
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	1000	0	1000	1000	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	372	387	0	400	18	296	262	6	59	825	35
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	241	251	0	509	23	221	1056	24	74	729	31
Arrive On Green	0.00	0.54	0.54	0.00	0.54	0.54	0.14	0.31	0.31	0.05	0.22	0.22
Sat Flow, veh/h	0	450	468	0	950	43	1619	3418	78	1619	3343	142
Grp Volume(v), veh/h	0	0	759	0	0	418	296	131	137	59	422	438
Grp Sat Flow(s),veh/h/ln	0	0	917	0	0	992	1619	1710	1786	1619	1710	1775
Q Serve(g_s), s	0.0	0.0	59.0	0.0	0.0	37.1	15.0	6.3	6.3	4.0	24.0	24.0
Cycle Q Clear(g_c), s	0.0	0.0	59.0	0.0	0.0	37.1	15.0	6.3	6.3	4.0	24.0	24.0
Prop In Lane	0.00		0.51	0.00		0.04	1.00		0.04	1.00		0.08
Lane Grp Cap(c), veh/h	0	0	492	0	0	532	221	528	552	74	373	387
V/C Ratio(X)	0.00	0.00	1.54	0.00	0.00	0.79	1.34	0.25	0.25	0.80	1.13	1.13
Avail Cap(c_a), veh/h	0	0	492	0	0	532	221	528	552	147	373	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	25.5	0.0	0.0	20.4	47.5	28.4	28.4	52.0	43.0	43.0
Incr Delay (d2), s/veh	0.0	0.0	254.1	0.0	0.0	7.6	180.6	0.2	0.2	17.6	87.1	86.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	49.5	0.0	0.0	11.2	17.8	3.0	3.2	2.1	20.3	21.0
LnGrp Delay(d),s/veh	0.0	0.0	279.6	0.0	0.0	28.0	228.1	28.7	28.7	69.6	130.1	129.4
LnGrp LOS			F			C	F	C	C	E	F	F
Approach Vol, veh/h		759			418			564			919	
Approach Delay, s/veh		279.6			28.0			133.3			125.9	
Approach LOS		F			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	38.0		63.0	19.0	28.0		63.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	29.0		59.0	15.0	24.0		59.0
Max Q Clear Time (g_c+I1), s	6.0	8.3		61.0	17.0	26.0		39.1
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	0.0		7.7

Intersection Summary	
HCM 2010 Ctrl Delay	155.9
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	239	264	0	59	259	0	130	46
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	252	278	0	62	273	0	137	48
Number of Lanes	0	2	0	0	0	2	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.7	10.7	10.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	49%	0%	0%	41%	0%
Vol Thru, %	0%	0%	100%	23%	59%	100%
Vol Right, %	0%	51%	0%	77%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	89	159	344	145	173
LT Vol	87	43	0	0	59	0
Through Vol	0	0	159	80	86	173
RT Vol	0	46	0	264	0	0
Lane Flow Rate	91	94	168	362	153	182
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.178	0.167	0.254	0.493	0.251	0.288
Departure Headway (Hd)	7.006	6.381	5.56	5.017	5.914	5.709
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	515	564	651	724	609	631
Service Time	4.718	4.092	3.26	2.717	3.63	3.425
HCM Lane V/C Ratio	0.177	0.167	0.258	0.5	0.251	0.288
HCM Control Delay	11.2	10.4	10.1	12.5	10.6	10.7
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.6	0.6	1	2.8	1	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	282	102	82	289	144	105	425	46	105	677	150
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	71	297	107	86	304	152	111	447	48	111	713	158
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
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	85	1139	510	336	676	432	137	1037	111	137	1138	589
Arrive On Green	0.05	0.33	0.33	0.20	0.20	0.20	0.08	0.33	0.33	0.08	0.33	0.33
Sat Flow, veh/h	1619	3420	1530	941	3420	1530	1619	3118	333	1619	3420	1530
Grp Volume(v), veh/h	71	297	107	86	304	152	111	244	251	111	713	158
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	941	1710	1530	1619	1710	1741	1619	1710	1530
Q Serve(g_s), s	2.1	3.1	2.4	3.9	3.8	3.8	3.2	5.3	5.4	3.2	8.5	3.4
Cycle Q Clear(g_c), s	2.1	3.1	2.4	3.9	3.8	3.8	3.2	5.3	5.4	3.2	8.5	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	85	1139	510	336	676	432	137	569	579	137	1138	589
V/C Ratio(X)	0.84	0.26	0.21	0.26	0.45	0.35	0.81	0.43	0.43	0.81	0.63	0.27
Avail Cap(c_a), veh/h	168	1778	795	463	1138	639	236	569	579	236	1138	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	11.7	11.5	17.0	17.0	13.7	21.6	12.5	12.5	21.6	13.5	10.1
Incr Delay (d2), s/veh	19.0	0.1	0.2	0.4	0.5	0.5	10.6	2.4	2.4	10.6	2.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.5	1.0	1.0	1.8	1.6	1.9	2.9	3.0	1.9	4.4	1.6
LnGrp Delay(d),s/veh	41.6	11.8	11.7	17.4	17.5	14.2	32.2	14.9	14.9	32.2	16.1	11.3
LnGrp LOS	D	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		475			542			606			982	
Approach Delay, s/veh		16.3			16.6			18.0			17.2	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	20.0		20.0	8.1	20.0	6.5	13.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	16.0		25.0	7.0	16.0	5.0	16.0
Max Q Clear Time (g_c+I1), s	5.2	7.4		5.1	5.2	10.5	4.1	5.9
Green Ext Time (p_c), s	0.0	5.0		4.9	0.0	3.5	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.1
HCM 2010 LOS	B

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	245	138	113	372	35	80	185	53	25	333	266
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	71	258	145	119	392	37	84	195	56	26	351	280
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
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	426	731	398	431	1080	101	429	1159	324	623	790	671
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	920	2140	1165	942	3161	297	763	2641	739	1083	1800	1530
Grp Volume(v), veh/h	71	205	198	119	211	218	84	124	127	26	351	280
Grp Sat Flow(s),veh/h/ln	920	1710	1594	942	1710	1748	763	1710	1670	1083	1800	1530
Q Serve(g_s), s	2.3	3.3	3.4	4.0	3.4	3.4	3.1	1.6	1.7	0.5	5.0	4.6
Cycle Q Clear(g_c), s	5.7	3.3	3.4	7.4	3.4	3.4	8.1	1.6	1.7	2.2	5.0	4.6
Prop In Lane	1.00		0.73	1.00		0.17	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	426	584	545	431	584	597	429	750	733	623	790	671
V/C Ratio(X)	0.17	0.35	0.36	0.28	0.36	0.36	0.20	0.17	0.17	0.04	0.44	0.42
Avail Cap(c_a), veh/h	515	750	700	523	750	767	429	750	733	623	790	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	9.0	9.0	11.8	9.0	9.0	10.0	6.2	6.2	6.9	7.1	7.0
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.3	0.4	0.4	1.0	0.5	0.5	0.1	1.8	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.6	1.6	1.1	1.6	1.7	0.8	0.9	0.9	0.2	2.8	2.2
LnGrp Delay(d),s/veh	11.4	9.3	9.4	12.1	9.4	9.4	11.0	6.7	6.7	7.0	8.9	8.9
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		474			548			335			657	
Approach Delay, s/veh		9.7			10.0			7.8			8.9	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		16.5		20.0		16.5
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		10.1		7.7		7.0		9.4
Green Ext Time (p_c), s		2.5		3.6		3.4		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	369	194	348	476	2	175	0	140	0	0	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1800	1800	1700	1800	1800	1700	0	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	388	204	366	501	2	184	0	147	0	0	6
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	1211	628	442	1941	8	198	0	0	0	0	289
Arrive On Green	0.00	0.56	0.56	0.56	0.56	0.56	0.12	0.00	0.00	0.00	0.00	0.19
Sat Flow, veh/h	0	2270	1131	791	3494	14	1619	184		0	0	1530
Grp Volume(v), veh/h	0	303	289	366	245	258	184	83.6		0	0	6
Grp Sat Flow(s),veh/h/ln	0	1710	1600	791	1710	1798	1619	F		0	0	1530
Q Serve(g_s), s	0.0	8.6	8.8	41.2	6.7	6.7	10.1			0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	8.6	8.8	50.0	6.7	6.7	10.1			0.0	0.0	0.3
Prop In Lane	0.00		0.71	1.00		0.01	1.00			0.00		1.00
Lane Grp Cap(c), veh/h	0	950	889	442	950	999	198			0	0	289
V/C Ratio(X)	0.00	0.32	0.32	0.83	0.26	0.26	0.93			0.00	0.00	0.02
Avail Cap(c_a), veh/h	0	950	889	442	950	999	198			0	0	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00			0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.8	10.8	24.6	10.4	10.4	39.1			0.0	0.0	29.7
Incr Delay (d2), s/veh	0.0	0.2	0.2	12.3	0.1	0.1	44.5			0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	3.9	10.6	3.2	3.3	7.0			0.0	0.0	0.1
LnGrp Delay(d),s/veh	0.0	11.0	11.1	36.9	10.5	10.5	83.6			0.0	0.0	29.9
LnGrp LOS		B	B	D	B	B	F					C
Approach Vol, veh/h		592			869						6	
Approach Delay, s/veh		11.0			21.6						29.9	
Approach LOS		B			C						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	5	6		8
Phs Duration (G+Y+Rc), s				54.0	15.0	21.0		54.0
Change Period (Y+Rc), s				4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s				50.0	11.0	17.0		50.0
Max Q Clear Time (g_c+I1), s				10.8	12.1	2.3		52.0
Green Ext Time (p_c), s				11.8	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	156	16	132	223	151	17	451	114	70	503	32
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	21	164	17	139	235	159	18	475	120	74	529	34
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	132	455	44	519	327	222	121	1172	289	217	1251	78
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	63	1392	134	1154	1002	678	33	2612	644	207	2788	174
Grp Volume(v), veh/h	202	0	0	139	0	394	329	0	284	322	0	315
Grp Sat Flow(s),veh/h/ln	1588	0	0	1154	0	1680	1764	0	1524	1561	0	1607
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	7.4	0.0	0.0	4.5	0.0	0.0	4.8
Cycle Q Clear(g_c), s	7.5	0.0	0.0	4.6	0.0	7.4	4.4	0.0	4.5	4.3	0.0	4.8
Prop In Lane	0.10		0.08	1.00		0.40	0.05		0.42	0.23		0.11
Lane Grp Cap(c), veh/h	630	0	0	519	0	549	898	0	684	825	0	721
V/C Ratio(X)	0.32	0.00	0.00	0.27	0.00	0.72	0.37	0.00	0.42	0.39	0.00	0.44
Avail Cap(c_a), veh/h	831	0	0	660	0	754	898	0	684	825	0	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	9.6	0.0	10.6	6.6	0.0	6.7	6.6	0.0	6.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	2.1	1.2	0.0	1.9	1.4	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.1	0.0	3.7	2.4	0.0	2.2	2.4	0.0	2.5
LnGrp Delay(d),s/veh	9.4	0.0	0.0	9.9	0.0	12.6	7.8	0.0	8.5	8.0	0.0	8.7
LnGrp LOS	A			A		B	A		A	A		A
Approach Vol, veh/h		202			533			613			637	
Approach Delay, s/veh		9.4			11.9			8.1			8.3	
Approach LOS		A			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		15.6		20.0		15.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		6.5		9.5		6.8		9.4
Green Ext Time (p_c), s		4.9		2.2		4.8		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	36	229	67	322	605	33	89	378	203	37	649	48
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	38	241	71	339	637	35	94	398	214	39	683	51
Adj No. of Lanes	1	2	0	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	505	145	381	989	442	115	1202	538	53	1010	75
Arrive On Green	0.03	0.19	0.19	0.13	0.29	0.29	0.07	0.35	0.35	0.03	0.31	0.31
Sat Flow, veh/h	1619	2622	755	2956	3420	1530	1619	3420	1530	1619	3227	241
Grp Volume(v), veh/h	38	155	157	339	637	35	94	398	214	39	362	372
Grp Sat Flow(s),veh/h/ln	1619	1710	1667	1478	1710	1530	1619	1710	1530	1619	1710	1758
Q Serve(g_s), s	1.3	4.4	4.6	6.1	8.8	0.9	3.1	4.6	5.7	1.3	10.0	10.0
Cycle Q Clear(g_c), s	1.3	4.4	4.6	6.1	8.8	0.9	3.1	4.6	5.7	1.3	10.0	10.0
Prop In Lane	1.00		0.45	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	52	329	321	381	989	442	115	1202	538	53	535	550
V/C Ratio(X)	0.73	0.47	0.49	0.89	0.64	0.08	0.81	0.33	0.40	0.74	0.68	0.68
Avail Cap(c_a), veh/h	179	504	491	381	1070	479	119	1202	538	119	535	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	19.5	19.6	23.3	16.9	14.0	24.9	12.9	13.3	26.0	16.3	16.3
Incr Delay (d2), s/veh	17.7	1.1	1.2	21.9	1.2	0.1	32.8	0.7	2.2	17.7	6.7	6.6
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	2.2	2.2	3.7	4.3	0.4	2.4	2.3	2.7	0.8	5.7	5.9
LnGrp Delay(d),s/veh	43.7	20.5	20.7	45.2	18.1	14.1	57.7	13.7	15.5	43.8	23.0	22.8
LnGrp LOS	D	C	C	D	B	B	E	B	B	D	C	C
Approach Vol, veh/h		350			1011			706			773	
Approach Delay, s/veh		23.1			27.0			20.1			24.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	23.1	11.0	14.5	7.9	21.0	5.7	19.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	7.0	16.0	4.0	17.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	3.3	7.7	8.1	6.6	5.1	12.0	3.3	10.8
Green Ext Time (p_c), s	0.0	4.8	0.0	3.9	0.0	3.0	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	6	6	358	8	99	4	518	318	116	887	6
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	1	6	6	377	8	104	4	545	335	122	934	6
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	4	58	58	393	22	290	7	1741	542	143	2209	14
Arrive On Green	0.00	0.07	0.07	0.13	0.20	0.20	0.00	0.35	0.35	0.09	0.44	0.44
Sat Flow, veh/h	1619	827	827	2956	110	1436	1619	4914	1530	1619	5038	32
Grp Volume(v), veh/h	1	0	12	377	0	112	4	545	335	122	607	333
Grp Sat Flow(s),veh/h/ln	1619	0	1654	1478	0	1547	1619	1638	1530	1619	1638	1794
Q Serve(g_s), s	0.0	0.0	0.3	5.7	0.0	2.8	0.1	3.6	8.2	3.4	5.8	5.8
Cycle Q Clear(g_c), s	0.0	0.0	0.3	5.7	0.0	2.8	0.1	3.6	8.2	3.4	5.8	5.8
Prop In Lane	1.00		0.50	1.00		0.93	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	4	0	116	393	0	312	7	1741	542	143	1436	787
V/C Ratio(X)	0.28	0.00	0.10	0.96	0.00	0.36	0.57	0.31	0.62	0.85	0.42	0.42
Avail Cap(c_a), veh/h	143	0	586	393	0	616	143	1741	542	143	1436	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	19.7	19.5	0.0	15.5	22.4	10.6	12.1	20.3	8.7	8.7
Incr Delay (d2), s/veh	37.6	0.0	0.4	35.0	0.0	0.7	56.8	0.5	5.2	35.8	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	4.2	0.0	1.2	0.2	1.7	4.2	2.9	2.7	3.1
LnGrp Delay(d),s/veh	60.1	0.0	20.1	54.5	0.0	16.2	79.2	11.1	17.3	56.1	9.7	10.4
LnGrp LOS	E		C	D		B	E	B	B	E	A	B
Approach Vol, veh/h		13			489			884			1062	
Approach Delay, s/veh		23.1			45.7			13.7			15.2	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	20.0	10.0	7.2	4.2	23.8	4.0	13.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	16.0	6.0	16.0	4.0	16.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	5.4	10.2	7.7	2.3	2.1	7.8	2.0	4.8
Green Ext Time (p_c), s	0.0	4.3	0.0	0.5	0.0	5.7	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	35	188	24	23	13	180	799	0	22	908	233
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1534	1660	1530	1615	3420	1530	1615	4914		1615	3420	1530
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1534	1660	1530	1615	3420	1530	1615	4914		1615	3420	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	151	37	198	25	24	14	189	841	0	23	956	245
RTOR Reduction (vph)	0	0	144	0	0	13	0	0	0	0	0	149
Lane Group Flow (vph)	94	94	54	25	24	1	189	841	0	23	956	96
Turn Type	Split	NA	pt+ov	Split	NA	Prot	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8	8	5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	8.8	8.8	16.0	3.8	3.8	3.8	7.2	29.5		0.7	23.0	23.0
Effective Green, g (s)	8.8	8.8	16.0	3.8	3.8	3.8	7.2	29.5		0.7	23.0	23.0
Actuated g/C Ratio	0.15	0.15	0.27	0.06	0.06	0.06	0.12	0.50		0.01	0.39	0.39
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	229	248	416	104	221	98	197	2465		19	1337	598
v/s Ratio Prot	c0.06	0.06	0.04	c0.02	0.01	0.00	c0.12	0.17		0.01	c0.28	
v/s Ratio Perm												0.06
v/c Ratio	0.41	0.38	0.13	0.24	0.11	0.01	0.96	0.34		1.21	0.72	0.16
Uniform Delay, d1	22.6	22.5	16.1	26.1	25.9	25.7	25.7	8.8		29.0	15.1	11.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.2	1.0	0.1	1.2	0.2	0.0	51.8	0.4		279.4	3.3	0.6
Delay (s)	23.8	23.5	16.3	27.3	26.1	25.8	77.4	9.2		308.5	18.4	12.2
Level of Service	C	C	B	C	C	C	E	A		F	B	B
Approach Delay (s)		19.9			26.5			21.7			22.6	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	58.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	104	200	138	96	257	170	61	686	54	122	679	89
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	109	211	145	101	271	179	64	722	57	128	715	94
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	462	304	381	434	278	76	1046	83	201	1054	138
Arrive On Green	0.08	0.23	0.23	0.07	0.22	0.22	0.05	0.33	0.33	0.07	0.35	0.35
Sat Flow, veh/h	1619	1980	1300	1619	2002	1282	1619	3212	253	2956	3040	399
Grp Volume(v), veh/h	109	181	175	101	230	220	64	384	395	128	402	407
Grp Sat Flow(s),veh/h/ln	1619	1710	1571	1619	1710	1574	1619	1710	1755	1478	1710	1730
Q Serve(g_s), s	3.5	4.7	5.0	2.5	6.4	6.6	2.0	10.2	10.2	2.2	10.5	10.5
Cycle Q Clear(g_c), s	3.5	4.7	5.0	2.5	6.4	6.6	2.0	10.2	10.2	2.2	10.5	10.5
Prop In Lane	1.00		0.83	1.00		0.81	1.00		0.14	1.00		0.23
Lane Grp Cap(c), veh/h	135	399	367	381	370	341	76	557	572	201	593	600
V/C Ratio(X)	0.81	0.45	0.48	0.27	0.62	0.64	0.84	0.69	0.69	0.64	0.68	0.68
Avail Cap(c_a), veh/h	217	557	511	459	524	482	124	557	572	226	593	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	17.2	17.3	14.5	18.5	18.6	24.7	15.3	15.3	23.7	14.6	14.6
Incr Delay (d2), s/veh	10.9	0.8	1.0	0.4	1.7	2.0	23.1	6.9	6.7	4.9	6.1	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.3	2.3	1.1	3.2	3.1	1.4	5.9	6.0	1.0	5.9	6.0
LnGrp Delay(d),s/veh	34.4	18.0	18.2	14.9	20.2	20.7	47.8	22.2	22.0	28.6	20.7	20.7
LnGrp LOS	C	B	B	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		465			551			843			937	
Approach Delay, s/veh		21.9			19.4			24.1			21.8	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	21.0	7.5	16.2	6.4	22.1	8.4	15.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	6.0	17.0	4.0	17.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	4.2	12.2	4.5	7.0	4.0	12.5	5.5	8.6
Green Ext Time (p_c), s	0.0	3.4	0.0	3.2	0.0	3.2	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	23	68	102	82	50	362	912	65	29	609	68
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.99		1.00	0.98	
Flt Protected	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1534	1666	1530	1615	1697		2949	4865		1615	4840	
Flt Permitted	0.95	0.97	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1534	1666	1530	1615	1697		2949	4865		1615	4840	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	78	24	72	107	86	53	381	960	68	31	641	72
RTOR Reduction (vph)	0	0	0	0	30	0	0	9	0	0	16	0
Lane Group Flow (vph)	51	51	72	107	109	0	381	1019	0	31	697	0
Turn Type	Split	NA	Prot	Split	NA		Split	NA		Split	NA	
Protected Phases	4	4	4	8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	7.1	7.1	7.1	9.7	9.7		16.3	16.3		16.3	16.3	
Effective Green, g (s)	7.1	7.1	7.1	9.7	9.7		16.3	16.3		16.3	16.3	
Actuated g/C Ratio	0.11	0.11	0.11	0.15	0.15		0.25	0.25		0.25	0.25	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	166	180	166	239	251		734	1212		402	1206	
v/s Ratio Prot	0.03	0.03	c0.05	c0.07	0.06		0.13	c0.21		0.02	c0.14	
v/s Ratio Perm												
v/c Ratio	0.31	0.28	0.43	0.45	0.44		0.52	0.84		0.08	0.58	
Uniform Delay, d1	26.9	26.8	27.3	25.4	25.4		21.2	23.3		18.8	21.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.9	1.8	1.3	1.2		2.6	7.1		0.4	2.0	
Delay (s)	27.9	27.7	29.1	26.7	26.6		23.8	30.4		19.2	23.6	
Level of Service	C	C	C	C	C		C	C		B	C	
Approach Delay (s)		28.3			26.6			28.6			23.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	65.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	694	0	423	482	1077	0	1	549	472
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.97	0.85	1.00	1.00			0.95	0.85
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1530	1454	1615	3420			4434	1316
Flt Permitted				0.95	0.96	1.00	0.19	1.00			0.94	1.00
Satd. Flow (perm)				1534	1530	1454	324	3420			4163	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	731	0	445	507	1134	0	1	578	497
RTOR Reduction (vph)	0	0	0	0	65	65	0	0	0	0	130	178
Lane Group Flow (vph)	0	0	0	402	340	304	507	1134	0	0	698	70
Turn Type				Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2			6		6
Actuated Green, G (s)				17.0	17.0	17.0	35.0	35.0			17.0	17.0
Effective Green, g (s)				17.0	17.0	17.0	35.0	35.0			17.0	17.0
Actuated g/C Ratio				0.28	0.28	0.28	0.58	0.58			0.28	0.28
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				434	433	411	490	1995			1179	372
v/s Ratio Prot							c0.24	0.33				
v/s Ratio Perm				c0.26	0.22	0.21	c0.36				0.17	0.05
v/c Ratio				0.93	0.78	0.74	1.03	0.57			0.59	0.19
Uniform Delay, d1				20.9	19.8	19.5	14.2	7.8			18.5	16.3
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				25.6	9.0	6.8	49.9	1.2			2.2	1.1
Delay (s)				46.5	28.9	26.3	64.1	9.0			20.7	17.4
Level of Service				D	C	C	E	A			C	B
Approach Delay (s)		0.0			34.1			26.0			19.9	
Approach LOS		A			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	810	0	613	0	0	0	0	772	227	223	1020	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.97		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1624	2693					4747		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.20	1.00	
Satd. Flow (perm)	1534	1624	2693					4747		340	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	853	0	645	0	0	0	0	813	239	235	1074	0
RTOR Reduction (vph)	0	0	72	0	0	0	0	106	0	0	0	0
Lane Group Flow (vph)	426	427	573	0	0	0	0	946	0	235	1074	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	17.0	17.0	17.0					16.0		25.0	25.0	
Effective Green, g (s)	17.0	17.0	17.0					16.0		25.0	25.0	
Actuated g/C Ratio	0.34	0.34	0.34					0.32		0.50	0.50	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	521	552	915					1519		297	1710	
v/s Ratio Prot	c0.28	0.26	0.21					0.20		c0.08	0.31	
v/s Ratio Perm										c0.32		
v/c Ratio	0.82	0.77	0.63					0.62		0.79	0.63	
Uniform Delay, d1	15.1	14.8	13.8					14.4		8.7	9.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	9.6	6.7	1.3					1.9		13.4	1.8	
Delay (s)	24.7	21.4	15.2					16.4		22.1	10.9	
Level of Service	C	C	B					B		C	B	
Approach Delay (s)		19.7			0.0			16.4			12.9	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	81	225	255	125	268	202	81	722	48	167	1307	254
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	85	237	268	132	282	213	85	760	51	176	1376	267
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	106	304	272	144	380	279	164	1557	104	410	1467	280
Arrive On Green	0.07	0.18	0.18	0.09	0.20	0.20	0.04	0.48	0.48	0.08	0.51	0.51
Sat Flow, veh/h	1619	1710	1530	1619	1885	1381	1619	3253	218	1619	2866	548
Grp Volume(v), veh/h	85	237	268	132	255	240	85	399	412	176	813	830
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1556	1619	1710	1761	1619	1710	1703
Q Serve(g_s), s	4.7	11.9	15.7	7.3	12.6	13.1	2.4	14.3	14.3	4.8	39.7	41.7
Cycle Q Clear(g_c), s	4.7	11.9	15.7	7.3	12.6	13.1	2.4	14.3	14.3	4.8	39.7	41.7
Prop In Lane	1.00		1.00	1.00		0.89	1.00		0.12	1.00		0.32
Lane Grp Cap(c), veh/h	106	304	272	144	345	314	164	819	843	410	875	872
V/C Ratio(X)	0.80	0.78	0.98	0.92	0.74	0.76	0.52	0.49	0.49	0.43	0.93	0.95
Avail Cap(c_a), veh/h	126	304	272	144	345	314	166	819	843	485	875	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	35.2	36.8	40.6	33.6	33.8	20.8	15.9	15.9	11.3	20.4	20.9
Incr Delay (d2), s/veh	26.4	12.1	49.9	50.5	8.1	10.6	2.8	2.1	2.0	0.7	17.3	20.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	6.6	10.3	5.2	6.7	6.5	1.2	7.1	7.3	2.1	22.7	24.4
LnGrp Delay(d),s/veh	67.8	47.3	86.6	91.1	41.8	44.4	23.6	18.0	17.9	12.0	37.7	41.8
LnGrp LOS	E	D	F	F	D	D	C	B	B	B	D	D
Approach Vol, veh/h		590			627			896			1819	
Approach Delay, s/veh		68.1			53.2			18.5			37.1	
Approach LOS		E			D			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	47.0	12.0	20.0	7.9	50.0	9.9	22.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	39.0	8.0	16.0	4.0	46.0	7.0	17.0
Max Q Clear Time (g_c+I1), s	6.8	16.3	9.3	17.7	4.4	43.7	6.7	15.1
Green Ext Time (p_c), s	0.2	17.2	0.0	0.0	0.0	2.1	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	216	11	38	8	6	5	157	672	56	4	561	103
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	227	12	40	8	6	5	165	707	59	4	591	108
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	1
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	269	14	47	13	10	8	201	876	73	7	745	634
Arrive On Green	0.20	0.20	0.20	0.02	0.02	0.02	0.12	0.53	0.53	0.00	0.41	0.41
Sat Flow, veh/h	1374	73	242	710	532	444	1619	1639	137	1619	1800	1530
Grp Volume(v), veh/h	279	0	0	19	0	0	165	0	766	4	591	108
Grp Sat Flow(s),veh/h/ln	1689	0	0	1686	0	0	1619	0	1776	1619	1800	1530
Q Serve(g_s), s	10.3	0.0	0.0	0.7	0.0	0.0	6.4	0.0	22.8	0.2	18.5	2.9
Cycle Q Clear(g_c), s	10.3	0.0	0.0	0.7	0.0	0.0	6.4	0.0	22.8	0.2	18.5	2.9
Prop In Lane	0.81		0.14	0.42		0.26	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	331	0	0	30	0	0	201	0	949	7	745	634
V/C Ratio(X)	0.84	0.00	0.00	0.63	0.00	0.00	0.82	0.00	0.81	0.58	0.79	0.17
Avail Cap(c_a), veh/h	418	0	0	418	0	0	251	0	1044	100	892	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	31.5	0.0	0.0	27.6	0.0	12.3	32.1	16.5	11.9
Incr Delay (d2), s/veh	12.0	0.0	0.0	19.6	0.0	0.0	15.7	0.0	4.4	58.3	4.2	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	5.9	0.0	0.0	0.5	0.0	0.0	3.7	0.0	12.2	0.2	9.9	1.2
LnGrp Delay(d),s/veh	37.0	0.0	0.0	51.1	0.0	0.0	43.3	0.0	16.7	90.4	20.7	12.1
LnGrp LOS	D			D			D		B	F	C	B
Approach Vol, veh/h		279			19			931			703	
Approach Delay, s/veh		37.0			51.1			21.4			19.8	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	38.5		16.7	12.0	30.8		5.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	10.0	32.0		16.0
Max Q Clear Time (g_c+I1), s	2.2	24.8		12.3	8.4	20.5		2.7
Green Ext Time (p_c), s	0.0	6.8		0.5	0.1	6.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	0	61	0	0	5	36	487	0	121	328	34
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	0	1800				1700	1800	0	1800	1800	1800
Adj Flow Rate, veh/h	52	0	64				38	513	0	127	345	36
Adj No. of Lanes	1	0	1				1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	103	0	97				650	722	0	160	434	512
Arrive On Green	0.06	0.00	0.06				0.40	0.40	0.00	0.33	0.33	0.33
Sat Flow, veh/h	1619	0	1530				1619	1800	0	478	1298	1530
Grp Volume(v), veh/h	52	0	64				38	513	0	472	0	36
Grp Sat Flow(s),veh/h/ln	1619	0	1530				1619	1800	0	1776	0	1530
Q Serve(g_s), s	1.9	0.0	2.4				0.9	14.3	0.0	14.4	0.0	1.0
Cycle Q Clear(g_c), s	1.9	0.0	2.4				0.9	14.3	0.0	14.4	0.0	1.0
Prop In Lane	1.00		1.00				1.00		0.00	0.27		1.00
Lane Grp Cap(c), veh/h	103	0	97				650	722	0	594	0	512
V/C Ratio(X)	0.51	0.00	0.66				0.06	0.71	0.00	0.79	0.00	0.07
Avail Cap(c_a), veh/h	108	0	102				650	722	0	594	0	512
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	27.4				11.0	15.0	0.0	18.0	0.0	13.6
Incr Delay (d2), s/veh	3.8	0.0	13.6				0.2	5.8	0.0	10.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.4				0.4	8.2	0.0	8.7	0.0	1.0
LnGrp Delay(d),s/veh	30.9	0.0	40.9				11.1	20.8	0.0	28.6	0.0	13.8
LnGrp LOS	C		D				B	C		C		B
Approach Vol, veh/h		116						551			508	
Approach Delay, s/veh		36.4						20.2			27.5	
Approach LOS		D						C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		28.0		7.8		24.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		24.0		4.0		20.0		
Max Q Clear Time (g_c+I1), s		16.3		4.4		16.4		
Green Ext Time (p_c), s		1.8		0.0		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	699	2	0	0	0	2	6	12	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	736	2	0	0	0	2	6	13	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	2	0	0	2	0	0	1475	1476	2
Stage 1	-	-	-	-	-	-	1474	1474	-
Stage 2	-	-	-	-	-	-	1	2	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1634	-	-	141	127	1088
Stage 1	-	-	-	-	-	-	212	192	-
Stage 2	-	-	-	-	-	-	1028	898	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1634	-	-	1634	-	-	77	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	0	-
Stage 1	-	-	-	-	-	-	116	0	-
Stage 2	-	-	-	-	-	-	1028	0	-

Approach	EB	WB	NB
HCM Control Delay, s	9	0	50.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	100	1634	-	-	1634	-	-
HCM Lane V/C Ratio	0.211	0.45	-	-	-	-	-
HCM Control Delay (s)	50.4	9	0	-	0	-	-
HCM Lane LOS	F	A	A	-	A	-	-
HCM 95th %tile Q(veh)	0.7	2.4	-	-	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	353	176	355	212	125	110	35	387	43	186	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	28	372	185	374	223	132	116	37	407	45	196	21
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	36	400	196	345	779	443	85	27	297	51	223	24
Arrive On Green	0.02	0.18	0.18	0.21	0.37	0.37	0.26	0.26	0.26	0.17	0.17	0.17
Sat Flow, veh/h	1619	2227	1091	1619	2102	1197	327	104	1149	302	1317	141
Grp Volume(v), veh/h	28	284	273	374	180	175	560	0	0	262	0	0
Grp Sat Flow(s),veh/h/ln	1619	1710	1608	1619	1710	1589	1581	0	0	1760	0	0
Q Serve(g_s), s	1.5	14.6	14.9	19.0	6.6	7.0	23.0	0.0	0.0	12.9	0.0	0.0
Cycle Q Clear(g_c), s	1.5	14.6	14.9	19.0	6.6	7.0	23.0	0.0	0.0	12.9	0.0	0.0
Prop In Lane	1.00		0.68	1.00		0.75	0.21		0.73	0.17		0.08
Lane Grp Cap(c), veh/h	36	307	289	345	634	589	408	0	0	297	0	0
V/C Ratio(X)	0.77	0.93	0.94	1.08	0.28	0.30	1.37	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	109	307	289	345	634	589	408	0	0	316	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.3	35.9	36.1	35.0	19.7	19.8	33.0	0.0	0.0	36.1	0.0	0.0
Incr Delay (d2), s/veh	28.2	32.6	38.1	72.3	0.2	0.3	182.1	0.0	0.0	22.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	9.7	9.6	15.4	3.1	3.1	30.6	0.0	0.0	8.2	0.0	0.0
LnGrp Delay(d),s/veh	71.5	68.5	74.2	107.3	20.0	20.1	215.2	0.0	0.0	59.0	0.0	0.0
LnGrp LOS	E	E	E	F	B	C	F			E		
Approach Vol, veh/h		585			729			560			262	
Approach Delay, s/veh		71.3			64.8			215.2			59.0	
Approach LOS		E			E			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	20.0		19.1	6.0	37.0		27.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	19.0	16.0		16.0	6.0	29.0		23.0
Max Q Clear Time (g_c+I1), s	21.0	16.9		14.9	3.5	9.0		25.0
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	5.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		105.3
HCM 2010 LOS		F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	579	0	0	472	327	211	5	692	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1800	1800	0	0	1800	1800	1800	1800	1800			
Adj Flow Rate, veh/h	211	609	0	0	497	344	222	5	728			
Adj No. of Lanes	0	2	0	0	2	0	0	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	259	872	0	0	940	649	666	15	607			
Arrive On Green	0.49	0.49	0.00	0.00	0.49	0.49	0.40	0.40	0.40			
Sat Flow, veh/h	353	1878	0	0	2026	1337	1678	38	1530			
Grp Volume(v), veh/h	321	499	0	0	439	402	227	0	728			
Grp Sat Flow(s),veh/h/ln	593	1556	0	0	1710	1564	1716	0	1530			
Q Serve(g_s), s	20.9	16.5	0.0	0.0	12.1	12.1	6.3	0.0	27.0			
Cycle Q Clear(g_c), s	33.0	16.5	0.0	0.0	12.1	12.1	6.3	0.0	27.0			
Prop In Lane	0.66		0.00	0.00		0.86	0.98		1.00			
Lane Grp Cap(c), veh/h	376	755	0	0	830	759	681	0	607			
V/C Ratio(X)	0.85	0.66	0.00	0.00	0.53	0.53	0.33	0.00	1.20			
Avail Cap(c_a), veh/h	376	755	0	0	830	759	681	0	607			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.7	13.3	0.0	0.0	12.1	12.1	14.2	0.0	20.5			
Incr Delay (d2), s/veh	17.2	2.1	0.0	0.0	0.6	0.7	0.3	0.0	104.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.8	7.5	0.0	0.0	5.8	5.3	3.0	0.0	28.9			
LnGrp Delay(d),s/veh	39.9	15.4	0.0	0.0	12.7	12.8	14.5	0.0	125.0			
LnGrp LOS	D	B			B	B	B		F			
Approach Vol, veh/h		820			841			955				
Approach Delay, s/veh		25.0			12.8			98.8				
Approach LOS		C			B			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		37.0				37.0		31.0
Change Period (Y+Rc), s		4.0				4.0		4.0
Max Green Setting (Gmax), s		33.0				33.0		27.0
Max Q Clear Time (g_c+I1), s		35.0				14.1		29.0
Green Ext Time (p_c), s		0.0				11.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	48.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	717	381	91	384	62	443	97	162	63	93	132
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	166	755	401	96	404	65	466	102	171	66	98	139
Adj No. of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
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	203	1032	742	118	736	118	542	509	433	79	268	228
Arrive On Green	0.13	0.30	0.30	0.07	0.25	0.25	0.18	0.28	0.28	0.05	0.15	0.15
Sat Flow, veh/h	1619	3420	1530	1619	2955	472	2956	1800	1530	1619	1800	1530
Grp Volume(v), veh/h	166	755	401	96	233	236	466	102	171	66	98	139
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	1619	1710	1717	1478	1800	1530	1619	1800	1530
Q Serve(g_s), s	5.5	10.8	10.0	3.2	6.4	6.5	8.3	2.3	4.9	2.2	2.7	4.6
Cycle Q Clear(g_c), s	5.5	10.8	10.0	3.2	6.4	6.5	8.3	2.3	4.9	2.2	2.7	4.6
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1032	742	118	426	428	542	509	433	79	268	228
V/C Ratio(X)	0.82	0.73	0.54	0.81	0.55	0.55	0.86	0.20	0.39	0.83	0.37	0.61
Avail Cap(c_a), veh/h	208	1066	757	178	501	503	542	627	533	208	528	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	17.1	9.8	24.9	17.8	17.8	21.6	14.9	15.8	25.7	20.9	21.7
Incr Delay (d2), s/veh	21.5	2.5	0.7	15.4	1.1	1.1	13.2	0.2	0.6	19.3	0.8	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	5.4	4.3	1.9	3.2	3.2	4.4	1.2	2.1	1.4	1.4	2.1
LnGrp Delay(d),s/veh	44.7	19.6	10.6	40.3	18.9	18.9	34.8	15.1	16.4	45.0	21.7	24.4
LnGrp LOS	D	B	B	D	B	B	C	B	B	D	C	C
Approach Vol, veh/h		1322			565			739			303	
Approach Delay, s/veh		20.0			22.5			27.8			28.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	20.5	14.0	12.1	10.8	17.6	6.7	19.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	17.0	10.0	16.0	7.0	16.0	7.0	19.0
Max Q Clear Time (g_c+I1), s	5.2	12.8	10.3	6.6	7.5	8.5	4.2	6.9
Green Ext Time (p_c), s	0.0	3.1	0.0	1.5	0.0	5.1	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	311	1258	206	128	1155	126	242	377	139	176	437	312
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1600	1800	1800	1700	1800	1800	1200	1200	1200	1200	1200	1200
Adj Flow Rate, veh/h	327	1324	217	135	1216	133	255	397	146	185	460	328
Adj No. of Lanes	2	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	227	1048	172	87	1003	110	167	354	130	176	281	200
Arrive On Green	0.08	0.25	0.25	0.05	0.22	0.22	0.15	0.42	0.42	0.15	0.43	0.43
Sat Flow, veh/h	2956	4256	697	1619	4497	492	1143	838	308	1143	653	465
Grp Volume(v), veh/h	327	1019	522	135	886	463	255	0	543	185	0	788
Grp Sat Flow(s),veh/h/ln	1478	1638	1677	1619	1638	1713	1143	0	1146	1143	0	1118
Q Serve(g_s), s	10.0	32.0	32.0	7.0	29.0	29.0	19.0	0.0	55.0	20.0	0.0	56.0
Cycle Q Clear(g_c), s	10.0	32.0	32.0	7.0	29.0	29.0	19.0	0.0	55.0	20.0	0.0	56.0
Prop In Lane	1.00		0.42	1.00		0.29	1.00		0.27	1.00		0.42
Lane Grp Cap(c), veh/h	227	806	413	87	731	382	167	0	485	176	0	482
V/C Ratio(X)	1.44	1.26	1.26	1.55	1.21	1.21	1.53	0.00	1.12	1.05	0.00	1.64
Avail Cap(c_a), veh/h	227	806	413	87	731	382	167	0	485	176	0	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.0	49.0	49.0	61.5	50.5	50.5	55.5	0.0	37.5	55.0	0.0	37.0
Incr Delay (d2), s/veh	220.3	128.6	137.0	295.5	107.8	117.4	264.9	0.0	78.1	82.3	0.0	295.7
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	11.0	28.9	30.5	10.3	24.0	26.2	18.3	0.0	27.9	10.3	0.0	56.8
LnGrp Delay(d),s/veh	280.3	177.6	186.0	357.0	158.3	167.9	320.4	0.0	115.6	137.4	0.0	332.7
LnGrp LOS	F	F	F	F	F	F	F		F	F		F
Approach Vol, veh/h		1868			1484			798			973	
Approach Delay, s/veh		197.9			179.4			181.1			295.5	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	36.0	23.0	60.0	14.0	33.0	24.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	32.0	19.0	56.0	10.0	29.0	20.0	55.0
Max Q Clear Time (g_c+I1), s	9.0	34.0	21.0	58.0	12.0	31.0	22.0	57.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	208.5
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	207	111	162	353	22	96	554	135	62	626	45
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	54	218	117	171	372	23	101	583	142	65	659	47
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	407	733	379	429	1099	68	376	903	219	355	1022	73
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.33	0.33	0.05	0.32	0.32
Sat Flow, veh/h	949	2183	1128	1003	3273	202	1619	2730	663	1619	3239	231
Grp Volume(v), veh/h	54	169	166	171	194	201	101	365	360	65	348	358
Grp Sat Flow(s),veh/h/ln	949	1710	1601	1003	1710	1764	1619	1710	1683	1619	1710	1759
Q Serve(g_s), s	1.9	3.1	3.3	6.5	3.6	3.6	1.7	7.7	7.7	1.1	7.4	7.4
Cycle Q Clear(g_c), s	5.5	3.1	3.3	9.7	3.6	3.6	1.7	7.7	7.7	1.1	7.4	7.4
Prop In Lane	1.00		0.70	1.00		0.11	1.00		0.39	1.00		0.13
Lane Grp Cap(c), veh/h	407	574	538	429	574	593	376	566	557	355	540	555
V/C Ratio(X)	0.13	0.29	0.31	0.40	0.34	0.34	0.27	0.64	0.65	0.18	0.64	0.65
Avail Cap(c_a), veh/h	469	685	642	494	685	707	461	685	674	426	645	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	10.4	10.4	14.0	10.6	10.6	9.4	12.1	12.1	9.5	12.5	12.5
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.6	0.3	0.3	0.4	1.5	1.6	0.2	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.5	1.5	1.8	1.7	1.8	0.8	3.8	3.7	0.5	3.7	3.8
LnGrp Delay(d),s/veh	12.8	10.7	10.8	14.6	10.9	10.9	9.8	13.6	13.7	9.8	14.1	14.1
LnGrp LOS	B	B	B	B	B	B	A	B	B	A	B	B
Approach Vol, veh/h		389			566			826			771	
Approach Delay, s/veh		11.0			12.0			13.2			13.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		18.2	6.8	17.4		18.2	6.1	18.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		17.0	5.0	16.0		17.0	4.0	17.0
Max Q Clear Time (g_c+I1), s		7.5	3.7	9.4		11.7	3.1	9.7
Green Ext Time (p_c), s		3.8	0.0	4.0		2.5	0.0	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	560	345	0	464	85	401	616	49	43	299	41
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1000	1000	0	1000	1000	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	0	589	363	0	488	89	422	648	52	45	315	43
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	359	221	0	510	93	263	814	65	56	381	52
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.62	0.16	0.25	0.25	0.03	0.13	0.13
Sat Flow, veh/h	0	580	357	0	823	150	1619	3208	257	1619	3028	410
Grp Volume(v), veh/h	0	0	952	0	0	577	422	345	355	45	177	181
Grp Sat Flow(s),veh/h/ln	0	0	937	0	0	974	1619	1710	1755	1619	1710	1728
Q Serve(g_s), s	0.0	0.0	80.0	0.0	0.0	71.7	21.0	24.4	24.5	3.6	13.0	13.3
Cycle Q Clear(g_c), s	0.0	0.0	80.0	0.0	0.0	71.7	21.0	24.4	24.5	3.6	13.0	13.3
Prop In Lane	0.00		0.38	0.00		0.15	1.00		0.15	1.00		0.24
Lane Grp Cap(c), veh/h	0	0	580	0	0	603	263	434	445	56	215	217
V/C Ratio(X)	0.00	0.00	1.64	0.00	0.00	0.96	1.60	0.80	0.80	0.81	0.82	0.83
Avail Cap(c_a), veh/h	0	0	580	0	0	603	263	437	448	63	225	227
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	24.6	0.0	0.0	23.0	54.1	45.1	45.1	62.0	55.1	55.2
Incr Delay (d2), s/veh	0.0	0.0	296.4	0.0	0.0	26.4	289.0	9.8	9.7	48.1	20.4	22.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	68.2	0.0	0.0	23.5	30.5	12.7	13.0	2.3	7.4	7.7
LnGrp Delay(d),s/veh	0.0	0.0	321.1	0.0	0.0	49.5	343.1	54.9	54.8	110.0	75.5	77.3
LnGrp LOS			F			D	F	D	D	F	E	E
Approach Vol, veh/h		952			577			1122			403	
Approach Delay, s/veh		321.1			49.5			163.3			80.1	
Approach LOS		F			D			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	36.8		84.0	25.0	20.3		84.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.0	33.0		80.0	21.0	17.0		80.0
Max Q Clear Time (g_c+I1), s	5.6	26.5		82.0	23.0	15.3		73.7
Green Ext Time (p_c), s	0.0	3.0		0.0	0.0	1.0		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	180.0
HCM 2010 LOS	F

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Vol, veh/h	0	334	97	0	36	315	0	192	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	352	102	0	38	332	0	202	59
Number of Lanes	0	2	0	0	0	2	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay	11.7	11.6	11.7
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	53%	0%	0%	26%	0%
Vol Thru, %	0%	0%	100%	53%	74%	100%
Vol Right, %	0%	47%	0%	47%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	120	223	208	141	210
LT Vol	128	64	0	0	36	0
Through Vol	0	0	223	111	105	210
RT Vol	0	56	0	97	0	0
Lane Flow Rate	135	126	234	219	148	221
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.263	0.227	0.382	0.337	0.251	0.365
Departure Headway (Hd)	7.029	6.462	5.867	5.537	6.079	5.949
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	556	614	649	591	606
Service Time	4.767	4.199	3.601	3.271	3.815	3.686
HCM Lane V/C Ratio	0.264	0.227	0.381	0.337	0.25	0.365
HCM Control Delay	12.3	11.1	12.2	11.1	10.9	12.1
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	1	0.9	1.8	1.5	1	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	182	525	149	97	469	200	162	487	81	219	521	168
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	192	553	157	102	494	211	171	513	85	231	548	177
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
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	229	1409	630	256	725	572	207	735	121	262	971	650
Arrive On Green	0.14	0.41	0.41	0.21	0.21	0.21	0.13	0.25	0.25	0.16	0.28	0.28
Sat Flow, veh/h	1619	3420	1530	709	3420	1530	1619	2939	485	1619	3420	1530
Grp Volume(v), veh/h	192	553	157	102	494	211	171	298	300	231	548	177
Grp Sat Flow(s),veh/h/ln	1619	1710	1530	709	1710	1530	1619	1710	1714	1619	1710	1530
Q Serve(g_s), s	7.9	7.7	4.6	9.0	9.1	6.8	7.0	10.7	10.8	9.5	9.3	5.1
Cycle Q Clear(g_c), s	7.9	7.7	4.6	9.0	9.1	6.8	7.0	10.7	10.8	9.5	9.3	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	229	1409	630	256	725	572	207	427	429	262	971	650
V/C Ratio(X)	0.84	0.39	0.25	0.40	0.68	0.37	0.83	0.70	0.70	0.88	0.56	0.27
Avail Cap(c_a), veh/h	238	1509	675	273	805	607	238	427	429	262	971	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	14.0	13.1	24.7	24.7	15.5	28.9	23.2	23.2	27.9	20.8	12.7
Incr Delay (d2), s/veh	22.0	0.2	0.2	1.0	2.1	0.4	18.7	9.1	9.2	27.6	2.4	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	3.6	2.0	1.8	4.5	2.9	4.2	6.1	6.2	6.2	4.7	2.3
LnGrp Delay(d),s/veh	50.5	14.2	13.3	25.7	26.8	15.9	47.6	32.2	32.4	55.5	23.1	13.7
LnGrp LOS	D	B	B	C	C	B	D	C	C	E	C	B
Approach Vol, veh/h		902			807			769			956	
Approach Delay, s/veh		21.8			23.8			35.7			29.2	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	21.0		32.0	12.7	23.3	13.6	18.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	17.0		30.0	10.0	18.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	11.5	12.8		9.7	9.0	11.3	9.9	11.1
Green Ext Time (p_c), s	0.0	2.7		9.0	0.0	4.0	0.0	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	27.4
HCM 2010 LOS	C

Notes

User approved changes to right turn type.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	613	73	49	468	57	51	277	34	65	268	121
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	172	645	77	52	493	60	54	292	36	68	282	127
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	1	1
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	409	1211	144	345	1208	146	457	1241	152	526	728	619
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	820	3078	367	701	3072	372	937	3069	375	1009	1800	1530
Grp Volume(v), veh/h	172	358	364	52	274	279	54	162	166	68	282	127
Grp Sat Flow(s),veh/h/ln	820	1710	1735	701	1710	1734	937	1710	1734	1009	1800	1530
Q Serve(g_s), s	7.6	6.4	6.4	2.4	4.6	4.6	1.7	2.5	2.5	1.9	4.4	2.1
Cycle Q Clear(g_c), s	12.2	6.4	6.4	8.8	4.6	4.6	6.1	2.5	2.5	4.4	4.4	2.1
Prop In Lane	1.00		0.21	1.00		0.21	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	409	673	683	345	673	682	457	692	701	526	728	619
V/C Ratio(X)	0.42	0.53	0.53	0.15	0.41	0.41	0.12	0.23	0.24	0.13	0.39	0.21
Avail Cap(c_a), veh/h	418	692	702	353	692	701	457	692	701	526	728	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	9.2	9.2	12.6	8.7	8.7	10.5	7.7	7.8	9.2	8.3	7.7
Incr Delay (d2), s/veh	0.7	0.7	0.7	0.2	0.4	0.4	0.5	0.8	0.8	0.5	1.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.2	0.5	2.2	2.2	0.5	1.3	1.4	0.6	2.4	1.0
LnGrp Delay(d),s/veh	13.8	9.9	10.0	12.8	9.1	9.1	11.0	8.5	8.6	9.7	9.9	8.4
LnGrp LOS	B	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h		894			605			382			477	
Approach Delay, s/veh		10.7			9.4			8.9			9.5	
Approach LOS		B			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		19.6		20.0		19.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		8.1		14.2		6.4		10.8
Green Ext Time (p_c), s		2.7		1.4		3.0		3.5

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	686	179	125	568	1	265	0	299	3	3	5
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1700	0	1800	1800	1800	1800
Adj Flow Rate, veh/h	2	722	188	132	598	1	279	0	315	3	3	5
Adj No. of Lanes	0	2	0	1	2	0	1	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	46	1151	299	222	1533	3	304	0	0	57	0	0
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.19	0.00	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1	2631	684	588	3503	6	1619	279		0	0	0
Grp Volume(v), veh/h	495	0	417	132	292	307	279	63.4		11	0	0
Grp Sat Flow(s),veh/h/ln	1799	0	1517	588	1710	1799	1619	E		0	0	0
Q Serve(g_s), s	0.0	0.0	17.1	17.9	9.3	9.3	13.5			0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.1	0.0	17.1	35.0	9.3	9.3	13.5			0.1	0.0	0.0
Prop In Lane	0.00		0.45	1.00		0.00	1.00			0.27		0.45
Lane Grp Cap(c), veh/h	832	0	664	222	748	787	304			57	0	0
V/C Ratio(X)	0.59	0.00	0.63	0.60	0.39	0.39	0.92			0.19	0.00	0.00
Avail Cap(c_a), veh/h	832	0	664	222	748	787	304			57	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00			1.00	0.00	0.00
Uniform Delay (d), s/veh	17.5	0.0	17.5	31.0	15.3	15.3	31.9			24.1	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.9	4.3	0.3	0.3	31.5			7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	7.4	3.2	4.4	4.7	8.7			0.4	0.0	0.0
LnGrp Delay(d),s/veh	18.6	0.0	19.4	35.3	15.6	15.6	63.4			31.4	0.0	0.0
LnGrp LOS	B		B	D	B	B	E			C		
Approach Vol, veh/h		912			731						11	
Approach Delay, s/veh		18.9			19.1						31.4	
Approach LOS		B			B						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4	5	6		8
Phs Duration (G+Y+Rc), s				39.0	19.0	22.0		39.0
Change Period (Y+Rc), s				4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s				35.0	15.0	18.0		35.0
Max Q Clear Time (g_c+I1), s				19.1	15.5	2.1		37.0
Green Ext Time (p_c), s				9.2	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	131	24	27	103	31	13	590	44	15	401	27
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1700	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	48	138	25	28	108	33	14	621	46	16	422	28
Adj No. of Lanes	0	1	0	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	198	259	42	539	286	87	133	1636	120	143	1631	106
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	249	1198	194	1173	1324	405	20	3131	229	34	3121	203
Grp Volume(v), veh/h	211	0	0	28	0	141	360	0	321	245	0	221
Grp Sat Flow(s),veh/h/ln	1641	0	0	1173	0	1729	1782	0	1598	1755	0	1602
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	2.1	0.0	0.0	3.7	0.0	0.0	2.3
Cycle Q Clear(g_c), s	3.5	0.0	0.0	0.4	0.0	2.1	3.7	0.0	3.7	2.3	0.0	2.3
Prop In Lane	0.23		0.12	1.00		0.23	0.04		0.14	0.07		0.13
Lane Grp Cap(c), veh/h	499	0	0	539	0	374	1053	0	835	1043	0	837
V/C Ratio(X)	0.42	0.00	0.00	0.05	0.00	0.38	0.34	0.00	0.38	0.23	0.00	0.26
Avail Cap(c_a), veh/h	993	0	0	899	0	903	1053	0	835	1043	0	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	0.0	9.6	0.0	10.2	4.4	0.0	4.4	4.0	0.0	4.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.6	0.9	0.0	1.3	0.5	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.2	0.0	1.1	2.1	0.0	1.9	1.2	0.0	1.2
LnGrp Delay(d),s/veh	11.3	0.0	0.0	9.6	0.0	10.9	5.2	0.0	5.7	4.6	0.0	4.8
LnGrp LOS	B			A		B	A		A	A		A
Approach Vol, veh/h		211			169			681			466	
Approach Delay, s/veh		11.3			10.7			5.5			4.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		20.0		10.6		20.0		10.6
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0
Max Q Clear Time (g_c+I1), s		5.7		5.5		4.3		4.1
Green Ext Time (p_c), s		4.6		1.4		5.0		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	636	103	234	248	47	71	575	469	64	420	22
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	45	669	108	246	261	49	75	605	494	67	442	23
Adj No. of Lanes	1	2	0	2	2	1	1	2	1	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	58	776	125	336	1166	522	91	1011	452	81	956	50
Arrive On Green	0.04	0.26	0.26	0.11	0.34	0.34	0.06	0.30	0.30	0.05	0.29	0.29
Sat Flow, veh/h	1619	2950	476	2956	3420	1530	1619	3420	1530	1619	3308	172
Grp Volume(v), veh/h	45	387	390	246	261	49	75	605	494	67	228	237
Grp Sat Flow(s),veh/h/ln	1619	1710	1716	1478	1710	1530	1619	1710	1530	1619	1710	1770
Q Serve(g_s), s	1.6	12.4	12.5	4.6	3.1	1.3	2.6	8.7	17.0	2.4	6.3	6.3
Cycle Q Clear(g_c), s	1.6	12.4	12.5	4.6	3.1	1.3	2.6	8.7	17.0	2.4	6.3	6.3
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	58	450	451	336	1166	522	91	1011	452	81	494	511
V/C Ratio(X)	0.78	0.86	0.86	0.73	0.22	0.09	0.82	0.60	1.09	0.83	0.46	0.46
Avail Cap(c_a), veh/h	169	476	477	360	1166	522	141	1011	452	113	494	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	20.2	20.2	24.7	13.5	12.9	26.9	17.3	20.3	27.1	16.8	16.8
Incr Delay (d2), s/veh	19.8	14.3	14.5	7.0	0.1	0.1	19.6	2.6	69.8	29.0	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.6	7.7	2.2	1.5	0.5	1.7	4.5	15.9	1.7	3.4	3.5
LnGrp Delay(d),s/veh	47.4	34.5	34.7	31.7	13.6	13.0	46.5	20.0	90.0	56.1	19.9	19.8
LnGrp LOS	D	C	C	C	B	B	D	B	F	E	B	B
Approach Vol, veh/h		822			556			1174			532	
Approach Delay, s/veh		35.3			21.6			51.1			24.4	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	21.0	10.5	19.1	7.2	20.6	6.1	23.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	17.0	7.0	16.0	5.0	16.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	4.4	19.0	6.6	14.5	4.6	8.3	3.6	5.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	4.6	0.0	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	37.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	6	8	385	8	97	15	954	359	75	658	3
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1600	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	3	6	8	405	8	102	16	1004	378	79	693	3
Adj No. of Lanes	1	1	0	2	1	0	1	3	1	1	3	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	5	49	65	514	27	345	26	1715	534	94	1976	9
Arrive On Green	0.00	0.07	0.07	0.17	0.24	0.24	0.02	0.35	0.35	0.06	0.39	0.39
Sat Flow, veh/h	1619	701	934	2956	112	1434	1619	4914	1530	1619	5050	22
Grp Volume(v), veh/h	3	0	14	405	0	110	16	1004	378	79	449	247
Grp Sat Flow(s),veh/h/ln	1619	0	1635	1478	0	1547	1619	1638	1530	1619	1638	1796
Q Serve(g_s), s	0.1	0.0	0.4	6.0	0.0	2.7	0.5	7.7	9.8	2.2	4.4	4.4
Cycle Q Clear(g_c), s	0.1	0.0	0.4	6.0	0.0	2.7	0.5	7.7	9.8	2.2	4.4	4.4
Prop In Lane	1.00		0.57	1.00		0.93	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	5	0	114	514	0	372	26	1715	534	94	1282	703
V/C Ratio(X)	0.57	0.00	0.12	0.79	0.00	0.30	0.61	0.59	0.71	0.84	0.35	0.35
Avail Cap(c_a), veh/h	141	0	571	516	0	675	141	1715	534	141	1282	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	20.0	18.1	0.0	14.2	22.4	12.2	12.9	21.4	9.8	9.8
Incr Delay (d2), s/veh	70.5	0.0	0.5	8.0	0.0	0.4	21.2	1.5	7.7	23.0	0.8	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	0.1	0.0	0.2	3.0	0.0	1.2	0.3	3.7	5.2	1.6	2.1	2.5
LnGrp Delay(d),s/veh	93.3	0.0	20.5	26.1	0.0	14.7	43.6	13.7	20.6	44.4	10.6	11.2
LnGrp LOS	F		C	C		B	D	B	C	D	B	B
Approach Vol, veh/h		17			515			1398			775	
Approach Delay, s/veh		33.3			23.7			15.9			14.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	20.0	12.0	7.2	4.7	21.9	4.1	15.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	16.0	8.0	16.0	4.0	16.0	4.0	20.0
Max Q Clear Time (g_c+I1), s	4.2	11.8	8.0	2.4	2.5	6.4	2.1	4.7
Green Ext Time (p_c), s	0.0	3.5	0.0	0.5	0.0	7.1	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	239	16	260	22	61	13	148	1044	0	4	871	192
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1534	1638	1530	1615	3420	1530	1615	4914		1615	3420	1530
Flt Permitted	0.95	0.96	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1534	1638	1530	1615	3420	1530	1615	4914		1615	3420	1530
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	252	17	274	23	64	14	156	1099	0	4	917	202
RTOR Reduction (vph)	0	0	193	0	0	13	0	0	0	0	0	123
Lane Group Flow (vph)	134	135	81	23	64	1	156	1099	0	4	917	79
Turn Type	Split	NA	pt+ov	Split	NA	Prot	Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	8	8	8	5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	11.2	11.2	20.3	5.4	5.4	5.4	9.1	35.1		0.7	26.7	26.7
Effective Green, g (s)	11.2	11.2	20.3	5.4	5.4	5.4	9.1	35.1		0.7	26.7	26.7
Actuated g/C Ratio	0.16	0.16	0.30	0.08	0.08	0.08	0.13	0.51		0.01	0.39	0.39
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	251	268	454	127	270	120	214	2521		16	1335	597
v/s Ratio Prot	c0.09	0.08	0.05	0.01	c0.02	0.00	c0.10	0.22		0.00	c0.27	
v/s Ratio Perm												0.05
v/c Ratio	0.53	0.50	0.18	0.18	0.24	0.01	0.73	0.44		0.25	0.69	0.13
Uniform Delay, d1	26.2	26.1	17.9	29.4	29.6	29.0	28.5	10.4		33.6	17.4	13.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	1.5	0.2	0.7	0.5	0.0	11.7	0.6		8.1	2.9	0.5
Delay (s)	28.4	27.6	18.1	30.1	30.0	29.1	40.2	11.0		41.6	20.3	13.9
Level of Service	C	C	B	C	C	C	D	B		D	C	B
Approach Delay (s)		23.0			29.9			14.6			19.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	68.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	156	353	113	66	238	164	107	751	117	223	766	83
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1600	1800	1800
Adj Flow Rate, veh/h	164	372	119	69	251	173	113	791	123	235	806	87
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	200	712	225	326	395	262	140	930	145	293	1015	110
Arrive On Green	0.12	0.28	0.28	0.05	0.20	0.20	0.09	0.31	0.31	0.10	0.33	0.33
Sat Flow, veh/h	1619	2559	808	1619	1970	1309	1619	2967	461	2956	3115	336
Grp Volume(v), veh/h	164	247	244	69	217	207	113	456	458	235	442	451
Grp Sat Flow(s),veh/h/ln	1619	1710	1657	1619	1710	1569	1619	1710	1719	1478	1710	1741
Q Serve(g_s), s	6.0	7.4	7.6	2.0	7.0	7.4	4.2	15.1	15.1	4.7	14.3	14.3
Cycle Q Clear(g_c), s	6.0	7.4	7.6	2.0	7.0	7.4	4.2	15.1	15.1	4.7	14.3	14.3
Prop In Lane	1.00		0.49	1.00		0.83	1.00		0.27	1.00		0.19
Lane Grp Cap(c), veh/h	200	476	461	326	343	314	140	536	538	293	557	567
V/C Ratio(X)	0.82	0.52	0.53	0.21	0.63	0.66	0.81	0.85	0.85	0.80	0.79	0.79
Avail Cap(c_a), veh/h	214	564	547	359	451	414	160	536	538	293	557	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	18.5	18.5	18.1	22.2	22.3	27.2	19.5	19.5	26.7	18.6	18.6
Incr Delay (d2), s/veh	20.8	0.9	0.9	0.3	1.9	2.4	23.0	15.5	15.5	14.9	11.1	11.0
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	3.8	3.6	3.6	0.9	3.5	3.4	2.7	9.4	9.4	2.5	8.4	8.5
LnGrp Delay(d),s/veh	46.7	19.3	19.5	18.4	24.1	24.7	50.2	35.0	35.0	41.6	29.7	29.5
LnGrp LOS	D	B	B	B	C	C	D	D	C	D	C	C
Approach Vol, veh/h		655			493			1027			1128	
Approach Delay, s/veh		26.2			23.6			36.7			32.1	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	23.0	6.8	20.9	9.2	23.8	11.5	16.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	19.0	4.0	20.0	6.0	19.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	6.7	17.1	4.0	9.6	6.2	16.3	8.0	9.4
Green Ext Time (p_c), s	0.0	1.5	0.0	3.7	0.0	2.2	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	218	114	401	104	83	26	510	508	95	68	899	152
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1534	1683	1530	1615	1736		2949	4798		1615	4807	
Flt Permitted	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1534	1683	1530	1615	1736		2949	4798		1615	4807	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	229	120	422	109	87	27	537	535	100	72	946	160
RTOR Reduction (vph)	0	0	0	0	13	0	0	30	0	0	26	0
Lane Group Flow (vph)	172	177	422	109	101	0	537	605	0	72	1080	0
Turn Type	Split	NA	Prot	Split	NA		Split	NA		Split	NA	
Protected Phases	4	4	4	8	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	23.0	23.0	23.0	11.0	11.0		16.0	16.0		19.0	19.0	
Effective Green, g (s)	23.0	23.0	23.0	11.0	11.0		16.0	16.0		19.0	19.0	
Actuated g/C Ratio	0.27	0.27	0.27	0.13	0.13		0.19	0.19		0.22	0.22	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	415	455	414	209	224		555	903		361	1074	
v/s Ratio Prot	0.11	0.11	c0.28	c0.07	0.06		c0.18	0.13		0.04	c0.22	
v/s Ratio Perm												
v/c Ratio	0.41	0.39	1.02	0.52	0.45		0.97	0.67		0.20	1.01	
Uniform Delay, d1	25.5	25.3	31.0	34.5	34.2		34.2	32.0		26.8	33.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.6	49.2	2.3	1.4		31.0	3.9		1.2	28.9	
Delay (s)	26.1	25.8	80.2	36.9	35.6		65.2	36.0		28.1	61.9	
Level of Service	C	C	F	D	D		E	D		C	E	
Approach Delay (s)		55.7			36.3			49.4			59.8	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	53.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	280	3	468	478	1010	0	0	1308	737
Ideal Flow (vphpl)	1800	1800	1800	1700	1800	1800	1700	1800	1800	1800	1800	1800
Total Lost time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.86	0.86
Frt				1.00	0.87	0.85	1.00	1.00			0.97	0.85
Flt Protected				0.95	0.99	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				1534	1415	1454	1615	3420			4524	1316
Flt Permitted				0.95	0.99	1.00	0.11	1.00			1.00	1.00
Satd. Flow (perm)				1534	1415	1454	194	3420			4524	1316
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	295	3	493	503	1063	0	0	1377	776
RTOR Reduction (vph)	0	0	0	0	119	119	0	0	0	0	36	298
Lane Group Flow (vph)	0	0	0	265	146	142	503	1063	0	0	1628	191
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	Perm
Protected Phases					8		5	2			6	
Permitted Phases				8		8	2					6
Actuated Green, G (s)				15.5	15.5	15.5	56.0	56.0			31.0	31.0
Effective Green, g (s)				15.5	15.5	15.5	56.0	56.0			31.0	31.0
Actuated g/C Ratio				0.19	0.19	0.19	0.70	0.70			0.39	0.39
Clearance Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	4.0
Vehicle Extension (s)				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)				299	275	283	512	2409			1764	513
v/s Ratio Prot							c0.26	0.31			0.36	
v/s Ratio Perm				c0.17	0.10	0.10	c0.43					0.14
v/c Ratio				0.89	0.53	0.50	0.98	0.44			0.92	0.37
Uniform Delay, d1				31.1	28.7	28.6	22.6	5.0			23.1	17.3
Progression Factor				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2				25.4	2.0	1.4	35.0	0.6			9.6	2.1
Delay (s)				56.5	30.7	29.9	57.6	5.6			32.7	19.4
Level of Service				E	C	C	E	A			C	B
Approach Delay (s)		0.0			39.1			22.3			29.7	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	602	3	352	0	0	0	0	901	339	708	895	0
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800	1800	1800	1800	1700	1800	1800
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	0.88					0.91		1.00	0.95	
Frt	1.00	1.00	0.85					0.96		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1534	1629	2693					4712		1615	3420	
Flt Permitted	0.95	0.95	1.00					1.00		0.14	1.00	
Satd. Flow (perm)	1534	1629	2693					4712		234	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	634	3	371	0	0	0	0	948	357	745	942	0
RTOR Reduction (vph)	0	0	271	0	0	0	0	76	0	0	0	0
Lane Group Flow (vph)	317	320	100	0	0	0	0	1229	0	745	942	0
Turn Type	Prot	NA	Prot					NA		pm+pt	NA	
Protected Phases	7	4	4					2		1	6	
Permitted Phases										6		
Actuated Green, G (s)	18.0	18.0	18.0					25.0		64.0	64.0	
Effective Green, g (s)	18.0	18.0	18.0					25.0		64.0	64.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.28		0.71	0.71	
Clearance Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Lane Grp Cap (vph)	306	325	538					1308		703	2432	
v/s Ratio Prot	c0.21	0.20	0.04					0.26		c0.41	0.28	
v/s Ratio Perm										c0.34		
v/c Ratio	1.04	0.98	0.19					0.94		1.06	0.39	
Uniform Delay, d1	36.0	35.9	29.9					31.8		22.5	5.2	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	61.1	45.4	0.2					14.1		50.9	0.5	
Delay (s)	97.1	81.3	30.1					45.9		73.4	5.7	
Level of Service	F	F	C					D		E	A	
Approach Delay (s)		67.4			0.0			45.9			35.6	
Approach LOS		E			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	47.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	179	546	114	104	402	289	66	793	55	372	700	166
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	188	575	120	109	423	304	69	835	58	392	737	175
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	202	682	142	135	382	272	291	933	65	418	1185	281
Arrive On Green	0.13	0.24	0.24	0.08	0.20	0.20	0.04	0.29	0.29	0.19	0.43	0.43
Sat Flow, veh/h	1619	2820	587	1619	1909	1361	1619	3245	225	1619	2744	651
Grp Volume(v), veh/h	188	348	347	109	379	348	69	440	453	392	459	453
Grp Sat Flow(s),veh/h/ln	1619	1710	1696	1619	1710	1560	1619	1710	1760	1619	1710	1685
Q Serve(g_s), s	9.2	15.5	15.6	5.3	16.0	16.0	2.4	19.7	19.8	13.3	16.7	16.7
Cycle Q Clear(g_c), s	9.2	15.5	15.6	5.3	16.0	16.0	2.4	19.7	19.8	13.3	16.7	16.7
Prop In Lane	1.00		0.35	1.00		0.87	1.00		0.13	1.00		0.39
Lane Grp Cap(c), veh/h	202	414	410	135	342	312	291	492	506	418	739	728
V/C Ratio(X)	0.93	0.84	0.85	0.81	1.11	1.12	0.24	0.89	0.90	0.94	0.62	0.62
Avail Cap(c_a), veh/h	202	414	410	142	342	312	342	492	506	418	739	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	28.9	28.9	36.1	32.0	32.0	18.9	27.3	27.3	18.1	17.7	17.7
Incr Delay (d2), s/veh	43.7	14.4	15.0	27.6	80.7	86.2	0.4	21.5	21.0	28.9	3.9	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	8.9	9.0	3.4	15.2	14.3	1.1	12.2	12.5	11.9	8.6	8.5
LnGrp Delay(d),s/veh	78.3	43.3	43.9	63.6	112.7	118.2	19.3	48.8	48.4	47.1	21.6	21.6
LnGrp LOS	E	D	D	E	F	F	B	D	D	D	C	C
Approach Vol, veh/h		883			836			962			1304	
Approach Delay, s/veh		51.0			108.6			46.5			29.3	
Approach LOS		D			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	27.0	10.6	23.4	7.5	38.5	14.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	23.0	7.0	19.0	6.0	32.0	10.0	16.0
Max Q Clear Time (g_c+I1), s	15.3	21.8	7.3	17.6	4.4	18.7	11.2	18.0
Green Ext Time (p_c), s	0.0	1.1	0.0	1.0	0.0	8.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	142	12	51	23	9	3	22	656	18	4	823	157
Number	7	4	14	3	8	18	5	2	12	1	6	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		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	149	13	54	24	9	3	23	691	19	4	866	165
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	1
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	184	16	67	34	13	4	34	977	27	7	979	832
Arrive On Green	0.16	0.16	0.16	0.03	0.03	0.03	0.02	0.56	0.56	0.00	0.54	0.54
Sat Flow, veh/h	1151	100	417	1145	429	143	1619	1744	48	1619	1800	1530
Grp Volume(v), veh/h	216	0	0	36	0	0	23	0	710	4	866	165
Grp Sat Flow(s),veh/h/ln	1669	0	0	1717	0	0	1619	0	1792	1619	1800	1530
Q Serve(g_s), s	8.1	0.0	0.0	1.4	0.0	0.0	0.9	0.0	18.8	0.2	27.5	3.6
Cycle Q Clear(g_c), s	8.1	0.0	0.0	1.4	0.0	0.0	0.9	0.0	18.8	0.2	27.5	3.6
Prop In Lane	0.69		0.25	0.67		0.08	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	267	0	0	51	0	0	34	0	1004	7	979	832
V/C Ratio(X)	0.81	0.00	0.00	0.71	0.00	0.00	0.68	0.00	0.71	0.58	0.88	0.20
Avail Cap(c_a), veh/h	411	0	0	423	0	0	100	0	1048	100	1052	895
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	0.0	31.3	0.0	0.0	31.6	0.0	10.4	32.3	13.0	7.6
Incr Delay (d2), s/veh	6.9	0.0	0.0	16.9	0.0	0.0	21.2	0.0	2.1	58.3	8.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	0.9	0.0	0.0	0.6	0.0	9.7	0.2	15.8	1.5
LnGrp Delay(d),s/veh	33.2	0.0	0.0	48.2	0.0	0.0	52.8	0.0	12.5	90.6	21.8	7.7
LnGrp LOS	C			D			D		B	F	C	A
Approach Vol, veh/h		216			36			733			1035	
Approach Delay, s/veh		33.2			48.2			13.8			19.8	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	40.4		14.4	5.4	39.3		5.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	38.0		16.0	4.0	38.0		16.0
Max Q Clear Time (g_c+I1), s	2.2	20.8		10.1	2.9	29.5		3.4
Green Ext Time (p_c), s	0.0	9.7		0.5	0.0	5.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	27	0	0	12	23	302	0	0	476	58
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1700	0	1800				1700	1800	0	1800	1800	1800
Adj Flow Rate, veh/h	23	0	28				24	318	0	0	501	61
Adj No. of Lanes	1	0	1				1	1	0	0	1	1
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	64	0	61				518	576	0	0	746	634
Arrive On Green	0.04	0.00	0.04				0.32	0.32	0.00	0.00	0.41	0.41
Sat Flow, veh/h	1619	0	1530				1619	1800	0	0	1800	1530
Grp Volume(v), veh/h	23	0	28				24	318	0	0	501	61
Grp Sat Flow(s),veh/h/ln	1619	0	1530				1619	1800	0	0	1800	1530
Q Serve(g_s), s	0.7	0.0	1.0				0.5	7.7	0.0	0.0	12.0	1.3
Cycle Q Clear(g_c), s	0.7	0.0	1.0				0.5	7.7	0.0	0.0	12.0	1.3
Prop In Lane	1.00		1.00				1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	64	0	61				518	576	0	0	746	634
V/C Ratio(X)	0.36	0.00	0.46				0.05	0.55	0.00	0.00	0.67	0.10
Avail Cap(c_a), veh/h	122	0	115				518	576	0	0	746	634
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	24.9				12.5	14.9	0.0	0.0	12.6	9.5
Incr Delay (d2), s/veh	3.3	0.0	5.3				0.2	3.8	0.0	0.0	4.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5				0.3	4.4	0.0	0.0	6.8	1.5
LnGrp Delay(d),s/veh	28.1	0.0	30.3				12.6	18.7	0.0	0.0	17.4	9.8
LnGrp LOS	C		C				B	B			B	A
Approach Vol, veh/h		51						342			562	
Approach Delay, s/veh		29.3						18.3			16.6	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		21.0		6.1		26.0		
Change Period (Y+Rc), s		4.0		4.0		4.0		
Max Green Setting (Gmax), s		17.0		4.0		22.0		
Max Q Clear Time (g_c+I1), s		9.7		3.0		14.0		
Green Ext Time (p_c), s		1.0		0.0		1.9		

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B