Traffic Impact Analysis Report

for the World Logistics Center

Appendix A

Traffic Counts

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SITE #03 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Theodore Street Southbound				Alessandro Boulevard Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	6	0	0	18	0	1	0	0	3	10	0	0	0	0	0
07:15 AM	1	4	0	0	27	0	1	0	0	6	19	0	0	0	0	0
07:30 AM	0	3	0	0	29	0	0	0	0	10	26	0	0	0	0	0
07:45 AM	0	4	0	0	21	0	2	0	0	7	14	0	0	0	0	0
08:00 AM	3	0	0	0	19	0	0	0	0	4	13	0	0	0	0	0
08:15 AM	0	3	0	0	30	0	1	0	0	3	19	0	0	0	0	0
08:30 AM	1	0	0	0	19	0	1	0	0	4	17	0	0	0	0	0
08:45 AM	1	3	0	0	19	0	3	0	0	4	15	0	0	0	0	0

2-Axle Trucks	Theodore Street Southbound				Alessandro Boulevard Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Theodore Street Southbound				Alessandro Boulevard Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0

4+ Axle Trucks	Theodore Street Southbound				Alessandro Boulevard Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

SITE #03 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Theodore Street Southbound				Alessandro Boulevard Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	8	0	0	13	0	3	0	0	3	25	0	0	0	0	0
04:15 PM	2	2	0	0	9	0	1	0	0	2	30	0	0	0	0	0
04:30 PM	2	11	0	0	9	0	0	0	0	5	34	0	0	0	0	0
04:45 PM	2	7	0	0	16	0	0	0	0	9	39	0	0	0	0	0
05:00 PM	6	12	0	0	22	0	0	0	0	3	40	0	0	0	0	0
05:15 PM	0	4	0	0	10	0	1	0	0	0	13	0	0	0	0	0
05:30 PM	1	7	0	0	22	0	1	0	0	1	34	0	0	0	0	0
05:45 PM	2	9	0	0	25	0	1	0	0	6	30	0	0	0	0	0

2-Axle Trucks	Theodore Street Southbound				Alessandro Boulevard Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Theodore Street Southbound				Alessandro Boulevard Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Theodore Street Southbound				Alessandro Boulevard Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #06 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Gilman Springs Road
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Gilman Springs Road Southbound				Westbound				Gilman Springs Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	51	1	0	0	0	0	0	17	144	0	0	0	0	8	0
07:15 AM	0	49	0	0	0	0	0	0	28	157	0	0	0	0	17	0
07:30 AM	0	70	0	0	0	0	0	0	31	140	0	0	0	0	29	0
07:45 AM	0	51	0	0	0	0	0	0	23	122	0	0	0	0	13	0
08:00 AM	0	52	0	0	0	0	0	0	17	113	0	0	1	0	13	0
08:15 AM	0	57	0	0	0	0	0	0	31	95	0	0	3	0	18	0
08:30 AM	0	45	2	0	0	0	0	0	20	111	0	0	0	0	15	0
08:45 AM	0	40	3	0	0	0	0	0	18	97	0	0	0	0	12	0

2-Axle Trucks	Gilman Springs Road Southbound				Westbound				Gilman Springs Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	4	0	0	0	0	0	0	1	4	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0
07:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:15 AM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0

3-Axle Trucks	Gilman Springs Road Southbound				Westbound				Gilman Springs Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Gilman Springs Road Southbound				Westbound				Gilman Springs Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	2	0
07:30 AM	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0
08:15 AM	0	5	0	0	0	0	0	0	0	2	0	0	0	0	2	0
08:30 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0

SITE #06 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Gilman Springs Road
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Gilman Springs Road Southbound				Westbound				Gilman Springs Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	123	0	0	0	0	0	0	14	78	0	0	1	0	23	0
04:15 PM	0	143	1	0	0	0	0	0	10	71	0	0	1	0	26	0
04:30 PM	0	121	1	0	0	0	0	0	5	74	0	0	0	0	33	0
04:45 PM	0	150	0	0	0	0	0	0	15	69	0	0	0	0	38	0
05:00 PM	0	145	2	0	0	0	0	0	10	72	0	0	2	0	34	0
05:15 PM	0	157	0	0	0	0	0	0	23	63	0	0	0	0	30	0
05:30 PM	0	156	1	0	0	0	0	0	19	69	0	0	0	0	32	0
05:45 PM	0	143	0	0	0	0	0	0	24	83	0	0	0	0	34	0

2-Axle Trucks	Gilman Springs Road Southbound				Westbound				Gilman Springs Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	6	0	0	0	0	0	0	0	3	0	0	0	0	2	0
04:15 PM	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0
05:00 PM	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0

3-Axle Trucks	Gilman Springs Road Southbound				Westbound				Gilman Springs Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Gilman Springs Road Southbound				Westbound				Gilman Springs Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #10 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Locust Avenue
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Locust Avenue Westbound				Redlands Boulevard Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	107	1	0	0	0	1	0	0	162	0	0	15	0	7	0
07:15 AM	0	100	2	0	0	0	0	0	1	170	0	0	6	0	2	0
07:30 AM	0	116	0	0	0	0	0	0	1	143	0	0	3	0	3	0
07:45 AM	0	70	7	0	0	0	0	0	5	106	0	0	3	0	5	0
08:00 AM	0	99	1	0	0	0	0	0	1	123	0	0	6	0	2	0
08:15 AM	0	88	1	0	0	1	0	0	1	102	1	0	5	0	4	0
08:30 AM	0	80	0	0	1	0	1	0	2	93	0	0	5	0	3	0
08:45 AM	0	71	2	0	0	0	0	0	1	68	0	0	3	0	0	0

2-Axle Trucks	Redlands Boulevard Southbound				Locust Avenue Westbound				Redlands Boulevard Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	1	3	0	0	1	0	0	0
07:45 AM	0	1	3	0	1	0	0	0	0	2	0	0	0	0	1	0
08:00 AM	0	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0
08:15 AM	0	0	2	0	1	0	0	0	1	1	0	0	0	0	1	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0

3-Axle Trucks	Redlands Boulevard Southbound				Locust Avenue Westbound				Redlands Boulevard Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Locust Avenue Westbound				Redlands Boulevard Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #10 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Locust Avenue
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Locust Avenue Westbound				Redlands Boulevard Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	128	3	0	0	0	0	0	6	117	0	0	3	0	6	0
04:15 PM	0	161	4	0	2	0	0	0	6	140	0	0	0	0	3	0
04:30 PM	0	147	6	0	1	1	0	0	6	138	3	0	3	0	2	0
04:45 PM	0	213	4	0	0	0	0	0	6	162	0	0	2	0	3	0
05:00 PM	1	124	8	0	0	2	1	0	6	122	0	0	5	0	3	0
05:15 PM	7	199	5	0	0	0	1	0	5	121	0	0	0	0	3	0
05:30 PM	0	187	3	0	0	1	0	0	2	114	0	0	3	0	3	0
05:45 PM	0	156	7	0	1	0	0	0	3	91	0	0	4	0	1	0

2-Axle Trucks	Redlands Boulevard Southbound				Locust Avenue Westbound				Redlands Boulevard Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	4	1	0	0	0	0	0	1	2	0	0	0	0	0	0
04:15 PM	0	4	0	0	0	0	1	0	1	2	0	0	1	0	2	0
04:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
04:45 PM	0	1	1	0	1	0	0	0	0	4	0	0	0	0	0	0
05:00 PM	0	3	0	0	0	0	0	0	1	2	0	0	1	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	2	0	0	0	0	0	0	1	1	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0

3-Axle Trucks	Redlands Boulevard Southbound				Locust Avenue Westbound				Redlands Boulevard Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Locust Avenue Westbound				Redlands Boulevard Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #11 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Ironw ood Avenue
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	73	13	0	1	1	0	0	6	144	1	0	16	1	4	0
07:15 AM	0	111	27	0	0	4	0	0	12	147	1	0	27	1	9	0
07:30 AM	0	86	23	0	0	1	0	0	22	121	0	0	22	5	11	0
07:45 AM	1	81	15	0	0	1	1	0	3	106	0	0	25	2	6	0
08:00 AM	0	86	11	0	0	1	1	0	1	81	1	0	20	3	3	0
08:15 AM	0	76	12	0	0	2	1	0	1	91	3	0	14	1	8	0
08:30 AM	0	136	21	0	1	4	3	0	5	75	5	0	10	4	1	0
08:45 AM	2	102	19	0	2	3	1	0	1	62	0	0	14	5	5	0

2-Axle Trucks	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	9	0	0	0	0	0	0	0	5	0	0	0	0	0	0
08:45 AM	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	0

SITE #11 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Ironw ood Avenue
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	107	20	0	2	1	1	0	1	100	0	0	13	1	6	0
04:15 PM	0	122	33	0	1	2	1	0	5	109	0	0	20	2	2	0
04:30 PM	0	117	28	0	2	1	2	0	1	115	1	0	21	0	8	0
04:45 PM	0	140	36	0	1	3	0	0	2	143	0	0	21	1	3	0
05:00 PM	0	139	32	0	0	0	0	0	5	127	2	0	16	3	8	0
05:15 PM	0	159	39	0	3	1	0	0	6	127	3	0	15	1	5	0
05:30 PM	1	137	31	0	1	1	0	0	1	106	2	0	23	1	6	0
05:45 PM	0	128	22	0	2	3	0	0	5	90	3	0	19	3	6	0

2-Axle Trucks	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	4	0	0	0	0	0	0	0	3	1	0	0	0	0	0
04:15 PM	0	2	0	0	0	2	1	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	5	0	0	0	0	1	0
05:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Ironwood Avenue Westbound				Redlands Boulevard Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #12 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: Ironwood Avenue
Comment 4: Weather: Sunny

Cars	NEW APPROACH Southbound				Badlands Disposal Access Westbound				Theodore Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	0	0	0	3	0	4	0	0	1	5	0
07:15 AM	0	0	0	0	0	0	0	0	3	0	2	0	0	0	3	0
07:30 AM	0	0	0	0	0	1	0	0	6	0	4	0	0	1	1	0
07:45 AM	0	0	0	0	3	1	0	0	3	0	2	0	0	0	2	0
08:00 AM	0	0	0	0	0	0	0	0	4	0	1	0	0	0	3	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
08:45 AM	0	0	0	0	3	0	0	0	5	0	0	0	0	0	1	0

2-Axle Trucks	NEW APPROACH Southbound				Badlands Disposal Access Westbound				Theodore Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	3	0	0	2	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0

3-Axle Trucks	NEW APPROACH Southbound				Badlands Disposal Access Westbound				Theodore Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
08:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	NEW APPROACH Southbound				Badlands Disposal Access Westbound				Theodore Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
08:15 AM	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0
08:30 AM	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0
08:45 AM	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0

SITE #12 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: Ironw ood Avenue
Comment 4: Weather: Sunny

Cars	Southbound				Badlands Disposal Access Westbound				Theodore Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	4	1	0	0	5	0	0	0	0	0	2	0
04:15 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	2	3	0	0	3	0	0	0	0	0	2	0
04:45 PM	0	0	0	0	3	3	0	0	7	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	2	1	0	0	7	0	0	0	0	1	7	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	0
05:30 PM	0	0	0	0	4	1	0	0	1	0	0	0	0	0	2	0
05:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	2	0

2-Axle Trucks	Southbound				Badlands Disposal Access Westbound				Theodore Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	2	2	0	0	1	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	1	1	0	0	3	0	1	0	0	1	1	0
04:30 PM	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0
05:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0

3-Axle Trucks	Southbound				Badlands Disposal Access Westbound				Theodore Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Badlands Disposal Access Westbound				Theodore Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #13 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: SR-60 Westbound Ramps
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	53	26	0	0	1	0	12	0	0	121	28	0	0	0	0	0
07:15 AM	63	62	0	0	0	0	16	0	2	135	34	0	0	0	0	0
07:30 AM	46	49	1	0	0	0	12	0	2	130	25	0	0	1	1	0
07:45 AM	49	34	0	0	0	0	6	0	2	100	20	0	0	1	1	0
08:00 AM	54	32	0	0	1	0	6	0	3	72	24	0	0	2	0	0
08:15 AM	50	37	2	0	0	0	6	0	1	84	25	0	0	0	1	0
08:30 AM	79	38	0	0	2	0	5	0	0	78	28	0	1	1	0	0
08:45 AM	89	30	0	0	3	0	3	0	2	60	24	0	0	0	0	0

2-Axle Trucks	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	0
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0

3-Axle Trucks	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	9	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
08:45 AM	5	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0

SITE #13 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: SR-60 Westbound Ramps
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	52	48	1	0	4	0	6	0	5	90	14	0	0	4	2	0
04:15 PM	62	62	0	0	6	0	2	0	2	112	16	0	1	0	5	0
04:30 PM	51	69	3	0	7	0	5	0	2	118	16	0	1	2	1	0
04:45 PM	62	73	0	1	2	0	6	0	0	123	26	0	1	0	2	0
05:00 PM	59	89	0	0	0	0	7	0	1	127	23	0	0	0	0	0
05:15 PM	70	99	0	0	7	1	3	0	1	138	26	0	1	1	4	0
05:30 PM	67	83	1	0	5	0	5	0	0	102	20	0	0	0	0	0
05:45 PM	69	65	0	0	6	0	6	0	2	87	17	0	0	1	0	0

2-Axle Trucks	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0
05:00 PM	1	2	0	0	0	0	0	0	1	1	1	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				SR-60 Westbound Ramps Westbound				Redlands Boulevard Northbound				Spruce Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	4	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	5	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
04:30 PM	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #14 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	33	5	0	0	0	0	0	12	132	0	0	32	0	3	0
07:15 AM	0	55	6	0	0	0	0	0	15	115	0	0	58	0	6	0
07:30 AM	0	47	5	0	0	0	0	0	14	116	0	0	36	0	8	0
07:45 AM	0	31	4	0	0	0	0	0	4	70	0	0	47	0	9	0
08:00 AM	0	29	3	0	0	0	0	0	9	52	0	0	48	0	7	0
08:15 AM	0	36	4	0	0	0	0	0	14	60	0	0	53	0	12	0
08:30 AM	0	31	6	0	0	0	0	0	6	69	0	0	36	0	9	0
08:45 AM	0	30	2	0	0	0	0	0	4	40	0	0	38	0	8	0

2-Axle Trucks	Redlands Boulevard Southbound				Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	6	0	0	0

SITE #14 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	59	3	0	0	0	0	0	8	46	0	0	80	1	22	0
04:15 PM	0	54	9	0	0	0	0	0	7	50	0	0	89	0	21	0
04:30 PM	0	75	7	0	0	0	0	0	10	50	0	0	77	4	23	1
04:45 PM	0	61	16	0	0	0	0	0	8	74	0	0	73	0	23	0
05:00 PM	0	77	11	0	0	0	0	0	7	64	0	0	80	0	28	0
05:15 PM	0	105	9	0	0	0	0	0	7	86	0	0	78	0	33	6
05:30 PM	0	88	4	0	0	0	0	0	7	48	0	0	69	0	39	1
05:45 PM	2	66	8	0	0	0	1	0	4	50	0	0	54	1	31	0

2-Axle Trucks	Redlands Boulevard Southbound				Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	1	0	0	0	0	0	0	2	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	3	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0
05:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	1	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	1	0	2	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
04:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #15 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: SR-60 Westbound Ramps
Comment 4: Weather: Sunny

Cars	Theodore Street Southbound				SR-60 Westbound Ramps Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	3	0	0	4	0	4	1	0	3	1	0	0	0	0	0
07:15 AM	1	2	0	0	6	0	2	0	0	6	3	0	0	0	0	0
07:30 AM	2	2	0	0	4	0	2	0	0	5	5	0	0	0	0	0
07:45 AM	2	4	0	0	0	0	1	0	0	5	4	0	0	0	0	0
08:00 AM	0	3	0	0	0	0	3	0	0	2	2	0	0	0	0	0
08:15 AM	1	4	0	0	0	0	2	0	0	5	4	0	0	0	0	0
08:30 AM	0	3	0	0	0	0	1	0	0	3	2	0	0	0	0	0
08:45 AM	3	3	0	0	3	0	3	0	0	3	3	0	0	0	0	0

2-Axle Trucks	Theodore Street Southbound				SR-60 Westbound Ramps Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Theodore Street Southbound				SR-60 Westbound Ramps Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Theodore Street Southbound				SR-60 Westbound Ramps Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
08:15 AM	4	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:30 AM	5	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0
08:45 AM	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #15 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: SR-60 Westbound Ramps
Comment 4: Weather: Sunny

Cars	Theodore Street Southbound				SR-60 Westbound Ramps Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	4	4	0	0	2	0	4	0	0	2	28	0	0	0	0	0
04:15 PM	0	3	0	0	1	0	1	0	0	6	19	0	0	0	0	0
04:30 PM	0	3	0	0	8	0	1	0	0	3	48	0	0	0	0	0
04:45 PM	4	3	0	0	4	0	3	0	0	4	15	0	0	0	0	0
05:00 PM	2	6	0	0	5	0	2	0	0	5	17	0	0	0	0	0
05:15 PM	0	3	0	0	8	0	2	0	0	1	12	0	0	0	0	0
05:30 PM	5	4	0	0	7	0	2	0	0	1	10	0	0	0	0	0
05:45 PM	0	4	0	0	7	0	1	0	0	2	2	0	0	0	0	0

2-Axle Trucks	Theodore Street Southbound				SR-60 Westbound Ramps Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	2	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Theodore Street Southbound				SR-60 Westbound Ramps Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Theodore Street Southbound				SR-60 Westbound Ramps Westbound				Theodore Street Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0

SITE #16 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Sunny

Cars	Theodore Street Southbound				Westbound				Theodore Street Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	7	1	0	0	0	0	0	1	1	0	0	3	0	6	0
07:15 AM	0	5	3	0	0	0	0	0	4	3	0	0	3	0	11	0
07:30 AM	0	3	1	0	0	0	0	0	4	8	0	0	4	0	12	0
07:45 AM	0	3	3	0	0	0	0	0	5	6	0	0	3	0	16	0
08:00 AM	0	1	2	0	0	0	0	0	3	3	0	2	2	0	24	0
08:15 AM	0	5	1	0	0	0	0	0	4	7	0	0	8	0	29	0
08:30 AM	0	0	2	0	0	0	0	0	0	3	0	1	2	0	5	0
08:45 AM	0	3	1	0	0	0	0	0	4	7	0	0	1	0	7	0

2-Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
07:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	2	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
08:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	1	0	2	0

3-Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

SITE #16 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Sunny

Cars	Theodore Street Southbound				Westbound				Theodore Street Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	4	0	0	0	0	0	5	24	0	0	1	0	3	0
04:15 PM	0	3	1	1	0	0	0	0	0	18	0	0	1	0	5	0
04:30 PM	0	9	1	0	0	0	0	0	4	45	0	0	1	0	4	0
04:45 PM	0	4	0	0	0	0	0	0	10	18	0	0	1	0	6	0
05:00 PM	0	8	1	0	0	0	0	0	3	13	0	0	4	0	2	0
05:15 PM	0	10	3	0	0	0	0	0	1	13	0	0	3	0	2	0
05:30 PM	0	7	2	0	0	0	0	0	1	10	0	0	0	0	2	0
05:45 PM	0	7	1	0	0	0	0	0	2	2	0	0	1	0	1	0

2-Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

3-Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0

SITE #19 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: Fir Avenue
Comment 4: Weather: Sunny

Cars	Theodore Street Southbound				Westbound				Theodore Street Northbound				Fir Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	5	6	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	7	12	0	0	0	0	0	2	8	0	0	2	0	0	0
07:30 AM	0	3	15	0	0	0	0	0	2	8	0	0	4	0	0	0
07:45 AM	0	2	14	0	0	0	0	0	3	8	0	0	1	0	0	0
08:00 AM	0	2	27	0	0	0	0	0	1	7	0	0	3	0	0	0
08:15 AM	0	3	28	0	0	0	0	0	1	4	0	0	4	0	1	0
08:30 AM	0	3	6	0	0	0	0	0	1	1	0	0	0	0	0	0
08:45 AM	0	3	7	0	0	0	0	0	2	7	0	0	4	0	0	0

2-Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				Fir Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0

3-Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				Fir Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				Fir Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #19 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Theodore Street
Comment 3: E/W: Fir Avenue
Comment 4: Weather: Sunny

Cars	Theodore Street Southbound				Westbound				Theodore Street Northbound				Fir Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	4	0	0	0	0	0	2	1	0	0	24	0	2	0
04:15 PM	0	3	5	0	0	0	0	0	1	4	0	0	15	0	4	0
04:30 PM	0	4	3	0	0	0	0	0	2	6	0	0	48	0	7	0
04:45 PM	0	4	4	0	0	0	0	0	1	8	0	0	22	0	2	0
05:00 PM	0	14	2	0	0	0	0	0	0	2	0	0	13	0	1	0
05:15 PM	0	6	1	0	0	0	0	0	0	2	0	0	6	0	1	0
05:30 PM	0	4	3	0	0	0	0	0	0	2	0	0	9	0	1	0
05:45 PM	0	13	0	0	0	0	0	0	0	1	0	0	3	0	0	0

2-Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				Fir Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				Fir Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Theodore Street Southbound				Westbound				Theodore Street Northbound				Fir Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0

SITE #20 AM

Start Date: 11/2/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Oliver Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	3	94	0	0	18	0	2	0	0	28	8	0
07:15 AM	0	0	0	0	1	97	0	0	19	0	2	0	0	35	6	0
07:30 AM	0	0	1	0	2	102	0	0	29	0	6	0	1	31	6	0
07:45 AM	0	0	0	0	4	124	0	0	36	0	10	0	0	45	12	0
08:00 AM	0	0	0	0	4	97	0	0	33	0	4	0	0	45	11	0
08:15 AM	0	0	1	0	0	66	0	0	32	0	4	0	0	49	13	0
08:30 AM	0	0	0	0	0	58	0	0	19	0	4	0	0	31	6	0
08:45 AM	0	0	0	0	3	62	0	0	35	0	6	0	0	28	4	0

2-Axle Trucks	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	0
07:45 AM	0	0	0	0	0	3	0	0	1	0	1	0	0	3	1	0
08:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	4	0	0
08:15 AM	0	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	4	0	0	0	0	2	0	0

3-Axle Trucks	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #20 PM

Start Date: 11/2/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Oliver Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	2	52	1	0	17	0	6	0	0	58	17	0
04:15 PM	0	0	0	0	0	64	0	0	9	0	3	0	0	64	8	0
04:30 PM	0	0	0	0	3	43	0	0	15	0	2	0	0	93	7	0
04:45 PM	0	0	0	0	4	56	0	0	16	0	4	0	0	79	13	1
05:00 PM	0	0	0	0	5	41	0	0	18	0	4	0	0	60	10	0
05:15 PM	0	0	0	0	5	47	0	0	13	0	4	0	0	60	9	0
05:30 PM	0	0	0	0	5	56	0	0	12	0	2	0	0	75	13	0
05:45 PM	1	0	0	0	8	41	0	0	19	0	2	0	0	62	5	1

2-Axle Trucks	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
04:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

3-Axle Trucks	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Pearl Lane Southbound				Alessandro Boulevard Westbound				Oliver Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #21 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Beach
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	74	28	0	3	26	2	0	8	142	4	0	9	9	3	0
07:15 AM	0	74	31	0	4	27	3	0	7	137	3	0	10	16	3	0
07:30 AM	1	84	51	0	11	57	4	0	16	153	4	0	12	19	8	0
07:45 AM	1	116	61	0	3	36	4	0	25	150	5	0	22	19	14	0
08:00 AM	3	85	40	0	4	39	0	0	24	134	11	0	15	16	13	0
08:15 AM	3	87	32	0	6	31	2	0	12	105	6	0	9	19	11	0
08:30 AM	6	85	26	0	2	32	5	0	3	88	4	0	16	17	2	0
08:45 AM	4	84	23	0	7	27	3	0	5	109	8	0	8	17	5	0

2-Axle Trucks	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	2	1	0	0	1	0	2	0	0	2	0	0
07:15 AM	0	1	1	0	0	1	1	0	1	1	1	0	1	0	0	0
07:30 AM	0	2	0	0	1	1	0	0	0	2	0	0	0	1	0	0
07:45 AM	0	4	1	0	0	0	0	0	1	1	0	0	0	3	1	0
08:00 AM	0	3	0	0	0	0	0	0	1	4	0	0	0	1	0	0
08:15 AM	3	3	0	0	1	1	0	0	2	1	0	0	0	0	2	0
08:30 AM	0	1	0	0	0	0	0	0	1	3	0	0	0	0	1	0
08:45 AM	0	3	2	0	0	1	0	0	0	2	0	0	1	0	0	0

3-Axle Trucks	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #21 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	5	166	19	0	8	21	5	0	16	130	6	0	15	29	14	0
04:15 PM	1	163	21	0	9	16	4	0	13	117	6	0	16	41	14	0
04:30 PM	5	168	21	0	7	16	2	0	9	118	8	0	21	38	11	0
04:45 PM	3	157	20	0	8	16	4	0	11	123	15	0	25	40	15	0
05:00 PM	6	174	18	0	8	19	0	0	16	115	9	0	24	43	22	0
05:15 PM	5	161	29	0	10	27	4	0	15	131	9	0	21	33	10	0
05:30 PM	2	188	16	0	12	29	3	0	9	144	12	0	20	41	18	0
05:45 PM	4	177	19	0	5	29	4	0	10	104	7	0	24	30	17	0

2-Axle Trucks	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	1	0	0	0	2	1	0	0	0	2	0
04:15 PM	1	1	0	0	1	3	0	0	0	1	1	0	0	0	1	0
04:30 PM	0	1	1	0	0	0	0	0	1	1	0	0	0	1	0	0
04:45 PM	0	2	0	0	0	0	0	0	1	2	0	0	0	0	1	0
05:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	1	0
05:30 PM	0	2	1	0	0	0	0	0	1	1	2	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	1	0

3-Axle Trucks	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				Alessandro Boulevard Westbound				Moreno Beach Drive Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #23 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	5	21	9	0	7	19	3	0	2	91	15	0	11	11	1	0
07:15 AM	3	48	15	0	8	30	2	0	2	93	20	0	13	12	6	0
07:30 AM	1	82	18	0	9	15	4	0	5	104	12	0	16	6	6	0
07:45 AM	0	26	14	0	3	17	2	0	9	72	6	0	9	11	5	0
08:00 AM	3	27	7	0	6	26	4	0	2	45	5	0	12	15	1	0
08:15 AM	2	30	13	0	1	18	3	0	7	45	9	0	11	9	3	0
08:30 AM	2	20	6	0	1	16	5	0	8	48	6	0	14	10	2	0
08:45 AM	3	30	11	0	5	22	3	0	2	33	1	0	7	10	3	0

2-Axle Trucks	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
08:15 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #23 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	5	46	17	0	7	15	1	0	1	27	5	0	14	21	12	0
04:15 PM	6	43	14	0	2	5	1	0	3	32	5	0	16	22	5	0
04:30 PM	5	63	12	0	8	10	5	0	1	48	14	0	21	18	3	0
04:45 PM	2	61	12	0	14	10	4	0	3	38	10	0	17	33	4	0
05:00 PM	5	77	14	0	4	10	1	0	3	50	9	0	23	20	5	0
05:15 PM	5	87	26	0	8	12	3	0	0	41	3	0	21	13	5	0
05:30 PM	6	75	9	0	10	18	3	0	2	35	6	0	13	22	4	0
05:45 PM	2	78	10	0	11	16	2	0	3	24	8	0	11	23	2	0

2-Axle Trucks	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Alessandro Boulevard Westbound				Redlands Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #24 AM

Start Date: 11/2/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Oliver Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	5	1	0	4	54	2	0	21	12	3	0	1	40	9	0
07:15 AM	1	4	1	0	9	49	2	0	30	14	7	0	1	47	10	0
07:30 AM	0	9	0	0	6	78	5	0	54	26	9	0	0	51	33	0
07:45 AM	1	13	1	0	15	73	6	0	71	35	12	0	4	69	64	0
08:00 AM	0	11	0	0	6	53	1	0	48	33	11	0	0	51	73	0
08:15 AM	3	8	0	0	8	42	3	0	38	24	4	0	1	29	31	0
08:30 AM	0	4	0	0	7	39	0	0	56	24	15	0	0	29	80	0
08:45 AM	0	7	2	0	9	32	3	0	61	35	19	0	0	17	37	0

2-Axle Trucks	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	3	0	0	0	0	2	0	0	3	1	0
07:15 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	2	1	0
07:30 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	1	0	0
07:45 AM	0	1	0	0	0	1	1	0	1	1	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	2	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	6	0	1	0	0	2	2	0
08:45 AM	0	0	0	0	0	3	0	0	1	4	0	0	0	1	2	0

3-Axle Trucks	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #24 PM

Start Date: 11/2/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Oliver Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	4	7	0	0	5	42	1	0	11	16	4	0	2	64	13	0
04:15 PM	1	4	0	0	6	41	4	0	12	9	7	0	2	56	28	0
04:30 PM	0	7	2	0	5	44	2	0	15	10	2	0	0	67	32	0
04:45 PM	1	10	2	0	10	46	2	0	15	15	12	0	2	52	31	0
05:00 PM	1	8	4	0	13	50	2	0	10	15	10	0	0	49	31	0
05:15 PM	0	7	1	0	16	49	1	0	17	12	7	0	0	74	37	0
05:30 PM	2	13	2	0	14	57	1	0	24	14	5	0	1	66	45	0
05:45 PM	1	7	3	0	7	57	2	0	40	18	7	0	0	38	39	0

2-Axle Trucks	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Oliver Street Southbound				Cactus Avenue Westbound				Oliver Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #25 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	51	22	0	2	21	7	0	19	123	7	0	18	25	14	0
07:15 AM	2	58	19	0	4	29	8	0	17	106	13	0	17	27	6	0
07:30 AM	1	90	16	0	7	31	4	0	16	148	7	0	27	39	8	0
07:45 AM	2	85	36	0	9	25	4	0	36	142	29	0	29	31	22	0
08:00 AM	4	69	26	0	6	24	7	0	28	138	17	0	19	28	13	0
08:15 AM	3	81	19	0	7	14	4	0	16	102	4	0	13	14	16	0
08:30 AM	2	63	16	0	9	13	2	0	15	78	10	0	13	8	17	0
08:45 AM	3	64	8	0	3	12	2	0	18	106	5	0	18	17	15	0

2-Axle Trucks	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	1	0	0	1	0	1	0	2	2	0	0	0	1	2	0
07:15 AM	0	2	1	0	0	0	1	0	1	2	0	0	0	0	1	0
07:30 AM	0	2	1	0	0	0	0	0	1	1	1	0	1	0	1	0
07:45 AM	1	4	0	0	0	0	1	0	0	2	0	0	0	0	0	0
08:00 AM	0	1	0	0	1	0	0	0	0	4	0	0	0	0	0	0
08:15 AM	0	8	0	0	0	0	0	0	2	0	0	0	0	1	1	0
08:30 AM	0	1	0	0	0	1	0	0	0	2	0	0	1	1	1	0
08:45 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0

3-Axle Trucks	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #25 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	6	133	23	0	1	22	1	0	17	94	1	0	26	22	29	0
04:15 PM	6	120	30	0	3	15	3	0	13	96	4	0	16	17	22	0
04:30 PM	4	115	26	0	0	18	3	0	17	105	5	0	26	28	25	0
04:45 PM	5	127	34	0	4	28	3	0	22	93	5	0	21	38	15	0
05:00 PM	8	125	33	0	4	20	5	0	26	101	7	0	14	35	27	0
05:15 PM	7	128	22	0	7	23	2	0	21	99	4	0	29	29	37	0
05:30 PM	4	165	26	0	4	27	6	0	19	100	4	0	29	25	38	0
05:45 PM	9	132	15	0	3	17	3	0	16	87	7	0	18	26	37	0

2-Axle Trucks	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	2	0	0	1	0	0	0	2	0	0	1	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0
04:30 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	1	2	0
04:45 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	1	0
05:00 PM	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0
05:15 PM	0	2	1	0	0	1	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	2	0	0	1	0	0	0	0	3	1	0	0	0	0	0
05:45 PM	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0

3-Axle Trucks	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				Cactus Avenue Westbound				Moreno Beach Drive Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #27 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Cactus Avenue Westbound				Redlands Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	27	19	0	0	0	3	0	6	62	0	0	29	2	4	0
07:15 AM	1	17	14	0	0	2	5	0	3	65	0	0	47	3	4	0
07:30 AM	1	40	27	0	0	0	8	0	6	57	0	0	44	1	11	0
07:45 AM	3	89	25	0	0	3	2	0	5	65	0	0	47	1	29	0
08:00 AM	0	23	13	0	0	0	2	0	12	49	0	0	41	2	11	0
08:15 AM	1	25	11	0	0	3	3	0	4	28	0	0	17	0	3	0
08:30 AM	2	28	11	0	0	1	3	0	2	39	1	0	15	1	1	0
08:45 AM	0	21	8	0	0	1	2	0	5	46	1	0	20	0	5	0

2-Axle Trucks	Redlands Boulevard Southbound				Cactus Avenue Westbound				Redlands Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Cactus Avenue Westbound				Redlands Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Cactus Avenue Westbound				Redlands Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #27 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Redlands Boulevard Southbound				Cactus Avenue Westbound				Redlands Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	39	13	0	1	1	0	0	1	26	1	0	21	1	1	0
04:15 PM	5	43	16	0	0	0	1	0	3	27	0	0	22	2	5	0
04:30 PM	3	49	15	0	2	2	2	0	2	36	1	0	23	1	5	0
04:45 PM	2	48	14	0	0	1	2	0	1	35	1	0	26	1	4	0
05:00 PM	1	49	15	0	1	1	1	0	1	39	0	0	25	1	3	0
05:15 PM	2	53	18	0	0	0	1	0	1	28	1	0	24	2	4	0
05:30 PM	1	73	24	0	0	1	0	0	3	29	0	0	12	2	6	0
05:45 PM	5	65	27	0	0	1	2	0	0	28	0	0	16	4	2	0

2-Axle Trucks	Redlands Boulevard Southbound				Cactus Avenue Westbound				Redlands Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Cactus Avenue Westbound				Redlands Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Cactus Avenue Westbound				Redlands Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #28 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: John F Kennedy Drive
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	19	40	1	0	25	4	14	0	1	91	40	0	22	5	3	0
07:15 AM	10	55	5	0	22	2	17	0	4	92	49	0	11	8	3	0
07:30 AM	25	89	13	0	49	8	55	0	4	90	50	0	15	9	0	0
07:45 AM	38	99	44	0	45	27	66	0	4	106	62	0	22	10	2	0
08:00 AM	28	68	26	0	30	20	70	0	4	76	29	0	22	12	3	0
08:15 AM	11	54	34	0	17	15	14	0	2	96	23	0	16	12	2	0
08:30 AM	11	39	53	0	16	44	13	0	4	50	28	0	25	26	5	0
08:45 AM	15	38	39	0	13	30	14	0	7	69	25	0	47	25	4	0

2-Axle Trucks	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	3	0	1	1	1	0	1	2	0	0	1	0	1	0
07:15 AM	0	2	1	0	0	1	0	0	0	2	0	0	0	0	0	0
07:30 AM	1	1	0	0	1	2	0	0	0	2	1	0	1	0	0	0
07:45 AM	0	2	1	0	1	0	1	0	0	3	2	0	0	0	0	0
08:00 AM	1	1	0	0	0	0	1	0	0	2	2	0	0	0	0	0
08:15 AM	1	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	2	1	0	1	0	0	0	0	3	0	0	0	0	0	0
08:45 AM	1	3	1	0	0	0	0	0	0	1	1	0	1	0	0	0

3-Axle Trucks	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #28 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: John F Kennedy Drive
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	23	101	21	0	26	9	10	0	0	73	26	0	17	2	2	0
04:15 PM	23	102	10	0	26	2	11	0	1	82	23	0	13	2	4	0
04:30 PM	17	100	18	0	49	10	11	0	3	86	39	0	21	7	1	0
04:45 PM	15	103	21	0	33	4	17	0	3	98	30	0	14	5	1	0
05:00 PM	22	97	13	0	52	3	17	0	5	78	24	0	13	3	3	0
05:15 PM	25	118	19	0	60	6	21	0	0	90	29	0	12	1	4	0
05:30 PM	19	127	23	0	54	16	27	0	2	63	25	0	10	7	4	0
05:45 PM	32	137	24	0	54	12	16	0	2	86	25	0	6	6	1	0

2-Axle Trucks	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	1	0	1	0	1	0	1	0	0	0
04:15 PM	1	1	0	0	1	1	1	0	0	2	1	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	4	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0
05:00 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0
05:45 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0

3-Axle Trucks	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				John F Kennedy Drive Westbound				Moreno Beach Drive Northbound				John F Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #29 AM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: Ironw ood Avenue
Comment 4: Weather: Sunny

Cars	Heacock Street Southbound				Ironwood Avenue Westbound				Heacock Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	113	35	0	30	51	3	0	12	71	17	0	27	28	14	0
07:15 AM	5	123	45	0	34	107	8	1	10	95	12	0	12	25	17	0
07:30 AM	5	144	50	0	24	100	7	0	21	92	18	0	16	47	28	0
07:45 AM	12	135	64	0	22	85	6	0	16	91	21	0	20	53	17	0
08:00 AM	13	127	53	0	40	82	10	0	16	87	28	1	23	33	30	0
08:15 AM	2	132	33	0	30	69	3	0	21	79	17	0	26	33	21	0
08:30 AM	8	129	26	0	29	69	5	0	13	74	15	0	12	33	29	1
08:45 AM	4	107	37	0	41	53	11	0	18	87	17	0	17	35	27	0

2-Axle Trucks	Heacock Street Southbound				Ironwood Avenue Westbound				Heacock Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	3	0	1	3	2	0	0	1	0	0	1	3	0	0
07:15 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0
07:30 AM	0	5	2	0	0	2	0	0	0	4	1	0	0	2	0	0
07:45 AM	0	1	1	0	3	2	1	0	1	3	2	0	0	1	0	0
08:00 AM	0	3	3	0	1	4	0	0	2	3	0	0	0	1	0	0
08:15 AM	0	2	1	0	0	1	0	0	0	3	1	0	0	2	1	0
08:30 AM	0	3	1	0	1	1	0	0	0	5	0	0	0	5	2	0
08:45 AM	0	3	1	0	3	1	0	0	2	1	0	0	0	3	0	0

3-Axle Trucks	Heacock Street Southbound				Ironwood Avenue Westbound				Heacock Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Heacock Street Southbound				Ironwood Avenue Westbound				Heacock Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	113	35	0	30	51	3	0	12	71	17	0	27	28	14	0
07:15 AM	5	123	45	0	34	107	8	1	10	95	12	0	12	25	17	0
07:30 AM	5	144	50	0	24	100	7	0	21	92	18	0	16	47	28	0
07:45 AM	12	135	64	0	22	85	6	0	16	91	21	0	20	53	17	0
08:00 AM	13	127	53	0	40	82	10	0	16	87	28	1	23	33	30	0
08:15 AM	2	132	33	0	30	69	3	0	21	79	17	0	26	33	21	0
08:30 AM	8	129	26	0	29	69	5	0	13	74	15	0	12	33	29	1
08:45 AM	4	107	37	0	41	53	11	0	18	87	17	0	17	35	27	0

SITE #29 PM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: Ironw ood Avenue
Comment 4: Weather: Sunny

Cars	Heacock Street Southbound				Ironwood Avenue Westbound				Heacock Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	10	174	36	0	28	65	18	0	40	151	26	0	32	73	42	0
04:15 PM	10	151	27	0	30	53	13	0	48	130	27	0	30	69	46	0
04:30 PM	14	167	22	0	39	58	11	0	31	194	19	0	40	76	30	0
04:45 PM	17	164	41	0	37	66	23	0	35	171	26	0	24	72	39	0
05:00 PM	13	135	51	0	23	65	13	0	52	141	23	0	45	96	44	0
05:15 PM	12	169	39	0	38	74	17	0	43	194	29	0	36	62	22	0
05:30 PM	7	186	38	0	36	75	15	0	33	187	27	0	42	87	23	0
05:45 PM	9	167	34	0	19	73	16	0	34	163	45	0	45	78	25	0

2-Axle Trucks	Heacock Street Southbound				Ironwood Avenue Westbound				Heacock Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	1	1	0
04:15 PM	1	4	0	0	1	1	0	0	0	4	0	0	0	2	1	0
04:30 PM	0	1	0	0	2	1	3	0	1	2	0	0	1	1	0	0
04:45 PM	0	2	0	0	1	1	0	0	0	2	1	0	0	1	0	0
05:00 PM	0	3	0	0	1	0	0	0	0	3	1	0	0	0	0	0
05:15 PM	0	3	0	0	1	1	0	0	0	1	2	0	1	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	Heacock Street Southbound				Ironwood Avenue Westbound				Heacock Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Heacock Street Southbound				Ironwood Avenue Westbound				Heacock Street Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #30 AM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: SR-60 Westbound Ramps
Comment 4: Weather: Sunny

Cars	Heacock Street Southbound				SR-60 Westbound Off Ramp Westbound				Heacock Street Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	75	93	0	23	1	15	0	49	110	0	0	0	0	0	0
07:15 AM	0	118	98	0	41	0	18	0	55	122	0	0	0	0	0	0
07:30 AM	0	151	85	0	49	0	21	0	46	121	0	0	0	0	0	0
07:45 AM	0	139	81	0	54	0	41	0	59	137	0	0	0	0	0	0
08:00 AM	0	119	61	0	61	0	27	0	49	152	0	0	0	0	0	0
08:15 AM	0	150	70	0	50	2	19	0	70	128	0	0	0	0	0	0
08:30 AM	0	146	70	0	50	1	27	0	80	117	0	0	0	0	0	0
08:45 AM	0	156	73	0	51	0	21	0	64	146	0	0	0	0	0	0

2-Axle Trucks	Heacock Street Southbound				SR-60 Westbound Off Ramp Westbound				Heacock Street Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Heacock Street Southbound				SR-60 Westbound Off Ramp Westbound				Heacock Street Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Heacock Street Southbound				SR-60 Westbound Off Ramp Westbound				Heacock Street Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #30 PM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: SR-60 Westbound Ramps
Comment 4: Weather: Sunny

Cars	Heacock Street Southbound				SR-60 Westbound Off Ramp Westbound				Heacock Street Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	193	61	0	38	0	34	0	99	222	0	0	0	0	0	0
04:15 PM	0	183	76	0	47	1	31	0	70	256	0	0	0	0	0	0
04:30 PM	0	175	87	0	31	0	19	0	99	286	0	0	0	0	0	0
04:45 PM	0	156	80	3	38	0	39	0	83	292	0	0	0	0	0	0
05:00 PM	0	177	84	1	37	4	35	0	119	246	0	0	0	0	0	0
05:15 PM	0	127	98	0	31	0	30	0	97	270	0	0	0	0	0	0
05:30 PM	0	144	91	6	54	1	32	0	127	302	0	0	0	0	0	0
05:45 PM	0	170	76	1	51	2	26	0	79	306	0	0	0	0	0	0

2-Axle Trucks	Heacock Street Southbound				SR-60 Westbound Off Ramp Westbound				Heacock Street Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0
04:15 PM	0	6	3	0	1	0	0	0	0	6	0	0	0	0	0	0
04:30 PM	0	2	3	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	2	0	0	0	1	0	1	4	0	0	0	0	0	0
05:00 PM	0	2	1	0	0	0	0	0	3	7	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	5	2	0	0	0	0	0	0
05:30 PM	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	1	0	1	0	1	1	0	0	0	0	0	0

3-Axle Trucks	Heacock Street Southbound				SR-60 Westbound Off Ramp Westbound				Heacock Street Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Heacock Street Southbound				SR-60 Westbound Off Ramp Westbound				Heacock Street Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

SITE #31 AM

Start Date: 10/10/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Sunny

Cars	Heacock Street Southbound				SR-60 Eastbound On Ramp Westbound				Heacock Street Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	26	70	0	0	0	0	0	0	0	113	15	0	49	0	41	0
07:15 AM	42	131	0	0	0	0	0	0	0	128	29	0	45	1	44	0
07:30 AM	38	152	0	0	0	0	0	0	0	110	25	0	34	0	66	0
07:45 AM	40	205	0	0	0	0	0	0	0	114	27	0	72	0	85	0
08:00 AM	30	166	0	0	0	0	0	0	0	118	22	0	64	0	85	0
08:15 AM	38	165	0	0	0	0	0	0	0	128	14	0	64	0	84	0
08:30 AM	24	143	0	0	0	0	0	0	0	134	31	0	47	0	59	0
08:45 AM	15	146	0	0	0	0	0	0	0	161	17	0	51	0	87	0

2-Axle Trucks	Heacock Street Southbound				SR-60 Eastbound On Ramp Westbound				Heacock Street Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	5	0	0	0	0	0	0	0	5	0	0	2	0	1	0
07:15 AM	1	0	0	0	0	0	0	0	0	2	1	0	1	0	2	0
07:30 AM	4	3	0	0	0	0	0	0	0	1	1	0	0	0	2	0
07:45 AM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	3	0
08:00 AM	0	5	0	0	0	0	0	0	0	4	0	0	0	0	2	0
08:15 AM	0	6	0	0	0	0	0	0	0	7	0	0	0	0	2	0
08:30 AM	0	4	0	0	0	0	0	0	0	2	1	0	3	0	2	0
08:45 AM	0	2	0	0	0	0	0	0	0	6	1	0	0	1	3	0

3-Axle Trucks	Heacock Street Southbound				SR-60 Eastbound On Ramp Westbound				Heacock Street Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Heacock Street Southbound				SR-60 Eastbound On Ramp Westbound				Heacock Street Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:30 AM	0	1	0	0	0	0	0	0	0	1	1	0	1	0	1	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0

SITE #31 PM

Start Date: 10/10/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Sunny

Cars	Heacock Street Southbound				SR-60 Eastbound On Ramp Westbound				Heacock Street Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	26	184	0	0	0	0	0	0	0	209	40	0	145	1	116	0
04:15 PM	33	160	0	0	0	0	0	0	0	205	47	0	133	1	117	0
04:30 PM	39	172	0	0	0	0	0	0	0	205	48	0	143	0	88	0
04:45 PM	31	196	0	0	0	0	0	0	0	216	59	0	112	1	94	0
05:00 PM	35	141	0	0	0	0	0	0	0	247	50	0	109	0	105	0
05:15 PM	31	186	0	0	0	0	0	0	0	198	52	0	141	1	86	0
05:30 PM	22	174	0	0	0	0	0	0	0	212	40	0	105	0	78	0
05:45 PM	33	178	0	0	0	0	0	0	0	190	50	0	129	0	93	0

2-Axle Trucks	Heacock Street Southbound				SR-60 Eastbound On Ramp Westbound				Heacock Street Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	4	0	0	0	0	0	0	0	3	0	0	1	0	1	0
04:15 PM	0	1	0	0	0	0	0	0	0	3	1	0	1	0	0	0
04:30 PM	1	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	1	0	1	0
05:15 PM	0	1	0	0	0	0	0	0	0	3	1	0	3	0	1	0
05:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	3	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Heacock Street Southbound				SR-60 Eastbound On Ramp Westbound				Heacock Street Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Heacock Street Southbound				SR-60 Eastbound On Ramp Westbound				Heacock Street Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #32 AM

Start Date: 10/10/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Sunnymead Boulevard
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	33	59	5	0	1	7	128	0	10	187	16	0	49	29	60	0
07:15 AM	47	103	11	0	3	12	129	0	19	195	12	0	55	43	74	0
07:30 AM	57	162	11	0	4	14	132	0	16	185	19	0	66	55	85	0
07:45 AM	64	137	27	0	4	20	105	0	19	185	21	0	75	37	60	0
08:00 AM	40	113	19	0	2	11	99	0	24	206	12	0	57	35	71	0
08:15 AM	41	93	26	0	4	10	83	0	25	167	16	0	40	44	69	0
08:30 AM	58	112	14	0	5	8	66	0	26	147	10	0	72	43	74	0
08:45 AM	37	90	47	0	4	13	67	0	21	115	14	0	52	34	73	0

2-Axle Trucks	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	3	0	0	0	0	0	0	1	4	2	0	2	1	2	0
07:15 AM	0	4	0	0	0	0	2	0	0	10	1	0	1	0	1	0
07:30 AM	2	0	0	0	0	0	0	0	0	5	0	0	1	0	6	0
07:45 AM	0	6	0	0	0	0	0	0	1	3	2	0	3	0	3	0
08:00 AM	0	3	0	0	0	0	1	0	1	4	1	0	1	0	5	0
08:15 AM	1	6	0	0	0	0	0	0	1	8	0	0	1	1	3	0
08:30 AM	0	6	1	0	0	0	0	0	1	7	0	0	2	1	6	0
08:45 AM	1	11	0	0	0	0	1	0	0	5	0	0	0	1	2	0

3-Axle Trucks	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
07:15 AM	0	1	0	0	0	0	1	0	0	2	0	0	1	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	0
07:45 AM	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	0
08:00 AM	1	1	0	0	0	0	0	0	0	1	1	0	1	0	1	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	3	2	0	0	0	1	0
07:15 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0
07:30 AM	1	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0
08:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
08:15 AM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	1	0
08:30 AM	0	2	0	0	0	0	0	0	1	1	1	0	1	1	3	0
08:45 AM	0	3	0	0	0	0	0	0	0	3	1	0	1	0	1	0

SITE #32 PM

Start Date: 10/10/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Sunnymead Boulevard
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	70	126	32	0	14	21	81	0	30	210	15	0	124	111	128	0
04:15 PM	63	146	24	0	9	20	84	0	36	180	22	0	112	96	126	0
04:30 PM	76	149	27	0	7	26	83	0	16	172	21	0	126	110	127	0
04:45 PM	72	153	35	0	7	18	78	0	31	169	18	0	117	116	141	0
05:00 PM	73	136	21	0	18	27	82	0	27	200	27	0	129	150	148	0
05:15 PM	81	198	31	0	12	11	76	0	26	178	19	0	127	119	133	0
05:30 PM	86	176	23	0	9	23	79	0	35	193	19	0	123	132	127	0
05:45 PM	80	184	29	0	20	30	110	0	39	210	19	0	130	147	137	0

2-Axle Trucks	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	1	0	0	0	0	0	0	1	1	0	1	1	4	0
04:15 PM	2	1	0	0	0	0	1	0	0	2	1	0	2	0	0	0
04:30 PM	1	4	0	0	1	0	0	0	0	2	1	0	1	0	3	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
05:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0
05:15 PM	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	1	1	1	0
05:45 PM	0	1	0	0	0	0	1	0	1	0	1	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0
04:45 PM	0	1	0	0	0	0	0	0	1	0	2	0	2	0	0	0
05:00 PM	0	0	1	0	0	0	0	0	0	1	1	0	2	0	2	0
05:15 PM	0	0	0	0	0	0	0	0	2	1	0	0	1	0	1	0
05:30 PM	0	0	1	0	0	1	0	0	0	2	0	0	0	0	1	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Sunnymead Boulevard Westbound				Perris Boulevard Northbound				Sunnymead Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0

SITE #33 AM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: SR-60 Westbound Ramps
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				SR-60 Westbound On Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	101	112	0	20	0	24	0	146	172	0	0	0	0	0	0
07:15 AM	0	143	101	0	26	1	25	0	169	222	0	0	0	0	0	0
07:30 AM	0	211	98	0	27	0	36	0	125	266	0	0	0	0	0	0
07:45 AM	0	221	89	0	32	2	35	0	133	262	0	0	0	0	0	0
08:00 AM	0	196	92	0	24	1	22	0	158	257	0	0	0	0	0	0
08:15 AM	0	112	81	0	24	0	20	0	144	198	0	0	0	0	0	0
08:30 AM	0	124	105	0	18	0	14	0	100	160	0	0	0	0	0	0
08:45 AM	0	134	85	0	38	1	17	0	115	144	0	0	0	0	0	0

2-Axle Trucks	Perris Boulevard Southbound				SR-60 Westbound On Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	1	0	1	0	2	7	0	0	0	0	0	0
07:15 AM	0	4	4	0	0	0	0	0	3	6	0	0	0	0	0	0
07:30 AM	0	4	0	0	0	0	0	0	1	9	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	0	0	4	9	0	0	0	0	0	0
08:00 AM	0	4	1	0	0	0	0	0	2	6	0	0	0	0	0	0
08:15 AM	0	3	2	0	4	0	0	0	2	6	0	0	0	0	0	0
08:30 AM	0	8	1	0	0	1	2	0	1	6	0	0	0	0	0	0
08:45 AM	0	7	2	0	0	0	1	0	2	3	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				SR-60 Westbound On Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				SR-60 Westbound On Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #33 PM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: SR-60 Westbound Ramps
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	199	63	0	26	0	23	0	142	284	0	0	0	0	0	0
04:15 PM	0	199	72	0	31	0	23	0	119	269	0	0	0	0	0	0
04:30 PM	0	210	79	0	24	1	31	0	114	277	0	0	0	0	0	0
04:45 PM	0	240	61	0	30	0	25	0	113	291	0	0	0	0	0	0
05:00 PM	0	249	54	0	34	1	28	0	128	272	0	0	0	0	0	0
05:15 PM	0	240	68	0	31	0	31	0	125	262	0	0	0	0	0	0
05:30 PM	0	227	82	0	41	0	26	0	114	304	0	0	0	0	0	0
05:45 PM	0	214	69	0	38	0	37	0	106	274	0	0	0	0	0	0

2-Axle Trucks	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	9	0	0	0	0	0	0	2	5	0	0	0	0	0	0
04:15 PM	0	5	0	0	0	0	3	0	2	0	0	0	0	0	0	0
04:30 PM	0	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0
05:00 PM	0	2	2	0	0	0	1	0	2	2	0	0	0	0	0	0
05:15 PM	0	4	0	0	2	0	0	0	1	3	0	0	0	0	0	0
05:30 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Perris Boulevard Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

SITE #34 AM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Eucalyptus Avenue
Comment 4: Weather: Clear

Cars	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	12	101	2	0	5	14	25	0	4	185	6	0	3	7	4	0
07:15 AM	24	171	2	0	11	16	33	0	5	181	4	0	5	8	9	0
07:30 AM	41	237	3	0	17	31	38	1	11	195	10	0	5	24	14	0
07:45 AM	41	233	6	0	16	42	37	0	20	199	12	0	3	22	8	0
08:00 AM	7	145	2	0	10	48	45	0	12	240	6	0	2	19	4	0
08:15 AM	10	144	9	0	6	14	20	0	11	197	5	0	5	6	6	0
08:30 AM	5	154	14	0	9	27	18	0	10	168	5	0	7	9	4	0
08:45 AM	8	139	9	0	3	30	21	0	8	168	4	0	9	10	6	0

2-Axle Trucks	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	6	1	0	1	0	0	0	1	5	0	0	2	1	0	0
07:15 AM	1	6	0	0	0	2	0	0	0	7	2	0	0	1	1	0
07:30 AM	2	4	1	0	0	0	1	0	0	3	0	0	0	0	1	0
07:45 AM	0	6	0	0	1	1	0	0	0	3	0	0	1	0	0	0
08:00 AM	1	9	0	0	0	0	2	0	0	5	0	0	0	0	0	0
08:15 AM	0	4	1	0	0	0	1	0	0	7	0	0	0	1	0	0
08:30 AM	0	7	1	0	0	0	0	0	0	5	1	0	1	0	0	0
08:45 AM	0	15	0	0	0	1	0	0	0	3	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Eucalyptus Avenue Westbound				Perris Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0

SITE #34 PM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Eucalyptus Avenue
Comment 4: Weather: Clear

Cars	Perris Bouelvard Southbound				Eucalyptus Avenue Westbound				Perris Bouelvard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	29	238	14	0	6	31	16	0	22	213	17	0	8	21	18	0
04:15 PM	25	236	14	0	12	14	25	0	11	233	7	0	5	21	18	0
04:30 PM	19	241	11	0	8	22	20	0	10	196	21	0	11	35	11	0
04:45 PM	26	240	13	0	14	22	13	0	7	221	13	0	3	40	8	0
05:00 PM	30	250	13	0	14	27	15	0	17	185	9	0	12	33	18	0
05:15 PM	39	227	13	0	12	28	26	0	14	222	9	0	12	36	11	0
05:30 PM	39	292	7	0	6	25	20	0	14	250	8	0	6	37	15	0
05:45 PM	26	266	10	0	3	21	24	0	12	154	13	0	13	28	12	0

2-Axle Trucks	Perris Bouelvard Southbound				Eucalyptus Avenue Westbound				Perris Bouelvard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	12	0	0	0	0	1	0	0	3	0	0	0	0	0	0
04:15 PM	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	0
04:30 PM	1	2	0	0	0	0	1	0	1	2	1	0	0	0	0	0
04:45 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0
05:45 PM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Perris Bouelvard Southbound				Eucalyptus Avenue Westbound				Perris Bouelvard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Bouelvard Southbound				Eucalyptus Avenue Westbound				Perris Bouelvard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #35 AM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: Locust Avenue
Comment 4: Weather: Sunny

Cars	Southbound				Locust Avenue Westbound				Moreno Beach Drive Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	16	1	0	0	0	0	6	0	0	0	1	0
07:15 AM	0	0	0	0	12	0	0	0	0	0	4	0	0	0	0	0
07:30 AM	0	0	0	0	16	0	0	0	0	0	3	0	0	0	0	0
07:45 AM	0	0	0	0	21	0	0	0	0	0	8	0	0	0	0	0
08:00 AM	0	0	0	0	11	0	0	0	0	0	14	0	0	0	1	0
08:15 AM	0	0	0	0	11	0	0	0	0	0	5	0	0	0	2	0
08:30 AM	0	0	0	0	16	0	0	0	1	0	5	0	0	0	1	0
08:45 AM	0	0	0	0	5	0	0	0	0	0	12	0	0	0	1	0

2-Axle Trucks	Southbound				Locust Avenue Westbound				Moreno Beach Drive Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Southbound				Locust Avenue Westbound				Moreno Beach Drive Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Locust Avenue Westbound				Moreno Beach Drive Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #35 PM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: Locust Ave
Comment 4: Weather: Sunny

Cars	Southbound				Locust Avenue Westbound				Moreno Beach Drive Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	9	0	0	0	0	0	9	0	0	0	1	0
04:15 PM	0	0	0	0	10	0	0	0	1	0	12	0	0	0	0	0
04:30 PM	0	0	0	0	11	0	0	0	1	0	13	0	0	0	1	0
04:45 PM	0	0	0	0	13	0	0	0	0	0	10	0	0	0	4	0
05:00 PM	0	0	0	0	8	0	0	0	1	0	17	0	0	0	0	0
05:15 PM	0	0	0	0	10	0	0	0	0	0	14	0	0	0	1	0
05:30 PM	0	0	0	0	11	0	0	0	0	0	13	0	0	0	0	0
05:45 PM	0	0	0	0	9	0	0	0	1	0	15	0	0	0	2	0

2-Axle Trucks	Southbound				Locust Avenue Westbound				Moreno Beach Drive Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Southbound				Locust Avenue Westbound				Moreno Beach Drive Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Locust Avenue Westbound				Moreno Beach Drive Northbound				Locust Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #36 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: Ironw ood Avenue
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				Ironwood Avenue Westbound				Moreno Beach Drive Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	25	3	0	16	14	0	0	21	12	28	0	1	19	24	0
07:15 AM	4	30	7	0	23	17	0	0	15	5	15	0	1	24	29	0
07:30 AM	4	28	5	0	42	32	2	0	33	5	44	0	3	35	31	0
07:45 AM	2	23	9	0	68	44	5	0	17	13	61	0	6	50	47	0
08:00 AM	0	19	6	0	46	17	0	0	15	21	18	0	6	33	27	0
08:15 AM	2	22	5	0	17	13	0	0	18	14	9	0	3	18	20	0
08:30 AM	0	21	5	0	19	13	0	0	16	17	13	0	3	15	19	0
08:45 AM	0	20	1	0	14	14	1	0	13	11	9	0	1	13	20	0

2-Axle Trucks	Moreno Beach Drive Southbound				Ironwood Avenue Westbound				Moreno Beach Drive Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Moreno Beach Drive Southbound				Ironwood Avenue Westbound				Moreno Beach Drive Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:15 AM	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				Ironwood Avenue Westbound				Moreno Beach Drive Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #36 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: Ironw ood Avenue
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				Ironwood Avenue Westbound				Moreno Beach Drive Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	14	6	0	30	18	3	0	33	26	20	0	7	18	20	0
04:15 PM	0	19	4	0	22	22	2	0	32	22	25	0	6	10	20	0
04:30 PM	0	17	5	0	21	25	0	0	30	22	21	0	3	21	31	0
04:45 PM	0	22	2	0	29	20	0	0	24	28	23	0	5	20	19	0
05:00 PM	0	17	2	0	30	18	0	0	34	20	23	0	8	21	31	0
05:15 PM	0	23	4	0	22	29	2	0	31	24	17	0	5	18	24	0
05:30 PM	0	24	6	0	24	18	1	0	30	19	18	0	6	23	21	0
05:45 PM	1	18	3	0	18	17	1	0	21	28	23	0	9	23	22	0

2-Axle Trucks	Moreno Beach Drive Southbound				Ironwood Avenue Westbound				Moreno Beach Drive Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Moreno Beach Drive Southbound				Ironwood Avenue Westbound				Moreno Beach Drive Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				Ironwood Avenue Westbound				Moreno Beach Drive Northbound				Ironwood Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #37 AM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: SR-60 EB Ramps/Eucalyptus Avenue
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	44	8	0	2	1	5	0	22	199	5	0	16	13	113	0
07:15 AM	4	65	7	0	3	0	2	0	21	165	3	0	14	7	87	0
07:30 AM	8	103	6	0	1	0	6	0	25	195	5	0	24	13	132	0
07:45 AM	5	118	3	0	3	0	1	0	26	204	6	0	23	20	148	0
08:00 AM	4	72	8	0	2	2	3	0	21	151	6	0	14	15	129	0
08:15 AM	2	36	1	0	3	3	3	0	15	135	7	0	15	10	123	0
08:30 AM	6	44	7	0	3	1	9	0	27	131	1	0	15	7	98	0
08:45 AM	11	45	3	0	3	4	0	0	7	121	8	0	13	8	119	0

2-Axle Trucks	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	1	0	0	0	4	2	1	0	0	0	3	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	3	0
07:45 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	1	4	0
08:00 AM	0	0	0	0	1	0	0	0	1	5	0	0	0	0	4	0
08:15 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4	0
08:30 AM	1	1	0	0	0	0	0	0	2	2	0	0	0	1	4	0
08:45 AM	0	1	0	0	0	0	0	0	0	5	0	0	0	0	5	0

3-Axle Trucks	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0

SITE #37 PM

Start Date: 11/1/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Moreno Beach Drive
Comment 3: E/W: SR-60 WB Ramps/Eucalyptus Avenue
Comment 4: Weather: Sunny

Cars	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	7	69	3	0	10	5	13	0	26	151	5	0	33	8	196	0
04:15 PM	2	69	2	0	5	2	14	0	28	149	11	0	45	6	191	0
04:30 PM	3	75	2	0	5	3	26	0	27	129	7	0	38	6	172	0
04:45 PM	6	77	3	0	6	3	24	0	25	131	7	0	40	13	209	0
05:00 PM	2	80	6	0	7	7	21	0	29	141	3	0	31	8	190	0
05:15 PM	1	99	3	0	9	3	21	0	18	139	5	0	24	10	185	0
05:30 PM	7	70	3	0	9	7	27	0	17	139	5	0	27	11	207	0
05:45 PM	2	75	2	0	3	2	22	0	31	131	8	0	43	2	222	0

2-Axle Trucks	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	1	0	0	0	0	0	1	6	0	0	0	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	3	0
04:30 PM	0	1	0	0	0	0	0	0	0	4	0	0	1	0	2	0
04:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	1	0
05:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	2	0
05:30 PM	0	1	0	0	0	0	0	0	1	2	0	0	0	0	4	0
05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0

3-Axle Trucks	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Moreno Beach Drive Southbound				Eucalyptus Avenue Westbound				Moreno Beach Drive Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0
05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #38 AM

Start Date: 10/9/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: John F. Kennedy Drive
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				John F. Kennedy Drive Westbound				Perris Boulevard Northbound				John F. Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	12	55	3	0	15	56	3	0	18	108	25	0	6	33	8	0
07:15 AM	31	65	9	0	16	46	12	0	45	150	34	0	2	51	13	0
07:30 AM	69	80	10	0	19	69	17	1	53	154	56	0	29	118	12	0
07:45 AM	59	85	11	0	35	107	17	0	39	142	53	0	20	98	22	0
08:00 AM	18	113	4	0	57	96	11	0	35	115	23	0	11	39	19	0
08:15 AM	14	59	5	0	18	39	9	0	18	147	9	0	3	29	14	1
08:30 AM	15	51	5	0	7	32	2	0	25	115	10	0	6	27	7	0
08:45 AM	10	70	8	0	15	23	2	0	18	101	11	0	10	25	13	0

2-Axle Trucks	Perris Boulevard Southbound				John F. Kennedy Drive Westbound				Perris Boulevard Northbound				John F. Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	5	0	0	1	2	1	0	0	5	0	0	0	3	0	0
07:15 AM	0	2	0	0	1	1	0	0	1	9	2	0	0	0	1	0
07:30 AM	1	2	1	0	1	1	0	0	0	6	2	0	0	0	0	0
07:45 AM	1	2	0	0	0	0	1	0	0	3	0	0	0	1	0	0
08:00 AM	0	5	0	0	0	1	0	0	1	2	2	0	0	0	1	0
08:15 AM	0	1	0	0	1	1	2	0	1	4	3	0	0	0	1	0
08:30 AM	1	2	0	0	0	0	1	0	1	2	0	0	0	2	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	4	1	0	0	0	1	0

3-Axle Trucks	Perris Boulevard Southbound				John F. Kennedy Drive Westbound				Perris Boulevard Northbound				John F. Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				John F. Kennedy Drive Westbound				Perris Boulevard Northbound				John F. Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #38 PM

Start Date: 10/9/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: John F. Kennedy Drive
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				John F. Kennedy Drive Westbound				Perris Boulevard Northbound				John F. Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	21	112	3	0	29	53	5	0	30	138	10	0	14	58	27	0
04:15 PM	19	103	4	0	24	50	6	0	40	130	10	0	19	61	38	1
04:30 PM	24	122	10	0	18	27	4	0	31	139	13	0	8	63	31	0
04:45 PM	18	107	9	0	32	44	7	0	30	118	19	0	16	58	32	0
05:00 PM	14	135	4	0	30	46	10	0	33	127	20	0	19	70	35	0
05:15 PM	22	132	15	0	29	34	6	0	18	107	25	0	15	62	31	0
05:30 PM	23	109	13	0	30	38	3	0	22	116	23	0	9	73	39	0
05:45 PM	32	146	17	0	30	48	12	0	32	109	30	0	10	85	35	0

2-Axle Trucks	Perris Boulevard Southbound				John F. Kennedy Drive Westbound				Perris Boulevard Northbound				John F. Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	4	0	0	1	2	0	0	2	0	2	0
04:30 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0
05:00 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
05:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				John F. Kennedy Drive Westbound				Perris Boulevard Northbound				John F. Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				John F. Kennedy Drive Westbound				Perris Boulevard Northbound				John F. Kennedy Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0

SITE #39 AM

Start Date: 10/10/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	12	56	9	0	25	94	16	0	38	82	30	0	6	35	16	0
07:15 AM	27	53	24	0	58	123	27	0	37	113	43	0	11	56	21	0
07:30 AM	32	55	11	0	60	166	35	0	61	110	44	0	25	109	28	0
07:45 AM	58	76	8	0	39	129	31	0	62	107	40	0	15	110	22	0
08:00 AM	35	57	3	0	27	89	30	0	55	84	33	0	14	55	23	0
08:15 AM	27	52	1	0	34	68	19	0	36	80	28	0	1	37	16	0
08:30 AM	22	52	2	0	23	59	22	0	36	93	21	0	6	48	8	0
08:45 AM	36	60	4	0	25	66	20	0	24	69	16	0	2	53	16	0

2-Axle Trucks	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	6	1	0	1	2	1	0	0	4	0	0	0	3	0	0
07:15 AM	3	4	0	0	2	2	0	0	0	3	1	0	0	0	0	0
07:30 AM	0	3	1	0	1	4	1	0	2	2	0	0	0	0	1	0
07:45 AM	0	2	0	0	3	1	0	0	1	4	3	0	2	1	2	0
08:00 AM	0	1	0	0	6	0	2	0	1	0	1	0	0	2	1	0
08:15 AM	1	1	0	0	2	0	0	0	2	3	1	0	0	0	0	0
08:30 AM	1	4	0	0	1	1	1	0	1	3	0	0	1	1	0	0
08:45 AM	0	4	0	0	0	1	1	0	2	3	0	0	0	1	0	0

3-Axle Trucks	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	1	0	0	0	0	0	2	0	1	2	0	0	1	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:15 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
08:00 AM	3	0	0	0	0	0	2	0	0	4	1	0	0	0	0	0
08:15 AM	0	2	1	0	0	0	2	0	0	1	0	0	0	0	1	0
08:30 AM	1	1	0	0	2	0	1	0	0	4	0	0	0	0	0	0
08:45 AM	1	1	0	0	0	0	0	0	0	2	0	0	0	1	1	0

SITE #39 PM

Start Date: 10/10/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	48	94	5	0	23	64	27	0	38	140	33	0	3	83	27	0
04:15 PM	35	85	3	0	22	65	27	0	40	111	25	0	6	91	26	0
04:30 PM	51	96	2	0	24	67	28	0	50	136	41	0	8	89	41	0
04:45 PM	51	92	2	0	36	65	20	0	33	140	35	0	10	98	25	0
05:00 PM	39	93	3	0	35	76	35	0	39	119	30	0	9	90	41	0
05:15 PM	50	108	2	0	27	65	22	0	37	116	39	0	9	115	39	0
05:30 PM	65	81	1	0	32	84	26	0	36	103	42	0	5	98	37	0
05:45 PM	46	106	5	0	28	78	22	0	43	108	38	0	7	127	41	0

2-Axle Trucks	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	6	1	0	3	0	0	0	0	2	0	0	0	0	0	0
04:15 PM	1	1	0	0	2	0	0	0	0	1	0	0	0	1	0	0
04:30 PM	0	2	0	0	1	0	1	0	0	1	0	0	1	0	1	0
04:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0
05:00 PM	0	2	0	0	1	0	1	0	0	2	1	0	0	0	0	0
05:15 PM	0	2	1	0	1	1	0	0	0	2	1	0	0	1	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:30 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Iris Avenue Westbound				Perris Boulevard Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	1	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
05:30 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:45 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0

SITE #40 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Kitching Street
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	22	4	0	21	107	7	0	17	19	14	0	11	66	9	0
07:15 AM	9	41	14	0	37	112	15	0	26	35	19	0	9	116	14	0
07:30 AM	7	59	31	1	28	139	16	0	20	58	20	0	22	154	17	0
07:45 AM	19	37	33	0	28	168	9	0	48	37	31	0	31	147	15	0
08:00 AM	9	23	25	0	13	124	10	0	35	44	14	0	10	111	18	0
08:15 AM	8	16	10	0	13	124	9	0	16	23	9	0	7	90	18	0
08:30 AM	4	13	3	0	11	78	15	0	11	19	18	0	5	112	9	0
08:45 AM	12	14	11	0	10	126	6	1	12	23	10	0	2	80	8	0

2-Axle Trucks	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0
07:15 AM	0	0	0	0	1	1	2	0	1	0	0	0	1	3	0	0
07:30 AM	1	1	1	0	0	1	1	0	0	0	1	0	0	4	0	0
07:45 AM	0	1	1	0	0	3	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	4	0	0
08:15 AM	1	0	0	0	0	5	0	0	0	0	0	0	1	1	0	0
08:30 AM	0	0	1	0	1	2	0	0	1	0	1	0	0	7	1	0
08:45 AM	0	1	0	0	0	2	0	0	0	0	1	0	0	1	0	0

3-Axle Trucks	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #40 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Kitching Street
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	7	21	18	0	25	161	22	1	8	17	13	0	16	140	23	0
04:15 PM	19	18	18	0	16	130	13	0	14	32	7	0	15	130	15	0
04:30 PM	11	24	13	0	29	148	19	0	14	20	23	0	19	168	17	0
04:45 PM	22	35	19	0	24	121	15	0	10	23	25	0	16	163	24	0
05:00 PM	17	36	19	0	21	151	23	0	17	15	13	0	7	130	27	0
05:15 PM	8	34	15	0	24	150	11	0	12	17	23	0	16	195	24	0
05:30 PM	10	29	18	0	19	156	19	0	9	24	12	0	16	168	29	0
05:45 PM	9	26	25	0	20	131	18	0	10	17	20	0	5	175	31	0

2-Axle Trucks	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	2	1	0	0	2	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	0	0	0	2	1	0	1	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0
05:15 PM	0	1	0	0	0	1	0	0	0	1	2	0	1	1	0	0
05:30 PM	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0

3-Axle Trucks	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

4+ Axle Trucks	Kitching Street Southbound				Iris Avenue Westbound				Kitching Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #41 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Lasselle Street
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	21	99	11	0	89	95	10	0	44	81	51	0	13	35	50	0
07:15 AM	10	116	20	0	165	118	16	0	83	87	70	0	26	65	103	3
07:30 AM	27	98	17	0	86	113	32	0	104	114	108	0	36	80	71	0
07:45 AM	36	127	22	0	93	100	49	0	59	128	95	0	45	97	77	0
08:00 AM	38	110	15	0	79	80	19	0	67	113	57	0	29	67	43	0
08:15 AM	25	69	4	0	46	87	12	0	49	103	64	0	15	48	28	0
08:30 AM	37	63	8	0	52	68	24	0	28	75	48	0	28	64	43	0
08:45 AM	36	68	14	0	54	82	16	0	29	92	44	0	17	43	60	0

2-Axle Trucks	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	3	0	0	0	1	2	0	0	1	3	0	1	2	0	0
07:15 AM	2	1	0	0	3	2	1	0	0	2	1	0	0	1	3	0
07:30 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
08:00 AM	0	1	0	0	0	1	0	0	3	1	0	0	0	0	1	0
08:15 AM	0	1	0	0	1	1	1	0	0	0	0	0	0	1	1	0
08:30 AM	2	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0

3-Axle Trucks	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #41 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Lasselle Street
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	42	95	19	0	77	83	12	0	66	125	78	0	35	61	34	0
04:15 PM	46	83	11	0	66	78	18	0	54	107	70	1	19	56	47	0
04:30 PM	43	119	24	0	93	100	12	0	50	108	65	0	51	88	54	0
04:45 PM	60	149	23	0	102	80	16	0	59	126	75	0	28	67	62	1
05:00 PM	59	149	22	0	116	99	15	0	72	116	81	0	36	44	61	0
05:15 PM	50	160	23	0	73	86	10	0	61	165	78	0	41	102	63	0
05:30 PM	39	151	18	0	95	99	19	0	66	134	65	1	32	69	72	0
05:45 PM	56	175	17	0	119	110	21	0	62	93	50	0	47	101	84	0

2-Axle Trucks	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	3	2	0
04:15 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0
04:30 PM	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	1	1	0	0	3	1	0	0	1	0	0	0
05:00 PM	0	2	1	0	2	1	0	0	0	1	0	0	1	0	1	0
05:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	1	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0

3-Axle Trucks	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Lasselle Street Southbound				Iris Avenue Westbound				Lasselle Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #43 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Oliver Street
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	7	22	0	5	108	1	0	12	13	12	0	8	106	2	0
07:15 AM	1	5	25	0	2	123	1	0	11	18	11	0	32	110	3	0
07:30 AM	0	7	34	0	2	138	2	0	10	32	15	0	47	134	5	0
07:45 AM	1	10	41	0	10	151	2	0	7	30	1	0	71	101	2	0
08:00 AM	1	14	46	0	6	99	5	0	5	10	7	0	28	65	2	0
08:15 AM	1	8	42	0	9	73	2	0	7	14	7	0	41	70	4	0
08:30 AM	2	9	56	0	4	64	2	0	2	10	11	0	69	60	6	0
08:45 AM	4	9	61	0	8	69	4	0	5	17	11	0	42	50	2	0

2-Axle Trucks	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	1	1	0	0	0	1	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #43 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Oliver Street
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	6	11	18	0	3	105	1	0	5	5	3	0	32	89	4	0
04:15 PM	3	12	21	0	13	111	1	0	7	7	4	0	36	92	7	0
04:30 PM	1	13	42	0	12	105	2	0	6	8	3	0	34	110	3	0
04:45 PM	0	17	23	0	12	122	2	0	6	1	3	0	18	127	7	0
05:00 PM	1	12	15	0	15	113	4	0	8	3	7	0	32	134	3	0
05:15 PM	0	13	35	0	20	117	1	0	8	9	13	0	23	135	7	0
05:30 PM	1	10	28	0	17	142	0	0	10	4	5	0	25	115	12	0
05:45 PM	1	12	32	0	13	143	0	0	8	4	3	0	18	95	7	0

2-Axle Trucks	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0
04:45 PM	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Oliver Street Southbound				Iris Avenue Westbound				Oliver Street Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #44 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Via del Lago
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Via del Lago Southbound				Iris Avenue Westbound				Via del Lago Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	6	0	6	0	5	112	2	0	2	0	3	0	3	98	1	0
07:15 AM	4	0	4	0	3	120	0	0	4	0	4	0	1	85	1	0
07:30 AM	1	0	5	0	5	148	0	0	2	0	12	0	2	117	1	0
07:45 AM	8	0	5	0	3	138	4	0	5	0	12	0	5	151	2	0
08:00 AM	6	0	9	0	6	94	6	0	5	0	3	0	2	85	3	0
08:15 AM	5	1	4	0	0	85	2	1	0	1	1	0	6	78	0	0
08:30 AM	3	0	5	0	0	73	2	0	3	0	5	0	2	56	1	0
08:45 AM	6	4	4	0	3	66	3	0	3	2	2	0	2	75	1	0

2-Axle Trucks	Via del Lago Southbound				Iris Avenue Westbound				Via del Lago Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Via del Lago Southbound				Iris Avenue Westbound				Via del Lago Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Via del Lago Southbound				Iris Avenue Westbound				Via del Lago Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #44 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Via del Lago
Comment 3: E/W: Iris Avenue
Comment 4: Weather: Sunny

Cars	Via del Lago Southbound				Iris Avenue Westbound				Via del Lago Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	1	0	0	98	0	0	3	0	4	0	4	95	3	0
04:15 PM	2	0	3	0	2	111	3	0	4	0	5	0	3	105	2	0
04:30 PM	2	0	2	0	4	115	4	0	3	0	4	0	3	110	3	0
04:45 PM	3	1	2	0	7	131	0	0	6	0	3	0	3	102	7	0
05:00 PM	2	0	2	0	7	128	0	0	5	1	6	0	8	107	0	0
05:15 PM	3	1	1	0	3	135	0	0	4	0	4	0	3	148	7	0
05:30 PM	1	0	2	0	5	148	0	0	2	0	4	0	4	139	5	0
05:45 PM	1	0	3	0	5	141	0	0	3	0	2	0	0	115	3	0

2-Axle Trucks	Via del Lago Southbound				Iris Avenue Westbound				Via del Lago Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Via del Lago Southbound				Iris Avenue Westbound				Via del Lago Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Via del Lago Southbound				Iris Avenue Westbound				Via del Lago Northbound				Iris Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #45 AM

Start Date: 10/10/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Krameria Avenue
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	7	81	0	0	34	25	23	0	8	101	35	0	1	16	12	0
07:15 AM	13	103	6	0	45	41	34	0	11	142	51	0	5	27	16	0
07:30 AM	22	107	3	0	32	47	34	0	10	156	58	0	5	38	18	0
07:45 AM	20	91	2	0	28	50	29	0	11	144	41	0	6	62	17	0
08:00 AM	20	83	1	0	38	46	37	0	6	140	35	0	4	30	4	0
08:15 AM	13	70	3	0	18	20	20	0	4	106	22	0	2	12	5	0
08:30 AM	10	66	2	0	22	22	18	0	5	98	15	0	0	9	4	0
08:45 AM	10	68	5	0	19	15	13	0	6	78	10	0	3	7	4	0

2-Axle Trucks	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	6	0	0	0	1	0	0	1	1	2	0	0	1	0	0
07:15 AM	1	7	0	0	1	0	0	0	0	4	1	0	0	0	0	0
07:30 AM	0	1	0	0	3	0	1	0	1	5	3	0	0	1	0	0
07:45 AM	0	7	0	0	2	0	1	0	0	5	1	0	0	1	0	0
08:00 AM	1	8	0	0	4	0	0	0	0	2	0	0	0	1	0	0
08:15 AM	0	8	0	0	1	0	1	0	0	5	2	0	0	0	0	0
08:30 AM	0	5	0	0	0	0	1	0	0	6	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	1	0

3-Axle Trucks	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	2	0	0	1	1	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45 AM	0	3	0	0	0	0	1	0	1	0	0	0	1	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	1	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0

SITE #45 PM

Start Date: 10/10/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Krameria Avenue
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	22	110	11	5	32	11	23	0	12	149	30	0	5	20	10	0
04:15 PM	20	83	2	1	26	14	20	0	3	127	31	1	4	26	7	0
04:30 PM	29	114	8	2	18	16	27	2	9	184	26	1	3	22	8	0
04:45 PM	30	97	1	1	29	11	23	0	3	133	21	0	7	29	19	0
05:00 PM	25	108	5	1	31	23	24	0	10	137	32	0	5	32	10	0
05:15 PM	36	121	9	2	21	15	20	0	6	132	43	1	4	31	12	0
05:30 PM	27	105	5	1	12	17	30	1	5	126	36	0	3	33	10	0
05:45 PM	25	93	4	0	20	21	29	0	3	112	26	0	3	25	6	0

2-Axle Trucks	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	3	0	0	1	0	1	0	0	1	1	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:30 PM	1	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	1	0
05:00 PM	2	0	0	0	0	0	0	0	0	3	1	0	0	1	0	0
05:15 PM	1	1	0	0	0	0	0	0	0	4	1	0	1	1	0	0
05:30 PM	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Krameria Avenue Westbound				Perris Boulevard Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

SITE #46 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Kitching Street
Comment 3: E/W: Krameria Avenue
Comment 4: Weather: Sunny

Cars	Kitching Street Southbound				Krameria Avenue Westbound				Kitching Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	29	19	21	0	6	50	21	0	9	10	12	0	12	67	6	0
07:15 AM	89	23	12	0	15	87	26	0	13	21	7	0	20	118	4	0
07:30 AM	60	58	12	0	37	100	40	0	40	38	15	0	14	92	24	0
07:45 AM	23	62	19	0	18	66	25	0	44	56	12	0	37	76	44	0
08:00 AM	13	22	23	0	4	57	21	0	19	23	5	0	19	51	21	0
08:15 AM	16	12	17	0	2	48	22	0	11	12	0	0	8	32	12	0
08:30 AM	10	10	11	0	0	26	12	0	10	17	3	0	8	23	8	0
08:45 AM	8	9	6	1	0	35	11	0	4	11	1	0	6	24	1	0

2-Axle Trucks	Kitching Street Southbound				Krameria Avenue Westbound				Kitching Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	1	0	0	1	1	0	0	0	0	0	0	3	0	0
07:15 AM	0	2	1	0	2	1	0	0	1	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	3	0	0	0	0	0	0	3	1	0
07:45 AM	1	0	1	0	1	1	0	0	1	1	1	0	1	4	1	0
08:00 AM	0	0	0	0	0	4	1	0	2	0	0	0	0	0	3	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
08:30 AM	0	0	0	0	0	0	2	0	1	1	0	0	0	1	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Kitching Street Southbound				Krameria Avenue Westbound				Kitching Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Kitching Street Southbound				Krameria Avenue Westbound				Kitching Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #46 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Kitching Street
Comment 3: E/W: Krameria Avenue
Comment 4: Weather: Sunny

Cars	Kitching Street Southbound				Krameria Avenue Westbound				Kitching Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	26	168	25	0	21	14	10	0	20	193	6	0	33	12	25	0
04:15 PM	16	160	11	0	15	15	8	0	18	146	4	0	15	11	38	0
04:30 PM	38	184	14	0	10	9	18	0	24	146	5	0	26	6	33	1
04:45 PM	26	193	7	0	14	14	16	0	21	148	11	0	23	18	30	0
05:00 PM	23	210	14	0	20	6	12	0	22	168	7	0	24	17	33	0
05:15 PM	18	187	19	0	17	19	12	1	32	205	6	0	26	11	45	0
05:30 PM	28	176	16	0	12	12	18	0	18	165	14	0	25	18	40	1
05:45 PM	37	189	13	0	7	4	14	0	24	139	14	0	24	16	43	0

2-Axle Trucks	Kitching Street Southbound				Krameria Avenue Westbound				Kitching Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	2	1	0	0	0	0	0	0	0	0	0	3	1	0	0
04:15 PM	0	2	0	0	0	1	0	0	0	2	0	0	2	0	0	0
04:30 PM	0	6	1	0	0	0	0	0	1	2	0	0	0	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	2	0	0	0
05:00 PM	0	0	3	0	0	0	0	0	0	3	0	0	1	0	1	0
05:15 PM	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0
05:30 PM	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Kitching Street Southbound				Krameria Avenue Westbound				Kitching Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Kitching Street Southbound				Krameria Avenue Westbound				Kitching Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #47 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Lasselle Street
Comment 3: E/W: Krameria Avenue
Comment 4: Weather: Sunny

Cars	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	8	152	23	0	8	16	4	0	38	123	9	0	30	16	38	0
07:15 AM	13	234	44	0	19	32	11	0	82	186	32	0	73	47	93	0
07:30 AM	24	100	30	0	34	40	27	0	69	218	48	0	92	106	68	0
07:45 AM	44	112	29	0	46	26	33	0	45	190	73	0	65	66	27	0
08:00 AM	22	97	9	0	51	48	43	0	16	147	45	0	36	37	24	0
08:15 AM	7	65	14	0	15	16	16	0	35	105	8	0	19	10	16	0
08:30 AM	7	74	6	0	5	2	12	0	15	123	9	0	26	6	26	0
08:45 AM	15	76	6	0	6	7	13	0	9	117	7	0	15	6	19	0

2-Axle Trucks	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	1	1	0	0	1	0	1	0
07:15 AM	1	7	0	0	0	0	0	0	1	5	0	0	0	1	0	0
07:30 AM	0	0	2	0	0	0	1	0	1	0	0	0	2	1	1	0
07:45 AM	3	1	1	0	0	1	1	0	1	1	1	0	4	0	1	0
08:00 AM	0	1	1	0	0	1	0	0	0	2	0	0	0	0	1	0
08:15 AM	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0
08:45 AM	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0

3-Axle Trucks	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #47 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Lasselle Street
Comment 3: E/W: Krameria Avenue
Comment 4: Weather: Sunny

Cars	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	3	57	17	0	6	7	0	0	12	54	7	0	31	20	22	0
04:15 PM	5	51	23	0	3	12	1	0	20	43	3	0	18	10	11	0
04:30 PM	3	53	13	0	1	8	4	0	19	51	4	0	14	19	20	0
04:45 PM	4	42	18	0	7	12	3	0	14	67	2	0	28	15	26	0
05:00 PM	4	37	12	0	2	9	5	0	9	62	1	0	28	12	14	0
05:15 PM	3	45	23	0	3	11	4	0	14	61	4	0	24	16	21	0
05:30 PM	2	43	14	0	4	11	4	0	13	61	4	0	33	23	17	0
05:45 PM	4	35	17	0	5	9	9	0	16	61	2	0	22	14	17	0

2-Axle Trucks	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	5	0	0	1	0	0	0
04:15 PM	0	1	3	0	1	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0
05:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Lasselle Street Southbound				Krameria Avenue Westbound				Lasselle Street Northbound				Krameria Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #48 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Kitching Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	5	10	20	0	2	110	2	0	17	34	2	0	12	71	8	0
07:15 AM	19	32	18	0	3	117	1	0	39	42	7	0	10	75	27	0
07:30 AM	20	36	26	0	8	124	2	0	32	56	10	0	12	113	28	0
07:45 AM	13	48	26	0	9	140	10	0	67	53	15	0	24	109	25	0
08:00 AM	9	37	20	0	5	149	14	0	39	39	3	0	8	93	26	0
08:15 AM	7	19	18	0	6	106	2	0	26	24	1	0	5	83	18	0
08:30 AM	4	9	17	0	1	102	4	0	21	25	4	0	9	61	20	0
08:45 AM	3	24	13	0	0	106	3	0	27	21	2	0	9	74	20	0

2-Axle Trucks	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	1	2	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	1	0	0	0	1	1	0	1	1	0	0	1	3	2	0
07:30 AM	0	1	0	0	0	1	0	0	1	1	2	0	0	2	1	0
07:45 AM	0	0	1	0	0	5	0	0	2	1	0	0	0	1	0	0
08:00 AM	1	0	0	0	0	1	1	0	1	1	0	0	0	3	0	0
08:15 AM	2	1	1	0	0	5	0	0	0	1	1	0	0	0	1	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	1	0	0	2	1	0	0	0	0	0	0	2	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #48 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Kitching Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	10	43	21	0	4	107	6	0	28	42	2	0	28	113	37	0
04:15 PM	11	32	26	0	3	114	6	0	24	54	3	0	32	124	31	0
04:30 PM	5	37	16	0	5	130	14	0	26	46	1	0	28	129	29	0
04:45 PM	10	59	14	0	2	111	11	0	29	42	1	0	34	118	25	0
05:00 PM	10	44	20	0	3	99	10	0	16	33	1	0	30	119	29	0
05:15 PM	4	47	13	0	4	88	6	0	30	44	3	0	31	103	32	0
05:30 PM	6	46	29	0	4	89	3	0	35	32	0	0	35	135	36	0
05:45 PM	2	72	22	0	5	105	4	0	22	43	0	0	42	122	30	0

2-Axle Trucks	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Kitching Street Southbound				Alessandro Boulevard Westbound				Kitching Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #49 AM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Lasselle Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	27	9	0	8	64	3	0	27	49	8	0	4	40	21	0
07:15 AM	4	54	5	0	12	90	1	0	33	49	17	0	3	51	25	0
07:30 AM	1	57	7	0	19	84	5	0	32	49	23	0	10	53	32	0
07:45 AM	6	81	13	0	27	97	5	0	45	86	41	0	4	78	50	0
08:00 AM	8	39	15	0	17	87	5	0	47	61	29	0	5	63	31	0
08:15 AM	2	26	8	0	6	62	3	0	21	54	21	0	6	56	15	0
08:30 AM	2	33	9	0	11	59	6	0	27	41	10	0	4	54	25	0
08:45 AM	0	52	11	0	3	59	3	0	21	32	11	0	4	44	29	0

2-Axle Trucks	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	0	0	0	2	1	0	0	0	2	2	0
07:15 AM	0	3	0	0	1	1	0	0	0	2	1	0	1	0	2	0
07:30 AM	1	1	0	0	1	1	0	0	0	5	2	0	0	3	1	0
07:45 AM	0	3	0	0	0	6	0	0	1	2	0	0	0	2	1	0
08:00 AM	0	1	1	0	1	2	0	0	0	0	2	0	0	3	0	0
08:15 AM	0	2	0	0	0	4	0	0	0	2	1	0	0	2	1	0
08:30 AM	0	0	1	0	0	1	0	0	0	2	0	0	0	0	1	0
08:45 AM	0	0	0	0	1	4	0	0	2	2	0	0	0	1	1	0

3-Axle Trucks	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0

SITE #49 PM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Lasselle Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	3	45	4	0	15	64	2	0	27	64	14	0	10	78	44	0
04:15 PM	1	65	8	0	13	54	3	0	28	70	6	0	10	69	42	0
04:30 PM	0	59	8	0	19	67	3	0	33	65	18	0	8	100	39	0
04:45 PM	0	70	8	0	20	63	1	0	44	65	15	0	19	89	44	0
05:00 PM	6	63	6	0	11	49	2	0	32	77	23	0	11	82	50	0
05:15 PM	4	56	9	0	10	67	2	0	39	73	12	0	10	73	43	0
05:30 PM	7	92	6	0	16	65	1	0	38	69	20	0	6	73	35	0
05:45 PM	8	78	10	0	21	68	5	0	29	48	21	0	18	81	45	0

2-Axle Trucks	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	1	2	0	0	1	2	1	0	0	1	0	0
04:15 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	1	0
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0
05:00 PM	1	0	0	0	1	2	0	0	0	1	2	0	0	0	0	0
05:15 PM	0	0	0	0	0	3	0	0	1	0	0	0	0	1	2	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Lasselle Street Southbound				Alessandro Boulevard Westbound				Lasselle Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #50 AM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Morrison Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Morrison Street Southbound				Alessandro Boulevard Westbound				Morrison Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	0	10	0	0	62	8	0	0	0	0	0	7	51	0	0
07:15 AM	9	0	19	0	0	87	8	0	0	0	0	0	11	61	0	0
07:30 AM	10	0	25	0	0	84	6	0	0	0	0	0	20	53	0	0
07:45 AM	15	0	32	0	0	85	23	0	0	0	0	0	44	70	0	0
08:00 AM	18	0	22	0	0	97	18	0	0	0	0	0	22	84	0	0
08:15 AM	14	0	4	0	0	74	10	0	0	0	0	0	9	82	0	0
08:30 AM	16	0	6	0	0	58	4	0	0	0	0	0	5	58	0	0
08:45 AM	7	0	9	0	0	52	3	0	0	0	0	0	6	47	0	0

2-Axle Trucks	Morrison Street Southbound				Alessandro Boulevard Westbound				Morrison Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	1	0	0
07:45 AM	2	0	1	0	0	5	0	0	0	0	0	0	0	3	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
08:15 AM	0	0	2	0	0	3	0	0	0	0	0	0	3	3	0	0
08:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0
08:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	3	0	0	0

3-Axle Trucks	Morrison Street Southbound				Alessandro Boulevard Westbound				Morrison Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Morrison Street Southbound				Alessandro Boulevard Westbound				Morrison Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
08:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0
08:30 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0
08:45 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0

SITE #50 PM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Morrison Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Morrison Street Southbound				Alessandro Boulevard Westbound				Morrison Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	10	0	11	0	0	75	7	0	0	0	0	0	19	69	0	0
04:15 PM	7	0	8	0	0	69	9	0	0	0	0	0	9	68	0	0
04:30 PM	7	0	15	0	0	67	4	0	0	0	0	0	20	95	0	0
04:45 PM	7	0	16	0	0	69	5	0	0	0	0	0	14	90	0	0
05:00 PM	4	0	7	0	0	57	3	0	0	0	0	0	19	83	0	0
05:15 PM	7	0	16	0	0	66	6	0	0	0	0	0	16	75	0	0
05:30 PM	12	0	19	0	0	59	3	0	0	0	0	0	18	86	0	0
05:45 PM	8	0	8	0	0	77	6	0	0	0	0	0	22	75	0	0

2-Axle Trucks	Morrison Street Southbound				Alessandro Boulevard Westbound				Morrison Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	3	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	3	2	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Morrison Street Southbound				Alessandro Boulevard Westbound				Morrison Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Morrison Street Southbound				Alessandro Boulevard Westbound				Morrison Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0
04:15 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	7	0	0
04:30 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0
04:45 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0
05:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #51 AM

Start Date: 11/2/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Nason Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	53	4	0	47	57	10	0	8	37	6	0	6	27	36	0
07:15 AM	4	38	10	0	32	77	8	0	9	37	7	0	10	29	31	0
07:30 AM	5	57	13	0	45	62	21	0	12	56	9	0	11	29	28	0
07:45 AM	9	76	14	0	58	76	28	0	21	65	11	0	18	35	33	0
08:00 AM	8	75	23	0	39	78	18	0	17	47	9	0	16	42	40	0
08:15 AM	5	44	12	0	24	61	10	0	17	23	5	0	16	46	39	0
08:30 AM	4	39	7	0	31	40	9	0	11	48	4	0	16	34	32	0
08:45 AM	4	52	6	0	32	48	19	0	13	36	8	0	7	19	22	0

2-Axle Trucks	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	1	0	1	0	1	3	1	0	0	1	3	0
07:15 AM	0	0	0	0	0	3	0	0	1	1	1	0	0	0	1	0
07:30 AM	1	3	0	0	0	3	0	0	0	1	0	0	1	2	0	0
07:45 AM	1	3	1	0	0	3	0	0	0	2	0	0	0	4	1	0
08:00 AM	0	3	0	0	2	0	0	0	1	4	0	0	0	3	2	0
08:15 AM	0	0	0	0	2	2	0	0	2	0	1	0	1	1	0	0
08:30 AM	0	1	0	0	0	4	1	0	0	2	0	0	0	0	2	0
08:45 AM	0	2	0	0	1	3	1	0	1	2	1	0	0	1	0	0

3-Axle Trucks	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

4+ Axle Trucks	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

SITE #51 PM

Start Date: 11/2/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Nason Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	8	52	13	0	2	52	12	0	26	79	13	0	25	57	15	0
04:15 PM	4	55	5	0	15	51	12	0	16	58	10	0	6	61	15	0
04:30 PM	6	42	15	0	5	40	11	0	29	107	22	0	12	65	17	0
04:45 PM	7	47	3	0	8	46	17	0	19	65	20	0	19	67	11	0
05:00 PM	6	64	7	0	8	36	11	0	23	86	13	0	20	50	23	0
05:15 PM	8	45	13	0	7	42	15	0	20	50	16	0	15	48	26	0
05:30 PM	10	67	10	0	7	51	11	0	22	75	17	0	15	56	22	0
05:45 PM	7	57	12	0	11	36	15	0	13	78	6	0	18	61	11	0

2-Axle Trucks	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	0	0	0	1	0	0	0	2	1	0	0	1	2	0
04:15 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	1	0	0	1	1	0	0	1	0	1	0	0	0	1	0
05:00 PM	0	1	0	0	1	0	0	0	1	2	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	2	1	1	0	0	1	1	0

3-Axle Trucks	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Nason Street Southbound				Alessandro Boulevard Westbound				Nason Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #52 AM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Kitching Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	17	10	0	1	120	2	0	41	49	3	0	3	81	7	0
07:15 AM	3	36	8	0	5	113	6	0	30	60	6	0	18	96	21	0
07:30 AM	10	61	13	0	4	138	6	0	48	68	7	0	21	131	44	0
07:45 AM	13	64	27	0	9	124	8	0	48	87	13	0	37	170	57	0
08:00 AM	8	46	19	0	1	130	6	0	48	58	4	0	12	99	21	0
08:15 AM	2	22	12	0	5	91	5	0	29	43	2	0	3	91	5	0
08:30 AM	6	30	3	0	4	70	5	0	17	32	7	0	6	103	12	0
08:45 AM	4	24	2	0	3	82	14	0	24	32	5	0	2	65	10	0

2-Axle Trucks	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	3	2	0
07:15 AM	0	2	0	0	0	2	0	0	1	1	1	0	2	2	1	0
07:30 AM	0	0	1	0	0	4	0	0	3	0	0	0	0	3	0	0
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	1	0	0	1	3	0	0	1	1	0	0	0	3	1	0
08:15 AM	0	0	1	0	1	3	0	0	0	1	0	0	1	3	0	0
08:30 AM	0	2	0	0	0	2	0	0	0	1	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #52 PM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Kitching Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	7	47	9	0	5	97	5	0	24	43	5	0	5	108	29	0
04:15 PM	10	44	9	0	6	83	11	0	28	34	5	0	11	105	34	0
04:30 PM	8	46	9	0	4	112	8	0	17	39	2	0	7	121	27	0
04:45 PM	16	52	14	0	13	103	5	0	26	43	2	0	10	133	38	0
05:00 PM	9	57	13	0	6	113	3	0	18	39	2	0	13	120	43	0
05:15 PM	5	77	13	0	4	102	11	0	15	47	1	0	9	123	39	0
05:30 PM	10	64	16	0	7	118	8	0	21	51	0	0	8	134	31	0
05:45 PM	14	62	9	0	5	102	3	0	22	48	1	0	10	119	48	0

2-Axle Trucks	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	1	1	0
04:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0
04:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3	0
05:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0

3-Axle Trucks	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Kitching Street Southbound				Cactus Avenue Westbound				Kitching Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #53 AM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Lasselle Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	8	65	5	0	32	56	10	0	48	109	66	0	3	53	15	0
07:15 AM	7	72	5	0	40	91	8	0	25	118	57	0	9	77	30	0
07:30 AM	17	198	10	0	94	90	9	0	39	143	68	0	23	84	87	0
07:45 AM	24	164	16	0	82	76	11	0	66	168	108	0	19	91	76	0
08:00 AM	13	74	10	0	44	79	10	0	39	146	92	0	10	83	28	0
08:15 AM	19	49	6	0	37	76	12	0	31	97	77	0	6	83	8	0
08:30 AM	15	61	3	0	29	59	4	0	25	74	47	0	10	115	17	0
08:45 AM	12	74	3	0	44	90	13	0	16	109	42	0	0	47	29	0

2-Axle Trucks	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	3	0	0	0	0	4	1	0	1	2	2	0
07:15 AM	1	2	1	0	0	2	0	0	0	1	0	0	0	2	1	0
07:30 AM	0	0	1	0	0	2	1	0	1	2	0	0	1	1	0	0
07:45 AM	0	1	0	0	2	2	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	1	0	0	0	4	0	0	0	4	0	0	1	3	0	0
08:15 AM	0	3	1	0	4	1	0	0	0	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #53 PM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Lasselle Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	8	96	3	0	53	63	14	0	31	100	63	0	6	56	28	0
04:15 PM	11	88	5	0	66	82	10	0	23	130	48	0	12	71	35	0
04:30 PM	3	111	6	0	80	96	12	0	26	106	56	0	12	71	25	0
04:45 PM	10	121	3	0	81	92	3	0	34	154	56	0	5	73	35	0
05:00 PM	11	108	3	0	80	93	11	0	26	83	62	0	11	63	54	0
05:15 PM	11	108	4	0	57	60	8	0	32	136	30	0	11	35	34	0
05:30 PM	14	115	9	0	70	96	13	0	34	109	48	0	7	67	45	0
05:45 PM	7	115	7	0	63	96	5	0	17	96	37	0	9	77	64	0

2-Axle Trucks	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	0	0	2	1	0	0	1	3	1	0	0	1	0	0
04:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0
05:00 PM	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0

3-Axle Trucks	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Lasselle Street Southbound				Cactus Avenue Westbound				Lasselle Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #55 AM

Start Date: 11/2/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Nason Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Nason Street Southbound				Cactus Avenue Westbound				Nason Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	13	1	35	0	0	57	17	0	9	2	1	0	22	35	3	2
07:15 AM	11	0	22	0	0	70	13	0	2	7	1	0	32	42	0	0
07:30 AM	21	1	39	0	0	104	21	0	7	4	0	0	28	56	2	0
07:45 AM	28	2	35	0	0	93	46	0	15	5	1	0	32	98	1	0
08:00 AM	44	6	41	0	0	74	25	0	12	4	1	0	26	87	10	0
08:15 AM	7	5	18	0	0	66	16	0	5	4	0	0	20	47	5	0
08:30 AM	21	6	22	0	0	65	18	0	11	8	0	0	17	85	1	0
08:45 AM	15	5	33	0	1	88	19	0	1	2	0	0	21	39	3	0

2-Axle Trucks	Nason Street Southbound				Cactus Avenue Westbound				Nason Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	1	1	0	0	2	1	0	0	0	0	0	1	2	0	0
07:15 AM	1	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0
07:30 AM	1	0	1	0	0	2	1	0	0	0	0	0	0	1	0	0
07:45 AM	1	0	2	0	0	1	1	0	0	0	0	0	1	2	0	0
08:00 AM	2	0	4	0	0	2	0	0	0	1	0	0	2	1	1	0
08:15 AM	1	0	2	0	0	1	0	0	1	1	0	0	0	0	0	0
08:30 AM	2	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0
08:45 AM	0	0	0	0	0	4	2	0	0	0	0	0	1	3	0	0

3-Axle Trucks	Nason Street Southbound				Cactus Avenue Westbound				Nason Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Nason Street Southbound				Cactus Avenue Westbound				Nason Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0

SITE #55 PM

Start Date: 11/2/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Nason Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Nason Street Southbound				Cactus Avenue Westbound				Nason Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	23	6	36	0	1	50	5	0	1	9	0	0	36	60	5	0
04:15 PM	26	4	38	0	0	31	14	0	2	4	0	0	26	53	7	0
04:30 PM	28	6	43	0	0	38	10	0	1	8	0	0	33	67	3	0
04:45 PM	19	1	41	0	0	42	12	0	0	3	0	0	24	64	3	0
05:00 PM	29	7	55	0	1	57	10	0	5	2	1	0	33	55	5	0
05:15 PM	38	8	48	0	0	54	15	0	0	6	0	0	27	65	2	0
05:30 PM	50	9	52	0	0	71	19	0	7	7	0	0	37	67	9	0
05:45 PM	21	10	43	0	0	67	24	0	7	3	0	0	28	57	5	0

2-Axle Trucks	Nason Street Southbound				Cactus Avenue Westbound				Nason Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	2	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
04:15 PM	1	0	1	0	0	1	0	0	1	0	0	0	2	0	0	0
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
05:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0

3-Axle Trucks	Nason Street Southbound				Cactus Avenue Westbound				Nason Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Nason Street Southbound				Cactus Avenue Westbound				Nason Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #56 AM

Start Date: 11/17/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Frederick Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Frederick Street Southbound				Alessandro Boulevard Westbound				Frederick Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	11	47	33	0	5	206	11	0	9	36	3	0	22	86	4	0
07:15 AM	14	55	24	0	10	241	16	0	20	36	11	0	19	112	3	0
07:30 AM	21	60	39	0	10	232	28	0	10	50	5	0	18	127	11	0
07:45 AM	22	50	27	0	15	199	23	0	19	44	7	0	19	113	10	0
08:00 AM	20	42	32	0	14	216	23	0	17	39	9	0	27	160	10	0
08:15 AM	41	34	18	0	10	217	15	0	11	45	9	0	19	145	8	0
08:30 AM	23	56	32	0	15	190	30	0	14	49	6	0	35	118	13	0
08:45 AM	30	48	18	0	19	185	28	1	12	49	5	0	35	111	15	0

2-Axle Trucks	Frederick Street Southbound				Alessandro Boulevard Westbound				Frederick Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	4	0	0	0	2	0	0	2	1	0	0
07:15 AM	0	0	1	0	0	4	0	0	1	1	0	0	0	5	0	0
07:30 AM	0	1	0	0	1	4	1	0	0	1	1	0	0	3	0	0
07:45 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0
08:00 AM	0	1	1	0	0	5	1	0	0	2	0	0	0	2	1	0
08:15 AM	0	1	0	0	0	7	0	0	0	2	0	0	0	2	0	0
08:30 AM	0	3	0	0	2	6	0	0	0	2	0	0	1	3	0	0
08:45 AM	1	1	0	0	0	3	0	0	0	2	0	0	0	2	0	0

3-Axle Trucks	Frederick Street Southbound				Alessandro Boulevard Westbound				Frederick Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Frederick Street Southbound				Alessandro Boulevard Westbound				Frederick Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0
07:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0
08:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

SITE #56 PM

Start Date: 11/17/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Frederick Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Frederick Street Southbound				Alessandro Boulevard Westbound				Frederick Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	64	54	22	0	11	188	46	0	8	38	6	0	46	251	12	0
04:15 PM	54	57	29	0	15	170	41	1	11	58	9	0	26	207	12	0
04:30 PM	70	60	25	0	7	196	40	0	20	63	11	0	30	250	15	0
04:45 PM	45	77	27	0	13	190	59	0	9	57	3	0	46	205	12	0
05:00 PM	60	84	22	0	19	210	43	2	18	66	6	0	39	261	15	1
05:15 PM	71	85	30	0	11	163	45	0	25	67	14	0	52	219	18	0
05:30 PM	70	78	21	0	16	203	70	0	15	69	10	0	55	282	23	0
05:45 PM	61	114	35	0	20	167	37	1	15	71	6	0	40	256	42	0

2-Axle Trucks	Frederick Street Southbound				Alessandro Boulevard Westbound				Frederick Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	1	3	0	0	1	0	0	0	2	7	0	0
04:15 PM	0	3	0	0	1	1	1	0	0	1	0	0	0	8	0	0
04:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	1	4	0	0
04:45 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	7	0	0
05:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	2	0	0
05:15 PM	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0
05:30 PM	1	1	0	0	0	2	0	0	0	0	0	0	0	5	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	0

3-Axle Trucks	Frederick Street Southbound				Alessandro Boulevard Westbound				Frederick Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Frederick Street Southbound				Alessandro Boulevard Westbound				Frederick Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

SITE #57 AM

Start Date: 11/17/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Graham Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Graham Street Southbound				Alessandro Boulevard Westbound				Graham Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	13	29	9	0	5	200	16	0	12	18	4	0	0	85	3	0
07:15 AM	12	25	15	0	11	229	14	0	13	28	6	0	5	132	12	0
07:30 AM	7	21	17	0	13	229	15	0	8	32	10	0	7	133	23	0
07:45 AM	25	35	13	0	7	221	22	0	16	49	8	0	8	124	18	0
08:00 AM	24	26	13	0	11	226	10	0	21	31	12	0	8	164	15	0
08:15 AM	17	33	8	0	13	219	8	0	11	33	8	0	7	167	15	0
08:30 AM	11	19	12	0	15	223	9	2	17	30	3	0	9	136	19	0
08:45 AM	26	23	12	0	17	178	10	0	14	23	8	0	6	116	10	0

2-Axle Trucks	Graham Street Southbound				Alessandro Boulevard Westbound				Graham Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	3	0	0
07:15 AM	1	0	0	0	0	4	0	0	1	0	1	0	0	3	0	0
07:30 AM	1	1	0	0	0	3	0	0	0	0	0	0	0	1	1	0
07:45 AM	1	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
08:00 AM	0	1	0	0	0	4	1	0	2	1	0	0	0	4	0	0
08:15 AM	0	1	1	0	0	5	0	0	1	1	0	0	1	1	0	0
08:30 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	2	0	0
08:45 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	2	0	0

3-Axle Trucks	Graham Street Southbound				Alessandro Boulevard Westbound				Graham Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	4	0	0	0	0	1	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Graham Street Southbound				Alessandro Boulevard Westbound				Graham Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:15 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0

SITE #57 PM

Start Date: 11/17/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Graham Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Graham Street Southbound				Alessandro Boulevard Westbound				Graham Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	18	38	8	0	41	175	25	0	8	31	10	1	17	222	16	0
04:15 PM	18	29	9	0	22	218	27	1	10	35	14	0	12	256	21	0
04:30 PM	34	37	9	0	21	197	24	0	28	46	25	0	10	277	23	0
04:45 PM	24	35	5	0	36	270	29	0	21	49	9	0	15	277	27	0
05:00 PM	30	31	7	0	40	222	22	0	34	43	11	0	13	272	34	0
05:15 PM	32	19	9	0	23	200	36	0	20	16	15	0	16	279	35	0
05:30 PM	32	37	7	0	17	214	22	0	23	41	12	0	19	293	51	0
05:45 PM	16	32	3	0	18	181	28	0	11	26	8	0	18	290	44	0

2-Axle Trucks	Graham Street Southbound				Alessandro Boulevard Westbound				Graham Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	5	0	0	0	0	0	0	0	6	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0
04:30 PM	0	2	1	0	0	2	0	0	0	0	0	0	0	4	0	0
04:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0

3-Axle Trucks	Graham Street Southbound				Alessandro Boulevard Westbound				Graham Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Graham Street Southbound				Alessandro Boulevard Westbound				Graham Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #58 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	8	34	8	0	5	183	14	0	33	45	8	0	12	66	7	0
07:15 AM	10	43	19	0	7	184	20	0	26	56	6	0	15	87	9	0
07:30 AM	22	42	17	0	9	220	25	0	31	54	10	0	17	106	3	0
07:45 AM	31	39	22	0	7	212	40	0	39	97	8	0	25	108	8	0
08:00 AM	35	32	20	0	10	203	27	0	35	54	11	1	22	106	5	0
08:15 AM	43	41	27	0	9	189	41	0	27	67	8	0	18	114	6	4
08:30 AM	29	43	22	0	8	164	33	0	28	57	6	0	11	88	3	0
08:45 AM	31	41	33	0	8	159	39	1	26	60	6	0	19	113	7	0

2-Axle Trucks	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	2	0	0	0	5	2	0	0	1	0	0	0	3	0	0
07:15 AM	1	2	0	0	1	4	0	0	0	3	0	0	0	1	1	0
07:30 AM	2	1	1	0	0	2	0	0	1	2	1	0	0	1	0	0
07:45 AM	1	1	0	0	0	4	1	0	1	2	0	0	0	0	2	0
08:00 AM	0	2	0	0	0	5	2	0	0	2	0	0	1	2	0	0
08:15 AM	0	2	1	0	0	3	3	0	0	0	1	0	0	3	0	0
08:30 AM	0	2	0	0	1	2	0	0	1	1	0	0	0	4	0	0
08:45 AM	3	2	0	0	0	2	1	0	1	5	1	0	1	4	0	0

3-Axle Trucks	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
08:00 AM	1	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0

SITE #58 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	51	73	36	0	13	189	42	0	39	62	11	0	14	204	33	1
04:15 PM	58	75	25	0	14	184	29	0	26	73	9	0	25	206	31	1
04:30 PM	50	82	42	0	7	196	46	0	36	71	15	0	15	202	24	0
04:45 PM	49	90	34	0	14	192	27	0	36	63	14	0	26	225	20	0
05:00 PM	48	110	48	0	13	176	49	0	35	71	16	0	21	240	29	1
05:15 PM	54	79	39	0	10	144	41	0	32	73	5	0	20	234	37	1
05:30 PM	63	107	21	0	8	140	28	0	39	60	5	0	25	228	35	0
05:45 PM	56	79	13	0	9	106	58	7	18	66	12	0	18	224	36	1

2-Axle Trucks	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0
04:15 PM	1	1	0	0	0	1	0	0	0	1	2	0	0	2	0	0
04:30 PM	1	3	1	0	0	6	1	0	1	2	0	0	0	1	1	0
04:45 PM	0	1	0	0	0	3	2	0	0	3	0	0	0	2	0	0
05:00 PM	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
05:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0
05:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Heacock Street Southbound				Alessandro Boulevard Westbound				Heacock Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
04:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	2	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #59 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Indian Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	10	17	14	0	5	166	6	0	18	23	4	0	4	60	11	0
07:15 AM	7	24	11	0	4	183	11	0	21	36	7	0	7	94	4	0
07:30 AM	13	35	15	0	9	196	13	0	34	55	9	0	11	94	12	0
07:45 AM	8	58	25	0	11	196	20	0	47	80	15	0	11	104	19	0
08:00 AM	18	64	21	0	19	204	12	0	33	58	18	0	7	105	14	0
08:15 AM	22	36	15	0	18	163	15	0	22	31	15	0	8	117	12	0
08:30 AM	20	49	11	0	17	175	14	0	31	43	16	0	3	84	21	0
08:45 AM	24	46	12	0	16	190	19	0	61	44	18	0	14	112	19	0

2-Axle Trucks	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	4	2	0	0	2	0	0	0	0	0	0	0	3	0	0
07:15 AM	0	3	2	0	0	3	0	0	0	2	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	2	0	0	0	1	0	0	0	3	0	0
07:45 AM	0	0	0	0	0	6	1	0	1	0	1	0	0	0	2	0
08:00 AM	0	0	2	0	0	3	1	0	0	1	0	0	0	1	0	0
08:15 AM	2	1	0	0	1	5	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	2	1	0	0	0	0	0	0	9	0	0	0	2	0	0
08:45 AM	1	0	1	0	0	2	0	0	2	1	0	0	1	5	1	0

3-Axle Trucks	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0
08:30 AM	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0

4+ Axle Trucks	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0

SITE #59 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Indian Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	52	71	15	0	12	184	23	0	38	63	15	0	14	170	20	0
04:15 PM	36	63	12	0	8	187	34	0	36	53	16	0	15	214	18	0
04:30 PM	52	88	12	0	18	190	20	0	50	74	20	0	12	174	25	0
04:45 PM	52	83	18	0	16	176	24	0	24	55	17	0	20	204	27	0
05:00 PM	60	90	16	0	17	164	22	0	70	70	44	0	31	203	28	0
05:15 PM	42	83	14	0	13	136	30	0	22	55	18	0	28	200	22	0
05:30 PM	52	86	22	0	23	148	24	0	48	48	37	0	21	203	26	0
05:45 PM	37	72	8	0	32	169	28	0	29	48	32	0	24	205	42	0

2-Axle Trucks	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	0	0	0	1	0	0	1	3	0	0	1	4	2	0
04:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	4	1	0
04:30 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0
04:45 PM	0	2	2	0	0	1	1	0	1	1	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	4	1	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Indian Street Southbound				Alessandro Boulevard Westbound				Indian Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #60 AM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	26	72	31	0	15	121	18	0	34	81	11	0	16	51	6	0
07:15 AM	34	60	28	0	16	147	21	0	43	100	19	0	13	58	8	0
07:30 AM	39	97	29	0	21	147	17	0	39	126	19	0	30	64	14	0
07:45 AM	48	95	44	0	15	163	19	0	43	162	28	0	32	79	20	0
08:00 AM	33	82	42	1	26	146	16	0	68	120	11	0	37	61	21	0
08:15 AM	32	83	35	0	14	120	16	0	43	89	4	0	35	66	18	0
08:30 AM	24	67	29	0	12	100	16	0	52	99	4	0	31	56	23	0
08:45 AM	31	95	41	0	15	96	13	0	64	76	11	0	41	64	16	0

2-Axle Trucks	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	1	3	1	0
07:15 AM	3	2	0	0	0	1	1	0	1	3	0	0	0	0	0	0
07:30 AM	1	1	0	0	0	2	1	0	0	3	0	0	0	2	0	0
07:45 AM	1	5	1	0	1	5	1	0	0	2	0	0	0	1	0	0
08:00 AM	0	5	1	0	0	2	1	0	3	4	0	0	0	1	0	0
08:15 AM	0	2	1	0	0	1	1	0	1	6	0	0	0	0	1	0
08:30 AM	0	2	0	0	0	0	1	0	0	2	0	0	1	2	1	0
08:45 AM	1	0	1	0	0	1	2	0	1	3	0	0	1	0	1	0

3-Axle Trucks	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:15 AM	1	0	1	0	1	0	1	0	0	2	1	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
08:00 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	2	1	0	0	0	0	0	0	2	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	1	1	0	0	0	0	0	0	1	0	0
08:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0
08:15 AM	1	2	2	0	0	3	0	0	0	3	0	0	0	0	0	0
08:30 AM	0	2	1	0	0	1	1	0	2	1	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	1	0	1	0

SITE #60 PM

Start Date: 11/15/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	55	130	41	0	26	121	29	0	72	125	19	0	42	124	42	0
04:15 PM	50	165	32	0	23	128	28	0	58	110	12	0	62	129	37	0
04:30 PM	49	172	49	0	39	131	24	0	72	128	17	0	52	125	49	0
04:45 PM	43	117	35	0	42	149	22	0	48	108	21	0	75	166	67	0
05:00 PM	47	161	46	0	32	104	25	0	78	114	7	0	65	153	51	0
05:15 PM	39	162	34	0	34	117	19	0	47	86	12	0	46	161	43	0
05:30 PM	47	199	33	0	37	107	20	0	65	118	23	0	50	165	58	0
05:45 PM	43	127	40	0	45	119	16	0	56	91	15	0	57	166	71	0

2-Axle Trucks	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	4	0	0	0	0	0	0	0	4	0	0	0	2	1	0
04:15 PM	0	1	0	0	0	1	1	0	1	0	0	0	1	4	1	0
04:30 PM	0	0	0	0	0	0	0	0	1	2	2	0	0	1	0	0
04:45 PM	0	0	0	0	0	1	2	0	1	2	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	2	0	0	1	1	1	0	1	0	0	0
05:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	1	0	0
05:30 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	3	0	0
05:45 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0
04:45 PM	1	0	1	0	0	1	0	0	0	0	0	0	1	1	1	0
05:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Alessandro Boulevard Westbound				Perris Boulevard Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #61 AM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Frederick Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Frederick Street Southbound				Cactus Avenue Westbound				Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	20	0	14	0	0	350	28	0	0	0	0	0	33	159	0	0
07:15 AM	25	0	16	0	0	331	35	0	0	0	0	0	32	224	0	0
07:30 AM	44	0	18	0	0	367	46	0	0	0	0	0	31	227	0	0
07:45 AM	28	0	18	0	0	370	38	0	0	0	0	0	26	247	0	0
08:00 AM	24	0	13	0	0	289	27	0	0	0	0	0	21	220	0	0
08:15 AM	35	0	9	0	0	259	42	0	0	0	0	0	13	189	0	0
08:30 AM	29	0	12	0	0	243	35	0	0	0	0	0	26	183	0	0
08:45 AM	27	0	9	0	0	193	31	0	0	0	0	0	16	156	0	0

2-Axle Trucks	Frederick Street Southbound				Cactus Avenue Westbound				Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0
07:15 AM	0	0	1	0	0	2	0	0	0	0	0	0	1	3	0	0
07:30 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
07:45 AM	0	0	0	0	0	3	2	0	0	0	0	0	0	6	0	0
08:00 AM	1	0	1	0	0	11	1	0	0	0	0	0	0	7	0	0
08:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0
08:30 AM	0	0	0	0	0	6	1	0	0	0	0	0	0	5	0	0
08:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0

3-Axle Trucks	Frederick Street Southbound				Cactus Avenue Westbound				Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Frederick Street Southbound				Cactus Avenue Westbound				Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
08:15 AM	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0
08:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0

SITE #61 PM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Frederick Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Frederick Street Southbound				Cactus Avenue Westbound				Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	65	0	10	0	0	285	36	0	0	0	0	0	27	317	0	0
04:15 PM	72	0	20	0	0	260	53	0	0	0	0	0	22	336	0	0
04:30 PM	60	0	26	0	0	259	46	0	0	0	0	0	26	340	1	0
04:45 PM	56	0	26	0	0	236	40	0	0	0	0	0	20	368	0	0
05:00 PM	93	0	29	0	0	233	44	0	0	0	0	0	21	362	0	0
05:15 PM	60	0	19	0	0	204	33	0	0	0	0	0	14	372	0	0
05:30 PM	83	0	29	0	0	190	23	0	0	0	0	0	18	349	0	0
05:45 PM	91	0	25	0	0	191	32	0	0	0	0	0	13	332	0	0

2-Axle Trucks	Frederick Street Southbound				Cactus Avenue Westbound				Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	0	0	0	4	1	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0
04:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	6	0	0
04:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
05:00 PM	0	0	1	0	0	4	0	0	0	0	0	0	0	3	0	0
05:15 PM	1	0	1	0	0	4	0	0	0	0	0	0	0	6	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0

3-Axle Trucks	Frederick Street Southbound				Cactus Avenue Westbound				Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0

4+ Axle Trucks	Frederick Street Southbound				Cactus Avenue Westbound				Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #62 AM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Graham Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Graham Street Southbound				Cactus Avenue Westbound				Graham Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	14	14	13	0	2	319	12	0	36	6	2	0	9	163	34	0
07:15 AM	12	13	11	0	3	362	10	0	41	9	4	0	12	164	41	0
07:30 AM	14	11	14	0	5	356	15	0	46	13	2	0	19	165	54	0
07:45 AM	13	12	13	0	1	343	24	0	32	8	1	0	24	218	50	0
08:00 AM	18	10	8	0	2	261	22	0	31	9	0	0	17	149	50	0
08:15 AM	15	11	10	0	0	260	12	0	30	6	3	0	26	153	33	0
08:30 AM	12	13	12	0	2	228	14	0	20	15	0	0	14	117	44	0
08:45 AM	10	11	13	0	1	256	16	0	25	6	1	0	11	167	49	0

2-Axle Trucks	Graham Street Southbound				Cactus Avenue Westbound				Graham Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	1	1	0	2	0	0	0	1	3	0	0
07:15 AM	0	0	0	0	1	5	0	0	2	0	1	0	1	2	0	0
07:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	2	1	0
07:45 AM	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	0
08:00 AM	1	0	1	0	0	3	2	0	2	1	0	0	0	4	1	0
08:15 AM	0	1	0	0	0	6	1	0	2	1	0	0	1	3	0	0
08:30 AM	0	1	2	0	0	2	0	0	0	0	0	0	0	7	3	0
08:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0

3-Axle Trucks	Graham Street Southbound				Cactus Avenue Westbound				Graham Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Graham Street Southbound				Cactus Avenue Westbound				Graham Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	4	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	4	0	0	1	0	0	0	1	1	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	2	1	0
08:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	1	2	0	0
08:15 AM	0	0	1	0	0	2	0	0	1	0	0	0	1	4	0	0
08:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #62 PM

Start Date: 11/16/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Graham Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Graham Street Southbound				Cactus Avenue Westbound				Graham Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	27	18	17	0	2	180	13	0	93	20	2	0	27	250	59	0
04:15 PM	26	15	10	0	6	195	17	0	53	8	4	0	14	325	84	0
04:30 PM	35	18	19	0	2	203	14	0	72	22	5	0	20	316	87	0
04:45 PM	19	22	19	0	2	230	16	0	48	21	1	0	16	302	91	0
05:00 PM	32	23	26	0	4	201	13	0	63	14	1	0	14	315	74	0
05:15 PM	14	28	8	0	3	219	14	0	44	9	1	0	9	337	71	0
05:30 PM	30	24	20	0	3	189	7	0	27	8	0	0	13	331	71	0
05:45 PM	29	20	16	0	1	201	10	0	34	8	0	0	14	303	65	0

2-Axle Trucks	Graham Street Southbound				Cactus Avenue Westbound				Graham Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	1	3	0	0	0	0	0	0	1	1	1	0
04:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	4	0	0
04:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	7	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0
05:15 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	7	2	0

3-Axle Trucks	Graham Street Southbound				Cactus Avenue Westbound				Graham Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Graham Street Southbound				Cactus Avenue Westbound				Graham Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #63 AM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	6	39	8	0	1	199	8	0	186	55	1	0	4	88	40	0
07:15 AM	3	51	9	0	0	193	16	0	203	65	0	0	9	124	54	0
07:30 AM	13	42	9	0	4	230	14	0	171	73	2	0	7	115	67	0
07:45 AM	15	48	5	0	6	182	12	0	167	116	3	0	16	149	59	1
08:00 AM	8	40	4	0	1	185	15	0	144	106	4	0	24	137	38	0
08:15 AM	7	34	9	0	5	161	20	0	135	76	2	0	15	103	35	0
08:30 AM	10	38	3	0	2	122	19	0	102	74	2	1	15	105	54	0
08:45 AM	6	58	17	0	4	141	18	0	103	66	5	0	18	85	40	0

2-Axle Trucks	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	4	0	0	1	1	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	4	2	0	0	2	0	0	0	5	0	0
07:30 AM	0	0	0	0	2	2	0	0	1	2	0	0	1	3	0	0
07:45 AM	1	0	0	0	1	2	3	0	0	1	0	0	0	3	0	0
08:00 AM	0	1	0	0	0	3	3	0	1	2	0	0	0	4	2	0
08:15 AM	2	1	0	0	1	0	1	0	1	3	1	0	0	3	1	0
08:30 AM	0	0	1	0	0	2	1	0	4	1	0	0	1	4	3	0
08:45 AM	0	1	0	0	0	1	0	0	1	2	0	0	1	1	2	0

3-Axle Trucks	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0
08:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	1	3	0
08:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	0

SITE #63 PM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Heacock Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	17	100	8	0	2	109	21	0	100	94	4	0	22	213	105	0
04:15 PM	12	83	11	0	2	114	25	0	107	82	1	0	21	189	136	0
04:30 PM	23	100	7	0	2	139	22	0	87	81	5	0	12	193	133	0
04:45 PM	25	90	7	0	2	114	17	0	91	81	2	0	17	222	125	0
05:00 PM	16	102	11	0	3	127	13	0	67	60	7	0	16	194	133	0
05:15 PM	25	78	4	0	5	119	19	0	91	81	2	0	10	207	147	0
05:30 PM	36	118	9	0	2	137	12	0	85	80	8	0	14	209	155	0
05:45 PM	19	103	6	0	0	115	14	0	68	69	5	0	8	217	142	0

2-Axle Trucks	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	1	0	0	0	1	0	0	1	1	0	0	0	2	3	0
04:15 PM	1	4	0	0	0	2	1	0	0	2	0	0	0	4	0	0
04:30 PM	0	2	0	0	0	2	1	0	0	0	0	0	0	3	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	4	0
05:00 PM	0	1	0	0	0	1	0	0	1	1	0	0	0	1	2	0
05:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
05:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	1	3	5	0
05:45 PM	0	0	0	0	0	2	1	0	1	0	0	0	0	2	5	0

3-Axle Trucks	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Heacock Street Southbound				Cactus Avenue Westbound				Heacock Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

SITE #64 AM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Indian Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	24	3	0	3	166	4	0	22	36	2	0	7	81	11	0
07:15 AM	7	44	6	0	12	167	2	0	21	41	10	0	7	101	19	0
07:30 AM	12	71	4	0	11	230	8	0	24	79	15	0	8	115	21	0
07:45 AM	12	65	7	0	6	164	18	0	25	114	16	0	15	135	22	0
08:00 AM	10	55	4	0	9	153	13	0	19	88	10	0	9	121	18	0
08:15 AM	6	39	3	0	4	141	12	0	16	57	5	0	7	87	10	0
08:30 AM	17	34	2	0	3	112	20	0	14	66	7	0	10	96	21	0
08:45 AM	14	44	5	0	3	116	10	0	26	71	9	0	6	73	12	0

2-Axle Trucks	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	3	6	0	0	0	1	2	0	0	2	0	0
07:15 AM	0	5	1	0	0	3	1	0	0	1	0	0	1	5	0	0
07:30 AM	0	1	0	0	0	5	0	0	0	1	0	0	0	1	0	0
07:45 AM	1	1	0	0	0	4	1	0	1	1	0	0	0	5	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	6	0	0
08:30 AM	0	3	0	0	0	4	0	0	1	10	0	0	0	3	1	0
08:45 AM	0	1	0	0	1	1	0	0	0	4	0	0	0	0	0	0

3-Axle Trucks	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #64 PM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Indian Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	6	69	3	0	3	97	7	0	8	55	5	0	8	126	10	0
04:15 PM	9	66	9	0	6	117	10	0	15	54	5	0	13	152	23	0
04:30 PM	23	49	7	0	16	119	11	0	15	68	3	0	13	175	17	0
04:45 PM	12	60	3	0	8	120	8	0	10	54	3	0	16	191	12	0
05:00 PM	14	86	9	0	7	127	13	0	13	56	3	0	13	166	23	0
05:15 PM	13	83	4	0	7	111	8	0	7	57	6	0	14	171	30	0
05:30 PM	14	68	7	0	7	126	12	0	15	66	12	0	10	169	24	0
05:45 PM	14	107	6	0	5	111	9	0	13	45	7	0	21	164	23	0

2-Axle Trucks	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	1	0	0	1	0	0	0	3	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	5	1	0
04:30 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	3	0	0
04:45 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0
05:00 PM	0	2	0	0	0	2	0	0	0	1	0	0	1	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
05:45 PM	0	0	0	0	0	3	0	0	2	1	0	0	0	3	1	0

3-Axle Trucks	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Indian Street Southbound				Cactus Avenue Westbound				Indian Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #65 AM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	6	57	2	0	8	131	12	0	30	113	4	0	11	76	14	0
07:15 AM	15	81	7	0	11	135	17	0	40	123	9	0	13	82	26	0
07:30 AM	24	125	10	0	10	190	22	0	37	150	12	0	16	106	32	0
07:45 AM	24	125	9	0	21	142	11	0	36	161	23	0	9	150	28	0
08:00 AM	14	105	12	0	16	137	18	0	53	173	17	0	12	97	19	0
08:15 AM	13	93	7	0	9	118	17	0	26	125	7	0	7	73	18	0
08:30 AM	18	96	12	0	11	89	16	0	35	109	11	0	3	74	23	0
08:45 AM	16	87	5	0	12	81	23	0	30	144	10	0	9	65	18	0

2-Axle Trucks	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	5	1	0	0	2	0	0	1	2	0	0	1	3	0	0
07:15 AM	0	4	0	0	2	2	0	0	2	6	0	0	0	4	1	0
07:30 AM	0	1	0	0	0	5	0	0	1	3	0	0	0	2	0	0
07:45 AM	1	7	1	0	2	4	0	0	1	1	0	0	1	3	1	0
08:00 AM	0	6	0	0	0	4	0	0	0	4	1	0	0	3	0	0
08:15 AM	2	3	0	0	0	2	1	0	0	5	1	0	0	1	6	0
08:30 AM	0	4	0	0	1	1	1	0	1	7	1	0	0	1	3	0
08:45 AM	1	4	0	0	0	2	0	0	0	3	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0
07:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:30 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:00 AM	0	2	0	0	0	0	0	0	1	2	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0

SITE #65 PM

Start Date: 2/28/2012
Comment 1: City of Moreno Valley
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Clear

Cars	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	29	142	9	0	11	98	24	0	30	174	9	0	11	111	17	0
04:15 PM	23	167	9	0	14	85	24	0	33	138	11	0	13	115	29	0
04:30 PM	22	170	15	0	6	95	25	0	30	137	16	0	13	140	33	0
04:45 PM	31	136	7	0	12	109	31	0	25	157	9	0	16	140	43	0
05:00 PM	24	169	19	0	12	106	22	0	20	151	6	0	8	149	35	0
05:15 PM	27	178	14	0	16	92	19	0	25	143	16	0	13	139	39	0
05:30 PM	24	160	13	0	16	96	28	0	31	144	14	0	9	138	40	0
05:45 PM	37	160	10	0	14	89	28	0	23	158	10	0	10	126	44	0

2-Axle Trucks	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	4	0	0	0	1	0	0	1	5	0	0	0	2	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	1	2	0
04:30 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	0	1	0
04:45 PM	1	4	0	0	0	1	0	0	0	2	0	0	0	3	0	0
05:00 PM	2	1	0	0	0	2	0	0	1	1	0	0	0	0	0	0
05:15 PM	1	2	0	0	0	1	0	0	0	3	0	0	0	1	0	0
05:30 PM	1	3	0	0	0	0	1	0	0	1	0	0	0	1	0	0
05:45 PM	1	5	0	0	0	2	0	0	1	1	0	0	0	1	0	0

3-Axle Trucks	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Cactus Avenue Westbound				Perris Boulevard Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #67 AM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: I-215 Northbound Ramps
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	182	40	0	200	2	36	0	25	119	0	0
07:15 AM	0	0	0	0	0	250	42	0	215	0	98	0	13	165	0	0
07:30 AM	0	0	0	0	0	279	31	0	202	0	65	0	27	193	0	0
07:45 AM	0	0	0	0	0	219	36	0	190	0	65	0	32	187	0	0
08:00 AM	0	0	0	0	0	192	44	0	132	1	57	0	35	171	0	0
08:15 AM	0	0	0	0	0	198	49	0	88	0	43	0	42	153	0	0
08:30 AM	0	0	0	0	0	155	50	0	104	0	35	0	59	154	0	0
08:45 AM	0	0	0	0	0	164	42	0	84	0	43	0	47	148	0	0

2-Axle Trucks	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	4	2	0	1	0	1	0	0	1	0	0
07:15 AM	0	0	0	0	0	3	0	0	7	0	4	0	3	1	0	0
07:30 AM	0	0	0	0	0	4	0	0	2	0	1	0	0	8	0	0
07:45 AM	0	0	0	0	0	2	1	0	1	0	1	0	0	4	0	0
08:00 AM	0	0	0	0	0	5	0	0	2	0	2	0	3	3	0	0
08:15 AM	0	0	0	0	0	6	1	0	2	1	1	0	1	6	0	0
08:30 AM	0	0	0	0	0	4	3	0	2	0	2	0	2	2	0	0
08:45 AM	0	0	0	0	0	3	5	0	3	0	0	0	0	7	0	0

3-Axle Trucks	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0

4+ Axle Trucks	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	1	0	1	0	0	0	1	2	0	0
07:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	1	2	0	0
08:30 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	2	0	0

SITE #67 PM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: I-215 Northbound Ramps
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	159	61	0	87	1	34	0	69	217	0	0
04:15 PM	0	0	0	0	0	182	46	0	79	1	44	0	99	260	0	0
04:30 PM	0	0	0	0	0	176	61	0	75	2	40	0	90	259	0	0
04:45 PM	0	0	0	0	0	188	51	0	94	1	38	0	79	250	0	0
05:00 PM	0	0	0	0	0	173	66	0	54	2	38	0	89	256	0	0
05:15 PM	0	0	0	0	0	167	66	0	68	0	32	0	75	263	0	0
05:30 PM	0	0	0	0	0	181	56	0	65	0	28	0	97	249	0	0
05:45 PM	0	0	0	0	0	122	49	0	61	0	32	0	105	254	0	0

2-Axle Trucks	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	3	4	0	1	1	2	0	2	3	0	0
04:15 PM	0	0	0	0	0	1	2	0	4	0	2	0	2	5	0	0
04:30 PM	0	0	0	0	0	2	1	0	1	0	1	0	3	1	0	0
04:45 PM	0	0	0	0	0	1	0	0	1	0	2	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	2	2	0	0
05:15 PM	0	0	0	0	0	3	1	0	1	0	1	0	1	5	0	0
05:30 PM	0	0	0	0	0	1	2	0	0	0	2	0	0	4	0	0
05:45 PM	0	0	0	0	0	3	1	0	2	0	0	0	1	2	0	0

3-Axle Trucks	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

4+ Axle Trucks	I-215 Northbound On Ramp Southbound				Alessandro Boulevard Westbound				I-215 Northbound Off Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
04:30 PM	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

SITE #68 AM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: I-215 Southbound Ramps
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	I-215 Southbound Off Ramp Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	28	0	53	0	0	368	0	0	0	0	0	0	0	115	46	0
07:15 AM	29	0	60	0	0	417	0	0	0	0	0	0	0	151	112	0
07:30 AM	44	0	58	0	0	488	0	0	0	0	0	0	1	184	68	0
07:45 AM	35	0	81	0	0	409	0	0	0	0	0	0	0	183	57	0
08:00 AM	44	0	68	0	0	310	0	0	0	0	0	0	0	175	72	0
08:15 AM	27	0	67	0	0	259	0	0	0	0	0	0	0	164	47	0
08:30 AM	25	0	43	0	0	237	0	0	0	0	0	0	0	181	74	0
08:45 AM	44	0	35	0	0	204	0	0	0	0	0	0	0	161	53	0

2-Axle Trucks	I-215 Southbound Off Ramp Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	0	1	0	0	3	0	0	0	0	0	0	0	0	1	0
07:15 AM	5	0	3	0	0	8	0	0	0	0	0	0	0	0	1	0
07:30 AM	5	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
07:45 AM	2	0	1	0	0	2	0	0	0	0	0	0	0	2	2	0
08:00 AM	4	0	3	0	0	4	0	0	0	0	0	0	0	2	2	0
08:15 AM	3	0	2	0	0	5	0	0	0	0	0	0	0	3	1	0
08:30 AM	2	0	2	0	0	5	0	0	0	0	0	0	0	3	2	0
08:45 AM	4	0	2	0	0	5	0	0	0	0	0	0	0	4	0	0

3-Axle Trucks	I-215 Southbound Off Ramp Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0

4+ Axle Trucks	I-215 Southbound Off Ramp Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	3	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0

SITE #68 PM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: I-215 Southbound Ramps
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	I-215 Southbound Off Ramp Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	64	0	102	0	0	213	0	0	0	0	0	0	0	238	108	0
04:15 PM	48	0	93	0	0	209	0	0	0	0	0	0	0	301	117	0
04:30 PM	48	0	99	0	0	221	0	0	0	0	0	0	0	309	119	0
04:45 PM	45	0	101	0	0	231	0	0	0	0	0	0	0	268	128	0
05:00 PM	59	0	102	0	0	224	0	0	0	0	0	0	0	306	131	0
05:15 PM	56	0	96	0	0	206	0	0	0	0	0	0	0	290	139	0
05:30 PM	49	0	100	0	0	209	0	0	0	0	0	0	0	296	147	0
05:45 PM	50	0	75	0	0	157	0	0	0	0	0	0	0	293	123	0

2-Axle Trucks	I-215 Southbound Off Ramp Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0
04:15 PM	3	0	4	0	0	4	0	0	0	0	0	0	0	3	0	0
04:30 PM	3	0	2	0	0	1	0	0	0	0	0	0	0	2	5	0
04:45 PM	0	0	4	0	0	1	0	0	0	0	0	0	0	2	1	0
05:00 PM	2	0	3	0	0	2	0	0	0	0	0	0	0	3	0	0
05:15 PM	2	0	2	0	0	3	0	0	0	0	0	0	0	4	1	0
05:30 PM	2	0	1	0	0	1	0	0	0	0	0	0	0	3	1	0
05:45 PM	1	0	0	0	0	3	0	0	0	0	0	0	0	3	2	0

3-Axle Trucks	I-215 Southbound Off Ramp Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	I-215 Southbound Off Ramp Southbound				Alessandro Boulevard Westbound				I-215 Southbound On Ramp Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

SITE #69 AM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Old 215 Frontage Road
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Old 215 Frontage Road Southbound				Alessandro Boulevard Westbound				Old 215 Frontage Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	3	35	0	0	176	16	0	8	35	0	0	53	108	1	0
07:15 AM	5	6	39	0	0	222	19	0	13	47	0	0	99	163	2	0
07:30 AM	10	2	45	0	0	261	20	0	16	40	0	0	75	171	1	0
07:45 AM	2	2	36	0	0	220	24	0	11	51	1	0	75	196	2	0
08:00 AM	3	0	34	0	0	210	28	0	6	16	0	0	55	174	1	0
08:15 AM	8	2	43	0	1	199	12	0	5	11	0	0	42	137	2	0
08:30 AM	6	4	36	0	2	156	11	0	3	14	0	0	40	151	0	0
08:45 AM	12	3	28	0	0	169	14	0	2	8	1	0	32	157	2	0

2-Axle Trucks	Old 215 Frontage Road Southbound				Alessandro Boulevard Westbound				Old 215 Frontage Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	4	0	0
07:15 AM	0	0	1	0	0	2	0	0	1	0	0	0	3	1	0	0
07:30 AM	1	0	0	0	0	3	0	0	1	0	0	0	1	5	0	0
07:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0
08:00 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	6	0	0
08:15 AM	0	0	1	0	0	6	0	0	0	0	0	0	1	4	1	0
08:30 AM	0	0	0	0	0	4	0	0	1	0	0	0	2	3	0	0
08:45 AM	2	0	1	0	0	8	1	0	0	0	0	0	3	5	0	0

3-Axle Trucks	Old 215 Frontage Road Southbound				Alessandro Boulevard Westbound				Old 215 Frontage Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0

4+ Axle Trucks	Old 215 Frontage Road Southbound				Alessandro Boulevard Westbound				Old 215 Frontage Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	2	1	0	1	0	0	0	1	3	0	0
08:30 AM	0	0	0	0	0	5	0	0	0	1	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0

SITE #69 PM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Old 215 Frontage Road
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Old 215 Frontage Road Southbound				Alessandro Boulevard Westbound				Old 215 Frontage Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	14	10	38	0	2	190	20	0	2	11	0	0	38	214	1	0
04:15 PM	16	7	26	0	1	191	29	0	3	12	1	0	47	258	1	0
04:30 PM	18	13	45	0	1	186	15	1	6	7	1	0	44	253	2	0
04:45 PM	19	10	38	0	1	191	24	0	3	9	0	0	48	243	4	0
05:00 PM	18	5	41	0	0	221	23	0	0	6	1	0	44	228	7	0
05:15 PM	9	10	41	0	1	193	20	0	1	8	0	0	39	248	3	0
05:30 PM	25	10	41	0	0	169	18	0	2	17	0	0	46	233	3	0
05:45 PM	9	11	38	0	1	156	17	0	4	9	0	0	47	251	1	0

2-Axle Trucks	Old 215 Frontage Road Southbound				Alessandro Boulevard Westbound				Old 215 Frontage Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	2	0	0	5	0	0	0	0	0	0	1	3	0	0
04:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	6	0	0
04:30 PM	1	0	2	0	0	1	1	0	0	0	0	0	0	3	0	0
04:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	1	2	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
05:30 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	6	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0

3-Axle Trucks	Old 215 Frontage Road Southbound				Alessandro Boulevard Westbound				Old 215 Frontage Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Old 215 Frontage Road Southbound				Alessandro Boulevard Westbound				Old 215 Frontage Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
04:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	2	2	0
04:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #70 AM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Day Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	3	189	0	0	0	2	2	0	3	97	1	0
07:15 AM	3	0	1	0	1	270	3	0	0	0	6	0	10	154	4	0
07:30 AM	3	1	4	0	2	255	5	0	0	0	3	0	2	180	2	0
07:45 AM	3	1	5	0	2	222	6	0	1	2	3	0	14	189	7	0
08:00 AM	1	0	8	0	1	234	7	0	0	1	0	0	2	159	1	0
08:15 AM	1	0	6	0	1	187	8	0	0	2	1	0	4	145	1	0
08:30 AM	3	0	2	0	2	168	7	0	0	2	1	0	6	133	0	0
08:45 AM	6	0	4	0	4	165	8	0	2	3	2	0	4	161	0	0

2-Axle Trucks	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0
07:15 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	2	0	0
07:30 AM	0	0	1	0	0	2	0	0	0	0	2	0	1	4	1	0
07:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	5	0	0
08:00 AM	0	0	0	0	1	4	2	0	1	0	0	0	0	6	0	0
08:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0
08:30 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	5	0	0	1	1	0	0	0	7	0	0

3-Axle Trucks	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	1	0	0	1	1	0	0	0	3	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	3	0	0
08:30 AM	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0

SITE #70 PM

Start Date: 11/29/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Day Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	8	0	4	194	17	0	2	0	2	0	7	227	1	0
04:15 PM	1	1	10	0	1	195	9	0	2	3	3	0	12	250	5	0
04:30 PM	4	0	7	0	2	207	18	0	3	2	4	0	9	253	1	0
04:45 PM	3	0	5	0	1	203	13	0	1	3	2	0	12	249	2	0
05:00 PM	2	0	3	0	1	215	11	0	4	4	3	0	16	235	0	0
05:15 PM	2	0	6	0	0	185	11	0	7	2	1	0	10	241	0	0
05:30 PM	1	0	7	0	0	180	10	0	0	1	0	0	8	241	0	0
05:45 PM	0	0	3	0	2	148	8	0	2	0	3	0	12	240	1	0

2-Axle Trucks	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	1	5	0	0	0	0	1	0	0	2	1	0
04:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	5	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0
05:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0
05:30 PM	0	0	0	0	1	3	0	0	1	0	0	0	0	6	0	0
05:45 PM	0	0	0	0	2	2	0	0	0	0	2	0	1	2	0	0

3-Axle Trucks	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Day Street Southbound				Alessandro Boulevard Westbound				Day Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
04:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #71 AM

Start Date: 11/17/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Elsworth Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	36	21	0	18	214	10	0	13	15	2	0	6	121	13	0
07:15 AM	6	34	17	0	20	259	11	0	12	17	10	0	5	124	12	0
07:30 AM	9	39	18	0	26	234	14	0	15	16	8	0	8	138	22	0
07:45 AM	6	29	20	0	33	226	22	0	14	20	14	0	11	140	19	0
08:00 AM	14	25	16	0	15	186	21	0	17	25	5	0	8	200	20	0
08:15 AM	9	22	13	0	23	216	14	1	16	26	8	0	11	159	10	0
08:30 AM	11	23	7	0	17	182	14	0	15	26	20	0	10	140	11	0
08:45 AM	11	21	15	0	11	158	15	0	12	20	11	0	8	127	7	0

2-Axle Trucks	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0
07:45 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:15 AM	1	3	1	0	0	3	0	0	1	0	0	0	1	1	0	0
08:30 AM	0	1	0	0	0	3	0	0	0	0	1	0	2	1	1	0
08:45 AM	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0

3-Axle Trucks	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

SITE #71 PM

Start Date: 11/17/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Elsworth Street
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	10	27	16	0	28	191	23	0	18	46	34	0	16	238	9	0
04:15 PM	18	32	18	0	20	145	18	0	20	34	17	0	20	207	11	0
04:30 PM	20	25	23	0	15	205	24	0	32	33	34	0	17	261	18	0
04:45 PM	26	35	21	0	22	181	15	0	25	49	25	0	25	233	13	0
05:00 PM	21	26	14	0	23	230	22	0	30	36	28	0	20	251	22	0
05:15 PM	17	45	12	0	16	160	18	0	25	33	22	0	23	245	17	0
05:30 PM	16	47	25	0	16	177	23	0	16	32	18	0	31	310	11	0
05:45 PM	15	38	19	0	19	159	19	0	21	33	22	0	31	250	13	0

2-Axle Trucks	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	1	5	0	0	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	1	0	0	1	0	0	1	1	0	0	0	3	1	0
05:00 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	1	1	0	1	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Elsworth Street Southbound				Alessandro Boulevard Westbound				Elsworth Street Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #72 AM

Start Date: 3/10/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: I-215 Southbound Ramps
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On/Off Ramp Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	23	0	112	83	0	0	0	0	96	0	0	17	2	0
07:15 AM	0	0	24	0	108	168	0	0	0	0	126	0	0	25	6	0
07:30 AM	0	0	24	0	111	195	0	0	0	0	114	0	0	14	9	0
07:45 AM	0	0	34	0	127	165	0	0	0	0	95	0	0	26	13	0
08:00 AM	0	0	19	0	105	79	0	0	0	0	90	0	0	16	10	0
08:15 AM	0	0	10	0	94	51	0	0	0	0	80	0	0	18	5	0
08:30 AM	0	0	13	0	70	51	0	0	0	0	75	0	0	14	12	0
08:45 AM	0	0	12	0	67	44	0	0	0	0	69	0	0	24	10	0

2-Axle Trucks	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On/Off Ramp Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	5	0	0	0	0	4	0	0	0	0	0
07:15 AM	0	0	0	0	2	1	0	0	0	0	4	0	0	2	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	3	0	0	3	0	0
07:45 AM	0	0	1	0	1	1	0	0	0	0	1	0	0	3	0	0
08:00 AM	0	0	1	0	1	6	0	0	0	0	1	0	0	1	0	0
08:15 AM	0	0	1	0	2	1	0	0	0	0	3	0	0	2	1	0
08:30 AM	0	0	3	0	4	0	0	0	0	0	2	0	0	2	0	0
08:45 AM	0	0	3	0	4	0	0	0	0	0	0	0	0	2	0	0

3-Axle Trucks	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On/Off Ramp Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

4+ Axle Trucks	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On/Off Ramp Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	6	0	0	2	0	0	0	0	2	0	0	4	1	0
07:15 AM	0	0	4	0	1	1	0	0	0	0	2	0	0	3	2	0
07:30 AM	0	0	9	0	1	0	0	0	0	0	1	0	0	4	1	0
07:45 AM	0	0	5	0	1	0	0	0	0	0	0	0	0	3	1	0
08:00 AM	0	0	6	0	0	0	0	0	0	0	4	0	0	5	2	0
08:15 AM	0	0	0	0	1	4	0	0	0	0	3	0	0	5	4	0
08:30 AM	0	0	5	0	0	1	0	0	0	0	8	0	0	7	3	0
08:45 AM	0	0	8	0	1	1	0	0	0	0	5	0	0	6	1	0

SITE #72 PM

Start Date: 3/10/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: I-215 Southbound
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On/Off Ramp Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	12	0	180	35	0	0	0	0	154	0	0	58	18	0
04:15 PM	0	0	7	0	166	38	0	0	0	0	153	0	0	55	17	0
04:30 PM	0	0	8	0	186	26	0	0	0	0	151	0	0	56	32	0
04:45 PM	0	0	9	0	147	20	0	0	0	0	177	0	0	62	14	0
05:00 PM	0	0	14	0	182	30	0	0	0	0	152	0	0	74	39	0
05:15 PM	0	0	8	0	138	30	0	0	0	0	159	0	0	59	42	0
05:30 PM	0	0	12	0	130	22	0	0	0	0	138	0	0	77	27	0
05:45 PM	0	0	9	0	117	20	0	0	0	0	149	0	0	67	27	0

2-Axle Trucks	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On/Off Ramp Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	0
04:15 PM	0	0	1	0	1	2	0	0	0	0	3	0	0	0	0	0
04:30 PM	0	0	1	0	3	0	0	0	0	0	1	0	0	2	0	0
04:45 PM	0	0	1	0	2	1	0	0	0	0	1	0	0	2	0	0
05:00 PM	0	0	0	0	1	3	0	0	0	0	1	0	0	0	1	0
05:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
05:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On/Off Ramp Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	I-215 Southbound Off Ramp Southbound				Cactus Avenue Westbound				I-215 Southbound On/Off Ramp Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
04:30 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	1	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	2	0	0
05:00 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0

SITE #73 AM

Start Date: 3/10/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: I-215 Northbound Ramps
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Old Frontage Road Southbound				Cactus Avenue Westbound				I-215 NB On-Off Ramps Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	0	0	0	0	0	183	146	20	0	23	0	20	1	190	0
07:15 AM	3	0	2	0	0	0	230	150	17	0	45	0	16	0	174	0
07:30 AM	3	0	3	0	0	0	225	116	40	0	78	0	25	1	134	0
07:45 AM	2	0	2	0	0	0	217	110	27	0	65	0	22	4	137	0
08:00 AM	7	0	2	0	0	0	163	120	19	0	24	0	10	1	100	0
08:15 AM	3	0	0	0	0	0	119	138	21	0	24	0	6	2	85	0
08:30 AM	6	0	2	1	0	0	106	147	12	0	16	0	3	1	78	0
08:45 AM	3	0	1	4	0	0	93	88	14	0	13	0	4	0	90	0

2-Axle Trucks	Old Frontage Road Southbound				Cactus Avenue Westbound				I-215 NB On-Off Ramps Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	5	0	1	0	0	0	0	0	5	0
07:15 AM	0	0	0	0	0	0	3	1	0	0	1	0	1	0	6	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0
07:45 AM	0	0	0	0	0	0	1	2	0	0	2	0	1	0	5	0
08:00 AM	0	0	0	0	0	0	5	3	0	0	2	0	1	0	3	0
08:15 AM	0	0	0	0	0	0	3	6	0	0	0	0	0	0	2	0
08:30 AM	0	0	0	0	1	0	3	1	0	0	0	0	0	0	6	0
08:45 AM	0	0	0	0	0	0	4	3	0	0	0	0	0	0	5	0

3-Axle Trucks	Old Frontage Road Southbound				Cactus Avenue Westbound				I-215 NB On-Off Ramps Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0
07:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	2	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
07:45 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0
08:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	2	0	0	1	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0

4+ Axle Trucks	Old Frontage Road Southbound				Cactus Avenue Westbound				I-215 NB On-Off Ramps Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	0	0	1	0	2	1	1	0	0	0	1	0
07:15 AM	0	0	1	0	0	0	2	0	2	0	0	0	1	0	2	0
07:30 AM	0	0	1	0	0	0	1	0	4	2	0	0	0	0	1	0
07:45 AM	0	0	3	0	0	0	0	0	3	2	0	0	0	0	2	0
08:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	3	0	4	0	3	0	0	0	1	0
08:30 AM	0	0	2	0	1	0	0	0	4	0	0	0	0	0	0	0
08:45 AM	0	0	3	0	0	0	2	0	1	0	1	0	1	0	0	0

SITE #73 PM

Start Date: 3/10/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: I-215 Northbound Ramps
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Old Frontage Road Southbound				Cactus Avenue Westbound				I-215 NB On-Off Ramps Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	15	0	0	3	0	0	202	182	12	0	7	0	4	1	137	0
04:15 PM	4	0	2	4	0	0	202	211	10	0	1	0	2	1	130	0
04:30 PM	8	0	3	2	0	0	200	185	11	0	8	0	4	0	108	0
04:45 PM	15	0	4	3	0	0	157	173	10	0	8	0	2	0	104	0
05:00 PM	14	0	1	7	0	0	197	144	8	0	3	0	7	0	95	0
05:15 PM	18	0	4	4	0	0	150	128	10	0	6	0	3	0	102	0
05:30 PM	14	1	1	10	0	0	136	117	6	0	4	0	3	0	92	0
05:45 PM	26	0	0	7	0	0	130	130	6	0	5	0	1	1	91	0

2-Axle Trucks	Old Frontage Road Southbound				Cactus Avenue Westbound				I-215 NB On-Off Ramps Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	1	0	1	0	6	0	0	0	0	0	3	0
04:15 PM	1	0	0	0	0	0	5	0	5	0	1	0	1	0	5	0
04:30 PM	0	0	0	0	0	0	3	0	4	1	0	0	1	0	3	0
04:45 PM	0	0	0	0	1	0	3	0	2	0	0	0	0	0	2	0
05:00 PM	1	0	0	0	0	0	3	0	2	0	1	0	0	0	4	0
05:15 PM	0	0	0	0	0	0	2	0	4	0	0	0	0	0	4	0
05:30 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	0	4	0
05:45 PM	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1	0

3-Axle Trucks	Old Frontage Road Southbound				Cactus Avenue Westbound				I-215 NB On-Off Ramps Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

4+ Axle Trucks	Old Frontage Road Southbound				Cactus Avenue Westbound				I-215 NB On-Off Ramps Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
04:45 PM	0	0	0	0	0	0	1	0	3	0	0	0	0	0	3	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

SITE #74 AM

Start Date: 11/17/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Graeber Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Elsworth Street Southbound				Cactus Avenue Westbound				Graeber Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	13	26	21	0	27	295	6	0	13	5	9	0	25	210	50	0
07:15 AM	5	24	20	0	32	276	11	0	9	7	7	0	22	200	79	0
07:30 AM	17	30	22	0	18	286	10	0	10	4	5	0	32	213	65	1
07:45 AM	22	30	17	0	39	309	27	0	10	4	6	0	19	226	53	0
08:00 AM	7	31	15	0	14	218	19	0	12	4	4	0	29	191	27	0
08:15 AM	14	9	15	0	7	189	11	1	16	3	6	0	31	193	17	0
08:30 AM	18	16	15	0	13	173	29	0	13	5	10	0	34	149	21	0
08:45 AM	19	18	11	0	10	203	26	0	8	6	8	0	23	183	23	0

2-Axle Trucks	Elsworth Street Southbound				Cactus Avenue Westbound				Graeber Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
08:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
08:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0
08:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0

3-Axle Trucks	Elsworth Street Southbound				Cactus Avenue Westbound				Graeber Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

4+ Axle Trucks	Elsworth Street Southbound				Cactus Avenue Westbound				Graeber Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	3	0	0	1	1	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0
08:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #74 PM

Start Date: 11/17/2011
Comment 1: City of Moreno Valley
Comment 2: N/S: Graeber Street
Comment 3: E/W: Cactus Avenue
Comment 4: Weather: Sunny

Cars	Elsworth Street Southbound				Cactus Avenue Westbound				Graeber Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	25	5	31	0	4	238	24	0	114	42	55	0	20	275	5	0
04:15 PM	37	7	36	0	15	220	26	0	112	22	32	0	19	276	7	0
04:30 PM	24	15	36	0	5	261	18	0	116	20	46	0	21	298	2	0
04:45 PM	32	11	27	0	10	258	21	0	79	27	44	0	33	285	4	0
05:00 PM	49	10	40	0	9	252	19	0	61	22	30	0	30	298	7	0
05:15 PM	34	3	40	0	9	264	22	0	48	20	21	0	31	335	3	0
05:30 PM	41	6	28	0	7	226	18	0	25	7	10	0	25	347	0	0
05:45 PM	36	5	23	0	5	206	30	0	19	10	9	0	27	294	5	0

2-Axle Trucks	Elsworth Street Southbound				Cactus Avenue Westbound				Graeber Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	2	0	0	3	0	0	0	0	0	0	0	3	0	0
04:15 PM	1	0	0	0	0	2	0	0	1	0	0	0	1	3	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
04:45 PM	1	0	0	0	0	2	0	0	1	0	0	0	0	2	0	0
05:00 PM	1	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0

3-Axle Trucks	Elsworth Street Southbound				Cactus Avenue Westbound				Graeber Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Elsworth Street Southbound				Cactus Avenue Westbound				Graeber Street Northbound				Cactus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
04:15 PM	2	1	0	0	0	4	0	0	0	1	0	0	0	2	1	0
04:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	4	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #75 AM

Start Date: 11/16/2011
Comment 1: City of Riverside
Comment 2: N/S: Lochmoor Drive
Comment 3: E/W: Central Avenue
Comment 4: Weather: Sunny

Cars	Southbound				Central Avenue Westbound				Lochmoor Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	89	0	0	48	0	10	0	0	100	10	0
07:15 AM	0	0	0	0	1	116	0	0	57	0	17	0	0	112	6	0
07:30 AM	0	0	0	0	2	149	0	0	88	0	14	1	0	148	14	0
07:45 AM	0	0	0	0	0	128	0	0	63	0	12	0	0	141	16	0
08:00 AM	0	0	0	0	2	120	0	0	56	0	10	0	0	105	16	0
08:15 AM	0	0	0	0	2	89	0	0	50	0	6	0	0	130	22	0
08:30 AM	0	0	0	0	4	101	0	0	40	0	4	0	0	99	30	0
08:45 AM	0	0	0	0	1	106	0	0	33	0	7	0	0	92	10	0

2-Axle Trucks	Southbound				Central Avenue Westbound				Lochmoor Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
07:15 AM	0	0	0	0	0	3	0	0	1	0	1	0	0	1	2	0
07:30 AM	0	0	0	0	0	3	0	0	1	0	2	0	0	1	1	0
07:45 AM	0	0	0	0	0	5	0	0	3	0	0	0	0	1	3	0
08:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0

3-Axle Trucks	Southbound				Central Avenue Westbound				Lochmoor Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Central Avenue Westbound				Lochmoor Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #75 PM

Start Date: 11/16/2011
Comment 1: City of Riverside
Comment 2: N/S: Lochmoor Drive
Comment 3: E/W: Central Avenue
Comment 4: Weather: Sunny

Cars	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	8	131	0	0	12	0	3	0	0	132	56	0
04:15 PM	0	0	0	0	4	117	0	0	21	0	7	0	0	174	43	0
04:30 PM	0	0	0	0	4	174	0	0	18	0	2	0	0	155	39	0
04:45 PM	0	0	0	0	5	127	0	0	33	0	0	0	0	212	45	0
05:00 PM	0	0	0	0	2	170	0	0	23	0	7	0	0	194	52	0
05:15 PM	0	0	0	0	5	154	0	0	21	0	5	0	0	255	57	0
05:30 PM	0	0	0	0	10	136	0	0	24	0	1	0	14	209	53	0
05:45 PM	0	0	0	0	27	96	0	0	23	0	3	0	0	225	55	0

2-Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #76 AM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Sycamore Canyon Boulevard
Comment 3: E/W: Central Avenue
Comment 4: Weather: Clear

Cars	Sycamore Canyon Boulevard Southbound				Central Avenue Westbound				Sycamore Canyon Boulevard Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	18	2	2	0	4	56	5	0	71	36	133	0	0	98	9	0
07:15 AM	9	4	0	0	6	41	7	0	126	84	189	0	2	127	25	0
07:30 AM	15	1	3	0	6	45	9	0	110	87	219	0	2	128	23	0
07:45 AM	16	5	1	0	7	50	3	0	105	63	201	0	2	122	37	0
08:00 AM	13	6	2	0	5	76	4	0	88	40	106	0	0	98	29	0
08:15 AM	13	3	2	0	11	58	1	0	71	38	90	0	3	82	25	0
08:30 AM	11	2	5	0	8	52	6	0	61	38	97	0	1	101	25	0
08:45 AM	10	2	0	0	6	49	12	0	41	32	60	0	0	97	18	0

2-Axle Trucks	Sycamore Canyon Boulevard Southbound				Central Avenue Westbound				Sycamore Canyon Boulevard Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2	1	0
07:15 AM	0	0	0	0	0	2	0	0	1	0	2	0	0	1	0	0
07:30 AM	0	1	0	0	0	2	1	0	1	0	0	0	0	4	0	0
07:45 AM	0	0	0	0	0	2	0	0	4	0	3	0	0	1	1	0
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
08:15 AM	0	0	0	0	0	1	0	0	2	0	2	0	0	2	0	0
08:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0
08:45 AM	0	0	0	0	0	2	0	0	2	1	2	0	0	1	0	0

3-Axle Trucks	Sycamore Canyon Boulevard Southbound				Central Avenue Westbound				Sycamore Canyon Boulevard Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Sycamore Canyon Boulevard Southbound				Central Avenue Westbound				Sycamore Canyon Boulevard Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #76 PM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Sycamore Canyon Boulevard
Comment 3: E/W: Central Avenue
Comment 4: Weather: Clear

Cars	Sycamore Canyon Boulevard Southbound				Central Avenue Westbound				Sycamore Canyon Boulevard Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	14	8	2	0	32	97	20	0	34	7	11	0	0	102	53	0
04:15 PM	13	13	3	0	22	80	12	0	40	12	14	0	4	117	74	0
04:30 PM	16	7	1	0	36	92	16	0	33	3	13	0	2	111	66	0
04:45 PM	13	16	0	0	34	92	13	0	36	9	5	0	1	99	91	0
05:00 PM	12	13	1	0	33	101	11	0	44	5	10	0	2	116	73	0
05:15 PM	13	12	0	0	47	108	13	0	41	10	12	0	1	146	105	0
05:30 PM	9	28	4	0	49	113	18	0	32	12	9	0	1	140	107	0
05:45 PM	4	24	7	0	46	106	15	0	34	7	11	0	7	118	124	0

2-Axle Trucks	Sycamore Canyon Boulevard Southbound				Central Avenue Westbound				Sycamore Canyon Boulevard Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	2	0
04:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
05:45 PM	0	1	0	0	1	0	0	0	1	0	0	0	1	1	0	0

3-Axle Trucks	Sycamore Canyon Boulevard Southbound				Central Avenue Westbound				Sycamore Canyon Boulevard Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Sycamore Canyon Boulevard Southbound				Central Avenue Westbound				Sycamore Canyon Boulevard Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #77 AM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Central Avenue
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Clear

Cars	Central Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Central Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	24	50	0	0	0	0	0	0	0	192	57	0	1	2	14	0
07:15 AM	17	40	0	0	0	0	0	0	0	255	84	0	5	0	11	0
07:30 AM	18	49	0	0	0	0	0	0	0	302	62	0	3	2	9	0
07:45 AM	18	47	0	0	0	0	0	0	0	277	65	0	6	1	10	0
08:00 AM	18	70	0	0	0	0	0	0	0	158	62	0	6	0	12	0
08:15 AM	16	64	0	0	0	0	0	0	0	157	34	0	5	0	8	0
08:30 AM	19	56	0	0	0	0	0	0	0	135	69	0	3	0	11	0
08:45 AM	16	59	0	0	0	0	0	0	0	105	65	0	3	1	10	0

2-Axle Trucks	Central Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Central Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	3	0	0	1	0	1	0
07:30 AM	0	2	0	0	0	0	0	0	0	4	0	0	1	0	1	0
07:45 AM	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	3	2	0	1	0	1	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
08:45 AM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0

3-Axle Trucks	Central Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Central Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0

4+ Axle Trucks	Central Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Central Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #77 PM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Central Avenue
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Clear

Cars	Central Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Central Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	95	122	0	0	0	0	0	0	0	39	84	0	5	0	30	0
04:15 PM	86	99	0	0	0	0	0	0	0	59	86	0	4	1	14	0
04:30 PM	104	133	0	0	0	0	0	0	0	47	87	0	2	2	20	0
04:45 PM	97	128	0	0	0	0	0	0	0	31	94	0	4	1	11	0
05:00 PM	112	135	0	0	0	0	0	0	0	39	90	0	7	0	23	0
05:15 PM	151	150	0	0	0	0	0	0	0	42	113	0	2	1	28	0
05:30 PM	113	148	0	0	0	0	0	0	0	40	115	0	3	1	17	0
05:45 PM	113	144	0	0	0	0	0	0	0	39	92	0	2	0	21	0

2-Axle Trucks	Central Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Central Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

3-Axle Trucks	Central Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Central Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

4+ Axle Trucks	Central Avenue Southbound				SR-60 Eastbound On Ramp Westbound				Central Avenue Northbound				SR-60 Eastbound Off Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #78A AM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Central Ave / Watkins Drive
Comment 3: E/W: SR-60 Westbound Off Ramp
Comment 4: Weather: Clear

Cars	Central Avenue / Watkins Drive Southbound				SR-60 Westbound Off Ramp Westbound				Central Avenue / Watkins Drive Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	35	0	0	29	0	37	0	0	184	0	0	0	0	0	0
07:15 AM	0	24	0	0	28	0	49	0	0	257	0	0	0	0	0	0
07:30 AM	0	33	0	0	28	0	70	0	0	307	0	0	0	0	0	0
07:45 AM	0	35	0	0	20	0	72	0	0	266	0	0	0	0	0	0
08:00 AM	0	40	0	0	51	0	62	0	0	159	0	0	0	0	0	0
08:15 AM	0	33	0	0	41	0	50	0	0	155	0	0	0	0	0	0
08:30 AM	0	29	0	0	43	0	47	0	0	151	0	0	0	0	0	0
08:45 AM	0	19	0	0	40	0	64	0	0	114	0	0	0	0	0	0

2-Axle Trucks	Central Avenue / Watkins Drive Southbound				SR-60 Westbound Off Ramp Westbound				Central Avenue / Watkins Drive Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	0
07:30 AM	0	1	0	0	1	0	0	0	0	5	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Central Avenue / Watkins Drive Southbound				SR-60 Westbound Off Ramp Westbound				Central Avenue / Watkins Drive Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Central Avenue / Watkins Drive Southbound				SR-60 Westbound Off Ramp Westbound				Central Avenue / Watkins Drive Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

SITE #78A PM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Central Avenue / Watkins Drive
Comment 3: E/W: SR-60 Westbound Off Ramp
Comment 4: Weather: Clear

Cars	Central Avenue / Watkins Drive Southbound				SR-60 Westbound Off Ramp Westbound				Central Avenue / Watkins Drive Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	159	0	0	73	0	34	0	0	48	0	0	0	0	0	0
04:15 PM	0	110	0	0	61	0	29	0	0	59	0	0	0	0	0	0
04:30 PM	0	161	0	0	89	0	35	0	0	44	0	0	0	0	0	0
04:45 PM	0	151	0	0	79	0	25	0	0	35	0	0	0	0	0	0
05:00 PM	0	181	0	0	72	0	44	0	0	50	0	0	0	0	0	0
05:15 PM	0	218	0	0	74	0	35	0	0	45	0	0	0	0	0	0
05:30 PM	0	190	0	0	70	0	27	0	0	43	0	0	0	0	0	0
05:45 PM	0	172	0	0	85	0	30	0	0	38	0	0	0	0	0	0

2-Axle Trucks	Central Avenue / Watkins Drive Southbound				SR-60 Westbound Off Ramp Westbound				Central Avenue / Watkins Drive Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Central Avenue / Watkins Drive Southbound				SR-60 Westbound Off Ramp Westbound				Central Avenue / Watkins Drive Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Central Avenue / Watkins Drive Southbound				SR-60 Westbound Off Ramp Westbound				Central Avenue / Watkins Drive Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #78B AM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Central Avenue / Watkins Drive
Comment 3: E/W: SR-60 Westbound On Ramp
Comment 4: Weather: Clear

Cars	Central Avenue / Watkins Drive Southbound				Dirt Road Westbound				Central Avenue / Watkins Drive Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	35	2	0	4	6	1	0	110	103	0	0	0	0	0	0
07:15 AM	0	26	2	0	0	5	0	0	159	153	1	0	0	0	0	0
07:30 AM	0	35	11	0	0	3	11	0	163	208	1	0	0	0	0	0
07:45 AM	0	36	11	0	0	1	7	0	138	217	0	0	0	0	0	0
08:00 AM	0	47	5	0	0	3	2	0	96	115	1	0	0	0	0	0
08:15 AM	0	33	5	0	0	2	0	0	105	93	0	0	0	0	0	0
08:30 AM	0	29	5	0	1	0	1	0	97	93	0	0	0	0	0	0
08:45 AM	0	18	3	0	0	1	1	0	61	106	0	0	0	0	0	0

2-Axle Trucks	Central Avenue / Watkins Drive Southbound				Dirt Road Westbound				Central Avenue / Watkins Drive Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	2	2	3	0	0	0	0	0
07:45 AM	0	2	1	0	0	0	1	0	2	2	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0

3-Axle Trucks	Central Avenue / Watkins Drive Southbound				Dirt Road Westbound				Central Avenue / Watkins Drive Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

4+ Axle Trucks	Central Avenue / Watkins Drive Southbound				Dirt Road Westbound				Central Avenue / Watkins Drive Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #78B PM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Central Avenue / Watkins Drive
Comment 3: E/W: SR-60 Westbound On Ramp
Comment 4: Weather: Clear

Cars	Central Avenue / Watkins Drive Southbound				Dirt Road Westbound				Central Avenue / Watkins Drive Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	2	147	5	0	1	1	0	0	15	64	0	0	0	0	0	0
04:15 PM	5	106	8	0	0	0	0	0	26	52	3	0	0	0	0	0
04:30 PM	3	159	4	0	1	0	1	0	26	56	2	0	0	0	0	0
04:45 PM	4	149	5	0	0	1	1	0	16	42	2	0	0	0	0	0
05:00 PM	6	174	5	0	1	0	1	0	17	73	1	0	0	0	0	0
05:15 PM	5	222	4	0	0	0	0	0	17	54	0	0	0	0	0	0
05:30 PM	6	187	2	0	1	1	0	0	19	52	2	0	0	0	0	0
05:45 PM	8	171	7	0	1	1	1	0	16	49	1	0	0	0	0	0

2-Axle Trucks	Central Avenue / Watkins Drive Southbound				Dirt Road Westbound				Central Avenue / Watkins Drive Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Central Avenue / Watkins Drive Southbound				Dirt Road Westbound				Central Avenue / Watkins Drive Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Central Avenue / Watkins Drive Southbound				Dirt Road Westbound				Central Avenue / Watkins Drive Northbound				SR-60 Westbound On Ramp Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #79 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Trautw ein Road
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Southbound				Alessandro Boulevard Westbound				Trautwein Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	17	434	0	0	380	0	2	0	0	149	0	0
07:15 AM	0	0	0	0	33	433	0	0	517	0	2	0	0	171	0	0
07:30 AM	0	0	0	0	27	500	0	0	517	0	1	0	0	161	0	0
07:45 AM	0	0	0	0	22	393	0	0	461	0	2	0	0	187	1	0
08:00 AM	0	0	0	0	28	365	0	0	349	0	2	0	0	200	0	0
08:15 AM	0	0	0	0	25	348	0	0	297	0	1	0	0	192	0	0
08:30 AM	0	0	0	0	24	264	0	0	283	0	2	0	0	213	0	0
08:45 AM	0	0	0	0	32	225	0	0	263	0	1	0	0	180	1	0

2-Axle Trucks	Southbound				Alessandro Boulevard Westbound				Trautwein Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	2	6	0	0	3	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	2	0	0	7	0	0	0	0	4	0	0
07:30 AM	0	0	0	0	1	7	0	0	3	0	1	0	0	2	0	0
07:45 AM	0	0	0	0	2	5	0	0	5	0	0	0	0	5	0	0
08:00 AM	0	0	0	0	2	4	0	0	8	0	0	0	0	3	0	0
08:15 AM	0	0	0	0	1	6	0	0	8	0	0	0	0	3	0	0
08:30 AM	0	0	0	0	1	8	0	0	8	0	0	0	0	2	0	0
08:45 AM	0	0	0	0	0	3	0	0	4	0	1	0	0	4	0	0

3-Axle Trucks	Southbound				Alessandro Boulevard Westbound				Trautwein Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Southbound				Alessandro Boulevard Westbound				Trautwein Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

SITE #79 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Trautw ein Road
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Southbound				Alessandro Boulevard Westbound				Trautwein Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	37	270	0	0	126	0	5	0	0	416	3	0
04:15 PM	0	0	0	0	50	271	0	0	151	0	2	0	0	394	1	0
04:30 PM	0	0	0	0	62	265	0	0	190	0	2	0	0	374	2	0
04:45 PM	0	0	0	0	48	279	0	0	158	0	1	0	0	476	1	0
05:00 PM	0	0	0	0	79	267	0	0	164	0	4	0	0	414	1	0
05:15 PM	0	0	0	0	58	259	0	0	174	0	0	0	0	498	4	0
05:30 PM	0	0	0	0	65	263	0	0	131	0	2	0	0	518	3	0
05:45 PM	0	0	0	0	65	212	0	0	147	0	3	0	0	472	3	0

2-Axle Trucks	Southbound				Alessandro Boulevard Westbound				Trautwein Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	1	1	0	0	2	0	0	0	0	2	0	0
04:15 PM	0	0	0	0	1	2	0	0	2	0	0	0	0	3	0	0
04:30 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	2	0	0
04:45 PM	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	6	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0

3-Axle Trucks	Southbound				Alessandro Boulevard Westbound				Trautwein Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Southbound				Alessandro Boulevard Westbound				Trautwein Road Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #80 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Mission Grove Parkway
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Mission Grove Parkway Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	20	37	3	0	20	345	9	0	40	28	40	0	3	158	2	0
07:15 AM	31	31	13	0	30	409	6	0	19	21	45	0	3	182	2	0
07:30 AM	24	31	15	0	38	443	1	0	31	32	41	0	7	191	5	0
07:45 AM	19	22	7	0	51	387	2	0	38	36	49	0	13	206	9	0
08:00 AM	15	14	4	0	25	354	2	0	23	18	37	0	18	207	12	0
08:15 AM	36	23	9	0	38	346	6	0	22	18	37	0	7	221	7	0
08:30 AM	29	16	9	0	31	244	2	0	27	15	48	0	8	228	6	0
08:45 AM	12	26	11	0	46	232	4	0	21	22	35	0	10	195	9	0

2-Axle Trucks	Mission Grove Parkway Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	1	0	2	2	0	0	1	0	0	0	0	2	1	0
07:15 AM	0	0	0	0	1	9	0	0	1	1	1	0	0	3	2	0
07:30 AM	0	0	0	0	0	5	1	0	2	0	1	0	0	5	1	0
07:45 AM	0	0	0	0	1	4	0	0	2	1	1	0	0	7	0	0
08:00 AM	1	0	0	0	0	4	0	0	2	0	2	0	0	2	1	0
08:15 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	2	1	0
08:30 AM	0	0	1	0	2	6	0	0	2	0	0	0	0	2	0	0
08:45 AM	0	0	1	0	0	4	1	0	0	0	1	0	0	4	0	0

3-Axle Trucks	Mission Grove Parkway Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

4+ Axle Trucks	Mission Grove Parkway Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	3	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

SITE #80 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Mission Grove Parkway
Comment 3: E/W: Alessandro Boulevard
Comment 4: Weather: Sunny

Cars	Mission Grove Parkway Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	27	16	7	0	51	244	17	0	39	22	45	0	21	377	15	0
04:15 PM	29	21	9	0	64	275	13	0	43	34	51	0	21	380	15	0
04:30 PM	29	26	10	0	53	252	7	0	38	21	75	0	20	391	18	0
04:45 PM	21	27	12	0	102	316	11	0	19	36	51	0	17	527	17	0
05:00 PM	35	36	5	0	85	338	9	0	38	38	50	0	26	426	28	0
05:15 PM	33	38	14	0	89	281	10	0	52	48	72	0	18	533	23	0
05:30 PM	21	38	9	0	84	320	16	0	33	52	65	0	18	539	25	0
05:45 PM	27	24	6	0	107	280	18	0	40	35	59	0	27	528	27	0

2-Axle Trucks	Mission Grove Parkway Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	1	3	0	0	0	0	1	0	0	1	1	0
04:15 PM	0	0	0	0	1	2	0	0	1	0	1	0	0	3	0	0
04:30 PM	0	0	0	0	3	2	0	0	3	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	5	0	0	1	0	1	0	0	1	1	0
05:15 PM	0	0	0	0	1	1	0	0	1	1	1	0	0	3	0	0
05:30 PM	1	0	0	0	1	3	0	0	1	0	0	0	0	5	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0

3-Axle Trucks	Mission Grove Parkway Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Mission Grove Parkway Southbound				Alessandro Boulevard Westbound				Mission Grove Parkway Northbound				Alessandro Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #81 AM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: Chicago Avenue
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	Chicago Avenue Southbound				Martin Luther King Boulevard Westbound				Chicago Avenue Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	7	33	9	0	8	107	24	0	62	131	17	0	12	60	11	0
07:15 AM	9	32	14	0	11	113	36	0	96	194	32	0	27	65	18	0
07:30 AM	13	53	20	0	13	131	30	0	96	224	44	0	25	113	31	0
07:45 AM	17	54	32	0	7	127	32	0	115	260	71	0	20	116	17	0
08:00 AM	19	37	27	0	11	138	32	0	96	165	39	0	27	116	23	0
08:15 AM	17	43	17	0	10	93	30	0	90	163	29	0	29	78	28	0
08:30 AM	23	49	22	0	10	96	24	0	64	111	40	0	31	105	31	0
08:45 AM	16	42	14	0	18	62	25	0	60	97	41	0	18	93	14	0

2-Axle Trucks	Chicago Avenue Southbound				Martin Luther King Boulevard Westbound				Chicago Avenue Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	7	3	0	0	0	1	0	0	1	0	0	1	0	4	0
07:15 AM	2	4	2	0	1	4	0	0	0	2	1	0	1	0	1	0
07:30 AM	3	4	1	0	0	1	1	0	3	6	2	0	0	0	1	0
07:45 AM	0	8	0	0	1	3	0	0	2	8	0	0	2	1	0	0
08:00 AM	0	7	2	0	0	4	1	0	0	10	0	0	1	1	0	0
08:15 AM	1	1	1	0	0	0	1	0	1	10	0	0	1	0	1	0
08:30 AM	0	3	2	0	0	1	1	0	0	18	0	0	0	2	0	0
08:45 AM	0	2	1	0	1	1	1	0	0	9	0	0	1	0	1	0

3-Axle Trucks	Chicago Avenue Southbound				Martin Luther King Boulevard Westbound				Chicago Avenue Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Chicago Avenue Southbound				Martin Luther King Boulevard Westbound				Chicago Avenue Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #81 PM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: Chicago Avenue
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	Chicago Avenue Southbound				Martin Luther King Boulevard Westbound				Chicago Avenue Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	72	142	51	0	22	77	30	0	30	78	12	0	33	214	53	0
04:15 PM	51	178	31	0	35	109	43	0	28	66	16	0	26	226	52	0
04:30 PM	54	195	28	0	45	74	36	0	31	77	9	0	33	238	62	0
04:45 PM	51	199	24	0	18	100	26	0	24	72	16	0	29	260	56	0
05:00 PM	61	201	51	0	37	120	34	0	36	86	14	0	41	256	103	0
05:15 PM	78	226	40	0	61	137	38	0	41	85	15	0	40	275	108	0
05:30 PM	42	233	40	0	49	127	30	0	47	94	5	0	31	299	111	0
05:45 PM	77	250	33	0	26	121	19	0	35	77	14	0	32	263	103	0

2-Axle Trucks	Chicago Avenue Southbound				Martin Luther King Boulevard Westbound				Chicago Avenue Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	2	0	0	3	0	0	0	11	0	0	1	2	1	0
04:15 PM	1	2	3	0	0	0	1	0	0	4	0	0	1	2	0	0
04:30 PM	1	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0
04:45 PM	1	0	0	0	0	4	1	0	0	2	0	0	0	4	0	0
05:00 PM	2	3	3	0	0	1	0	0	0	1	0	0	0	1	2	0
05:15 PM	0	1	1	0	0	2	0	0	1	1	0	0	0	2	1	0
05:30 PM	0	1	1	0	0	2	0	0	0	1	0	0	3	0	0	0
05:45 PM	1	1	0	0	0	1	2	0	1	1	0	0	0	2	0	0

3-Axle Trucks	Chicago Avenue Southbound				Martin Luther King Boulevard Westbound				Chicago Avenue Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Chicago Avenue Southbound				Martin Luther King Boulevard Westbound				Chicago Avenue Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #82 AM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: Iowa Avenue
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	Iowa Avenue Southbound				Martin Luther King Boulevard Westbound				Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	12	0	10	0	0	126	62	0	0	0	0	0	10	73	0	0
07:15 AM	13	0	19	0	0	139	72	0	0	0	0	0	24	74	0	0
07:30 AM	36	0	23	0	0	163	106	0	0	0	0	0	36	135	0	0
07:45 AM	47	0	19	0	0	147	114	0	0	0	0	0	48	151	0	0
08:00 AM	35	0	27	0	0	145	86	0	0	0	0	0	39	139	0	0
08:15 AM	34	0	19	0	0	118	77	0	0	0	0	0	26	98	0	0
08:30 AM	43	0	21	0	0	107	53	0	0	0	0	0	43	124	0	0
08:45 AM	47	0	25	0	0	75	52	0	0	0	0	0	36	110	0	0

2-Axle Trucks	Iowa Avenue Southbound				Martin Luther King Boulevard Westbound				Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	3	0	0	3	1	0	0	0	0	0	1	2	0	0
07:30 AM	1	0	1	0	0	1	1	0	0	0	0	0	1	3	0	0
07:45 AM	0	0	1	0	0	4	1	0	0	0	0	0	1	0	0	0
08:00 AM	1	0	1	0	0	2	2	0	0	0	0	0	0	1	0	0
08:15 AM	3	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0
08:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0
08:45 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Iowa Avenue Southbound				Martin Luther King Boulevard Westbound				Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Iowa Avenue Southbound				Martin Luther King Boulevard Westbound				Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #82 PM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: Iowa Avenue
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	Iowa Avenue Southbound				Martin Luther King Boulevard Westbound				Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	105	0	37	0	0	107	68	0	0	0	0	0	24	261	0	0
04:15 PM	88	0	55	0	0	132	84	0	0	0	0	0	27	251	0	0
04:30 PM	101	0	39	0	0	124	42	0	0	0	0	0	17	287	0	0
04:45 PM	111	0	35	0	0	100	52	0	0	0	0	0	38	288	0	0
05:00 PM	153	0	55	0	0	142	78	0	0	0	0	0	24	301	0	0
05:15 PM	139	0	69	0	0	172	82	0	0	0	0	0	31	326	0	0
05:30 PM	134	0	53	0	0	133	55	0	0	0	0	0	19	309	0	0
05:45 PM	123	0	41	0	0	125	59	0	0	0	0	0	27	335	0	0

2-Axle Trucks	Iowa Avenue Southbound				Martin Luther King Boulevard Westbound				Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	2	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:30 PM	1	0	0	0	0	2	1	0	0	0	0	0	0	2	0	0
04:45 PM	3	0	0	0	0	5	2	0	0	0	0	0	0	3	0	0
05:00 PM	1	0	1	0	0	2	2	0	0	0	0	0	0	2	0	0
05:15 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:30 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0

3-Axle Trucks	Iowa Avenue Southbound				Martin Luther King Boulevard Westbound				Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Iowa Avenue Southbound				Martin Luther King Boulevard Westbound				Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #83 AM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: Canyon Crest Drive
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	Canyon Crest Drive Southbound				Martin Luther King Boulevard Westbound				Canyon Crest Drive Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	7	4	0	32	88	14	0	121	31	176	0	6	55	19	0
07:15 AM	5	6	4	0	36	107	18	0	151	48	219	0	12	43	12	0
07:30 AM	4	7	6	0	26	155	19	0	222	81	205	0	27	71	29	0
07:45 AM	4	11	5	0	39	216	56	0	233	134	166	0	47	65	33	0
08:00 AM	9	20	8	0	41	133	30	0	161	80	147	0	38	73	41	0
08:15 AM	4	15	8	0	34	115	20	0	141	58	112	0	20	40	56	0
08:30 AM	5	17	7	0	36	158	16	0	108	63	119	0	27	50	56	0
08:45 AM	4	11	7	0	31	145	17	0	144	78	96	0	30	29	47	0

2-Axle Trucks	Canyon Crest Drive Southbound				Martin Luther King Boulevard Westbound				Canyon Crest Drive Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	2	0	0	2	1	0	0	0	0	1	0
07:15 AM	1	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0
07:30 AM	0	1	0	0	1	0	0	0	3	1	1	0	0	1	3	0
07:45 AM	0	1	1	0	0	1	0	0	3	1	0	0	0	0	1	0
08:00 AM	0	0	2	0	2	1	0	0	3	1	1	0	1	1	0	0
08:15 AM	0	0	0	0	1	1	0	0	3	0	1	0	0	1	4	0
08:30 AM	0	2	1	0	0	0	0	0	0	1	2	0	0	0	1	0
08:45 AM	0	0	0	0	1	0	0	0	2	2	1	0	0	0	0	0

3-Axle Trucks	Canyon Crest Drive Southbound				Martin Luther King Boulevard Westbound				Canyon Crest Drive Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0

4+ Axle Trucks	Canyon Crest Drive Southbound				Martin Luther King Boulevard Westbound				Canyon Crest Drive Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #83 PM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: Canyon Crest Drive
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	Canyon Crest Drive Southbound				Martin Luther King Boulevard Westbound				Canyon Crest Drive Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	42	55	24	0	46	68	10	0	40	41	51	0	39	233	137	0
04:15 PM	74	64	25	0	48	59	14	0	59	27	41	0	47	278	127	0
04:30 PM	47	47	23	0	50	68	6	0	54	31	61	0	22	233	134	0
04:45 PM	39	42	17	0	59	73	9	0	61	41	66	0	46	257	130	0
05:00 PM	85	107	55	0	52	67	10	0	58	35	62	0	35	306	153	0
05:15 PM	61	122	56	0	55	66	13	0	78	30	55	0	25	354	194	0
05:30 PM	20	64	28	0	59	74	6	0	69	27	69	0	17	303	158	0
05:45 PM	22	62	16	0	71	77	8	0	83	38	59	0	20	284	165	0

2-Axle Trucks	Canyon Crest Drive Southbound				Martin Luther King Boulevard Westbound				Canyon Crest Drive Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0	0
04:15 PM	0	1	0	0	1	1	0	0	1	1	2	0	0	2	2	0
04:30 PM	0	2	0	0	1	3	0	0	0	1	1	0	0	1	1	0
04:45 PM	0	0	1	0	1	3	0	0	3	1	0	0	0	4	3	0
05:00 PM	1	1	0	0	0	1	0	0	2	0	0	0	0	2	2	0
05:15 PM	0	1	0	0	1	2	0	0	0	1	0	0	0	3	1	0
05:30 PM	0	1	1	0	0	3	0	0	0	1	1	0	0	0	1	0
05:45 PM	1	0	1	0	0	1	0	0	1	0	0	0	0	0	1	0

3-Axle Trucks	Canyon Crest Drive Southbound				Martin Luther King Boulevard Westbound				Canyon Crest Drive Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Canyon Crest Drive Southbound				Martin Luther King Boulevard Westbound				Canyon Crest Drive Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #84 AM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: I-215 Southbund Ramps
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	I-215 Southbound Off Ramp Southbound				Martin Luther King Boulevard Westbound				I-215 Southbound On Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	53	0	0	79	0	0	0	0	0	0	0	185	51	0
07:15 AM	0	0	72	0	0	102	0	0	0	0	0	0	0	229	39	0
07:30 AM	0	0	101	0	0	115	0	0	0	0	0	0	0	209	63	0
07:45 AM	1	0	150	0	0	154	0	0	0	0	0	0	0	174	59	0
08:00 AM	1	0	85	0	1	106	0	0	0	0	0	0	0	150	76	0
08:15 AM	2	0	72	0	1	85	0	0	0	0	0	0	0	111	33	0
08:30 AM	0	0	98	0	0	110	0	0	0	0	0	0	0	113	44	0
08:45 AM	0	0	110	0	1	94	0	0	0	0	0	0	0	93	27	0

2-Axle Trucks	I-215 Southbound Off Ramp Southbound				Martin Luther King Boulevard Westbound				I-215 Southbound On Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:15 AM	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	3	0	0	1	0	0	0	0	0	0	0	1	1	0
08:15 AM	1	1	1	0	0	1	0	0	0	0	0	0	0	1	1	0
08:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0

3-Axle Trucks	I-215 Southbound Off Ramp Southbound				Martin Luther King Boulevard Westbound				I-215 Southbound On Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	I-215 Southbound Off Ramp Southbound				Martin Luther King Boulevard Westbound				I-215 Southbound On Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #84 PM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: I-215 Southbund Ramps
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	I-215 Southbound Off Ramp Southbound				Martin Luther King Boulevard Westbound				I-215 Southbound On Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	50	0	0	75	0	0	0	0	0	0	0	81	248	1
04:15 PM	0	0	54	0	0	67	0	0	0	0	0	0	0	105	279	0
04:30 PM	0	0	48	0	1	73	0	0	0	0	0	0	0	86	263	0
04:45 PM	2	1	65	0	1	80	0	0	0	0	0	0	0	73	262	0
05:00 PM	1	0	58	0	1	70	0	0	0	0	0	0	0	143	320	0
05:15 PM	1	0	67	0	1	83	0	0	0	0	0	0	0	112	347	0
05:30 PM	0	0	61	0	0	82	0	0	0	0	0	0	0	68	312	0
05:45 PM	1	0	64	0	0	94	0	0	0	0	0	0	0	76	278	0

2-Axle Trucks	I-215 Southbound Off Ramp Southbound				Martin Luther King Boulevard Westbound				I-215 Southbound On Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0
04:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	2	0
04:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0
04:45 PM	0	0	1	0	1	3	0	0	0	0	0	0	0	1	3	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
05:15 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	3	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0

3-Axle Trucks	I-215 Southbound Off Ramp Southbound				Martin Luther King Boulevard Westbound				I-215 Southbound On Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	I-215 Southbound Off Ramp Southbound				Martin Luther King Boulevard Westbound				I-215 Southbound On Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #85 AM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: 215S NB Ramps
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	I-215 Northbound On Ramp Southbound				Westbound				I-215 Northbound Off Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	81	0	0	0	181	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	99	0	0	0	231	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	114	0	0	0	212	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	151	0	0	0	179	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	110	0	0	0	155	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	88	0	0	0	115	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	108	0	0	0	111	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	96	0	0	0	95	0	0	0

2-Axle Trucks	I-215 Northbound On Ramp Southbound				Westbound				I-215 Northbound Off Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0

3-Axle Trucks	I-215 Northbound On Ramp Southbound				Westbound				I-215 Northbound Off Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

4+ Axle Trucks	I-215 Northbound On Ramp Southbound				Westbound				I-215 Northbound Off Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #85 PM

Start Date: 10/10/2012
Comment 1: City of Riverside
Comment 2: N/S: 215S NB Ramps
Comment 3: E/W: Martin Luther King Boulevard
Comment 4: Weather: Sunny

Cars	I-215 Northbound On Ramp Southbound				Westbound				I-215 Northbound Off Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	74	0	0	0	78	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	68	0	0	0	99	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	71	0	0	0	89	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	76	0	0	0	78	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	72	0	0	0	141	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	81	0	0	0	115	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	80	0	0	0	65	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	96	0	0	0	79	0	0	0

2-Axle Trucks	I-215 Northbound On Ramp Southbound				Westbound				I-215 Northbound Off Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

3-Axle Trucks	I-215 Northbound On Ramp Southbound				Westbound				I-215 Northbound Off Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	I-215 Northbound On Ramp Southbound				Westbound				I-215 Northbound Off Ramp Northbound				Martin Luther King Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #86 AM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Chicago Avenue
Comment 3: E/W: Central Avenue - Andulka Park
Comment 4: Weather: Clear

Cars	Chicago Avenue Southbound				Central Avenue Westbound				Chicago Avenue Northbound				Andulka Park Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	13	35	0	0	141	0	43	0	4	142	56	0	1	0	0	0
07:15 AM	7	62	1	0	133	1	101	0	0	216	85	0	1	0	0	0
07:30 AM	13	53	0	0	153	0	114	0	1	283	83	0	0	1	0	0
07:45 AM	17	53	0	0	127	7	123	0	1	301	113	0	3	0	0	0
08:00 AM	33	60	0	0	114	1	87	0	2	192	102	0	1	0	0	0
08:15 AM	28	55	0	0	143	3	78	0	5	166	105	0	0	1	0	0
08:30 AM	26	56	0	0	82	0	44	0	8	155	96	0	0	1	2	0
08:45 AM	16	73	1	0	86	1	46	0	6	143	94	0	1	0	2	0

2-Axle Trucks	Chicago Avenue Southbound				Central Avenue Westbound				Chicago Avenue Northbound				Andulka Park Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	7	0	0	1	0	2	0	0	2	1	0	0	0	0	0
07:15 AM	2	5	0	0	2	0	1	0	0	4	1	0	0	0	0	0
07:30 AM	1	2	0	0	2	0	2	0	1	5	3	0	0	0	0	0
07:45 AM	2	1	0	0	0	0	2	0	0	4	1	0	0	0	0	0
08:00 AM	0	9	0	0	2	0	3	0	0	5	1	0	0	0	0	0
08:15 AM	0	3	0	0	0	0	0	0	0	12	0	0	0	0	0	0
08:30 AM	0	2	0	0	0	0	1	0	0	9	1	0	0	0	0	0
08:45 AM	1	1	0	0	1	0	0	0	0	5	2	0	0	0	0	0

3-Axle Trucks	Chicago Avenue Southbound				Central Avenue Westbound				Chicago Avenue Northbound				Andulka Park Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Chicago Avenue Southbound				Central Avenue Westbound				Chicago Avenue Northbound				Andulka Park Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #86 PM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: Chicago Avenue
Comment 3: E/W: Andulka Park
Comment 4: Weather: Clear

Cars	Chicago Avenue Southbound				Central Avenue Westbound				Chicago Avenue Northbound				Andulka Park Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	72	159	1	0	103	3	28	0	9	84	148	0	2	4	4	0
04:15 PM	97	209	0	0	111	8	32	0	7	66	155	0	2	5	2	0
04:30 PM	99	178	0	0	87	4	39	0	15	80	131	0	3	2	4	0
04:45 PM	124	194	0	0	111	13	24	0	20	67	153	0	7	3	2	0
05:00 PM	122	185	1	0	128	7	39	0	13	84	160	4	5	3	1	0
05:15 PM	151	303	0	0	132	7	32	0	21	78	167	0	3	3	3	0
05:30 PM	165	221	0	0	127	9	50	0	15	83	157	0	4	4	3	0
05:45 PM	128	233	0	0	101	6	34	0	12	78	161	0	1	2	1	0

2-Axle Trucks	Chicago Avenue Southbound				Central Avenue Westbound				Chicago Avenue Northbound				Andulka Park Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	2	0	0	1	0	1	0	0	0	1	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	3	1	0	0	0	0	0
04:30 PM	1	1	0	0	0	0	2	0	0	3	0	0	0	0	0	0
04:45 PM	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0
05:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	3	0	0	2	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	1	0	0	2	3	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0

3-Axle Trucks	Chicago Avenue Southbound				Central Avenue Westbound				Chicago Avenue Northbound				Andulka Park Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Chicago Avenue Southbound				Central Avenue Westbound				Chicago Avenue Northbound				Andulka Park Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #87 AM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: El Cerrito Drive
Comment 3: E/W: Central Avenue
Comment 4: Weather: Clear

Cars	El Cerrito Drive Southbound				Central Avenue Westbound				El Cerrito Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	7	8	30	0	0	135	5	0	9	9	5	0	16	55	3	0
07:15 AM	7	1	33	0	3	155	7	0	13	15	5	0	20	83	1	0
07:30 AM	10	0	29	0	2	195	7	0	20	14	4	0	22	72	4	0
07:45 AM	5	5	36	0	2	169	4	0	18	19	8	0	41	82	3	0
08:00 AM	3	1	30	0	0	164	13	0	15	16	2	0	32	83	3	0
08:15 AM	4	4	23	0	0	138	9	0	15	12	3	0	35	94	7	0
08:30 AM	6	3	21	0	0	93	14	0	8	11	4	0	29	86	3	0
08:45 AM	8	0	26	0	5	81	8	0	8	11	4	0	38	77	3	0

2-Axle Trucks	El Cerrito Drive Southbound				Central Avenue Westbound				El Cerrito Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
07:15 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0
07:30 AM	0	1	2	0	0	2	0	0	1	0	2	0	0	1	0	0
07:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	2	2	0	0
08:00 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0

3-Axle Trucks	El Cerrito Drive Southbound				Central Avenue Westbound				El Cerrito Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	El Cerrito Drive Southbound				Central Avenue Westbound				El Cerrito Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #87 PM

Start Date: 2/29/2012
Comment 1: City of Riverside
Comment 2: N/S: El Cerrito Drive
Comment 3: E/W: Central Avenue
Comment 4: Weather: Clear

Cars	El Cerrito Drive Southbound				Central Avenue Westbound				El Cerrito Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	7	11	31	0	10	103	11	0	3	8	3	0	41	163	8	0
04:15 PM	9	6	38	0	3	98	16	0	2	8	2	0	39	182	8	0
04:30 PM	12	7	35	0	9	102	7	0	5	11	3	0	36	167	14	0
04:45 PM	7	16	40	0	5	103	16	0	1	12	6	0	42	187	8	0
05:00 PM	10	18	36	0	6	113	7	0	8	12	7	0	39	189	12	0
05:15 PM	19	6	47	0	11	135	18	0	6	9	7	0	46	247	16	0
05:30 PM	21	11	50	0	8	121	7	0	9	7	4	0	42	240	14	0
05:45 PM	13	8	38	0	9	98	9	0	5	9	4	0	38	228	13	0

2-Axle Trucks	El Cerrito Drive Southbound				Central Avenue Westbound				El Cerrito Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
04:45 PM	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	4	0	0	0	1	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	El Cerrito Drive Southbound				Central Avenue Westbound				El Cerrito Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	El Cerrito Drive Southbound				Central Avenue Westbound				El Cerrito Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

SITE #88 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Canyon Crest Drive
Comment 3: E/W: Central Avenue
Comment 4: Weather: Sunny

Cars	Canyon Crest Drive Southbound				Central Avenue Westbound				Canyon Crest Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	13	47	13	0	22	109	38	0	26	205	26	0	6	41	12	0
07:15 AM	23	47	9	0	18	162	45	0	28	247	38	0	9	71	18	0
07:30 AM	17	46	10	0	23	180	64	0	27	231	37	0	7	72	12	0
07:45 AM	19	39	9	0	18	161	85	0	52	276	48	0	5	89	19	0
08:00 AM	17	59	8	0	24	129	56	0	39	216	32	0	12	81	20	0
08:15 AM	10	52	7	0	15	125	70	0	34	164	32	0	10	69	20	0
08:30 AM	32	34	11	0	25	85	61	0	26	152	29	0	7	100	23	0
08:45 AM	27	37	15	0	6	88	46	0	34	166	27	0	8	66	10	0

2-Axle Trucks	Canyon Crest Drive Southbound				Central Avenue Westbound				Canyon Crest Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	1	0	0	0	3	0	1	1	0	0
07:30 AM	1	0	0	0	1	3	2	0	0	2	1	0	0	1	1	0
07:45 AM	0	1	2	0	1	3	0	0	0	4	1	0	0	1	0	0
08:00 AM	0	2	0	0	1	2	3	0	0	3	0	0	0	1	0	0
08:15 AM	1	1	1	0	1	0	2	0	1	1	0	0	0	2	0	0
08:30 AM	1	1	1	0	0	0	0	0	0	3	1	0	0	0	0	0
08:45 AM	0	2	0	0	1	1	1	0	1	1	1	0	0	0	0	0

3-Axle Trucks	Canyon Crest Drive Southbound				Central Avenue Westbound				Canyon Crest Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Canyon Crest Drive Southbound				Central Avenue Westbound				Canyon Crest Drive Northbound				Central Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

SITE #88 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Canyon Crest Drive
Comment 3: E/W: Central Avenue
Comment 4: Weather: Sunny

Cars	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	61	117	17	0	22	111	21	0	23	61	21	0	6	148	30	0
04:15 PM	58	113	23	0	22	105	31	0	27	46	18	0	12	157	47	0
04:30 PM	67	103	25	0	29	114	30	0	27	52	35	0	16	137	52	0
04:45 PM	57	123	20	0	30	145	41	0	28	72	23	0	8	195	48	0
05:00 PM	73	145	17	0	27	121	19	0	28	76	24	0	7	181	54	0
05:15 PM	82	174	21	0	32	124	24	0	25	64	31	0	10	237	61	0
05:30 PM	84	172	20	0	32	133	20	0	28	67	33	0	9	183	53	0
05:45 PM	60	151	26	0	28	117	34	0	31	61	23	0	8	201	54	0

2-Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	3	3	0	0	1	0	0	1	2	0	0
04:15 PM	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	2	1	0	0	0	2	0	0	2	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	2	1	0	0	1	0	0	0	1	0	0
05:15 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0
05:30 PM	2	2	0	0	0	0	0	0	2	0	0	0	2	1	0	0
05:45 PM	1	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #89 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Chicago Avenue
Comment 3: E/W: Country Club Drive
Comment 4: Weather: Sunny

Cars	Chicago Avenue Southbound				Country Club Drive Westbound				Chicago Avenue Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	167	0	0	10	0	14	0	0	187	7	0	0	0	0	0
07:15 AM	4	165	0	0	13	0	14	0	0	270	9	0	0	0	0	0
07:30 AM	1	194	0	0	10	0	27	0	0	336	10	0	0	0	0	0
07:45 AM	4	190	0	0	13	0	20	0	0	396	5	0	0	0	0	0
08:00 AM	2	188	0	0	13	0	13	0	0	315	9	0	0	0	0	0
08:15 AM	4	132	0	0	9	0	13	0	0	268	17	0	0	0	0	0
08:30 AM	4	152	0	0	11	0	7	0	0	222	8	0	0	0	0	0
08:45 AM	6	130	0	0	16	0	10	0	0	197	6	0	0	0	0	0

2-Axle Trucks	Chicago Avenue Southbound				Country Club Drive Westbound				Chicago Avenue Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	9	0	0	0	0	0	0	0	6	1	0	0	0	0	0
07:15 AM	0	6	0	0	0	0	0	0	0	14	0	0	0	0	0	0
07:30 AM	1	7	0	0	1	0	0	0	0	9	1	0	0	0	0	0
07:45 AM	0	7	0	0	0	0	0	0	0	11	1	0	0	0	0	0
08:00 AM	1	9	0	0	0	0	0	0	0	8	2	0	0	0	0	0
08:15 AM	2	4	0	0	0	0	1	0	0	19	0	0	0	0	0	0
08:30 AM	0	3	0	0	1	0	0	0	0	11	0	0	0	0	0	0
08:45 AM	0	6	0	0	0	0	0	0	0	9	0	0	0	0	0	0

3-Axle Trucks	Chicago Avenue Southbound				Country Club Drive Westbound				Chicago Avenue Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Chicago Avenue Southbound				Country Club Drive Westbound				Chicago Avenue Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #89 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Chicago Avenue
Comment 3: E/W: Country Club Drive
Comment 4: Weather: Sunny

Cars	Chicago Avenue Southbound				Country Club Drive Westbound				Chicago Avenue Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	10	266	0	0	8	0	5	0	0	229	11	0	0	0	0	0
04:15 PM	10	248	0	0	8	0	4	0	0	224	10	0	0	0	0	0
04:30 PM	12	303	0	0	5	0	7	0	0	220	16	0	0	0	0	0
04:45 PM	17	280	0	0	7	0	7	0	0	232	21	0	0	0	0	0
05:00 PM	15	331	0	0	6	0	7	0	0	223	19	0	0	0	0	0
05:15 PM	14	331	0	0	8	0	8	0	11	224	9	0	0	0	0	0
05:30 PM	19	354	0	0	6	0	8	0	0	242	19	0	0	0	0	0
05:45 PM	11	318	0	0	4	0	7	0	0	219	25	0	0	0	0	0

2-Axle Trucks	Chicago Avenue Southbound				Country Club Drive Westbound				Chicago Avenue Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	5	0	0	2	0	0	0	0	6	0	0	0	0	0	0
04:15 PM	0	4	0	0	1	0	0	0	0	4	0	0	0	0	0	0
04:30 PM	0	4	0	0	1	0	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	2	0	0	0	0	0	0	0	4	1	0	0	0	0	0
05:00 PM	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:30 PM	0	4	0	0	0	0	1	0	0	3	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0

3-Axle Trucks	Chicago Avenue Southbound				Country Club Drive Westbound				Chicago Avenue Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Chicago Avenue Southbound				Country Club Drive Westbound				Chicago Avenue Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #90 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: SR-91 WB Ramps - Riverside Avenue
Comment 3: E/W: Arlington Avenue
Comment 4: Weather: Sunny

Cars	Riverside Avenue Southbound				Arlington Avenue Westbound				SR-91 Westbound On Ramp Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	107	6	59	0	119	111	23	0	0	0	0	0	4	127	7	0
07:15 AM	118	8	80	0	125	145	54	0	0	0	0	0	6	193	16	0
07:30 AM	117	12	82	0	129	196	73	0	0	0	0	0	6	153	28	0
07:45 AM	132	12	128	0	129	269	68	0	0	0	0	0	19	161	32	0
08:00 AM	138	9	107	0	109	221	49	0	0	0	0	0	23	171	26	0
08:15 AM	90	11	156	0	118	195	58	0	0	0	0	0	18	225	31	0
08:30 AM	115	7	93	0	110	145	44	0	0	0	0	0	10	179	23	0
08:45 AM	88	12	123	0	125	194	36	0	0	0	0	0	9	172	21	0

2-Axle Trucks	Riverside Avenue Southbound				Arlington Avenue Westbound				SR-91 Westbound On Ramp Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	0	2	0	2	2	2	0	0	0	0	0	1	5	0	0
07:15 AM	4	0	0	0	1	1	3	0	0	0	0	0	1	4	0	0
07:30 AM	13	1	2	0	1	2	2	0	0	0	0	0	0	6	0	0
07:45 AM	4	0	2	0	1	5	1	0	0	0	0	0	0	11	0	0
08:00 AM	1	0	1	0	2	6	1	0	0	0	0	0	2	6	1	0
08:15 AM	0	0	1	0	2	4	4	0	0	0	0	0	0	6	1	0
08:30 AM	2	0	3	0	2	1	0	0	0	0	0	0	0	2	0	0
08:45 AM	2	0	2	0	1	2	1	0	0	0	0	0	0	5	1	0

3-Axle Trucks	Riverside Avenue Southbound				Arlington Avenue Westbound				SR-91 Westbound On Ramp Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0

4+ Axle Trucks	Riverside Avenue Southbound				Arlington Avenue Westbound				SR-91 Westbound On Ramp Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

SITE #90 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: SR-91 WB Ramps - Riverside Avenue
Comment 3: E/W: Arlington Avenue
Comment 4: Weather: Sunny

Cars	Riverside Avenue Southbound				Arlington Avenue Westbound				SR-91 Westbound On Ramp Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	145	20	92	0	97	130	59	0	0	0	0	0	19	275	36	0
04:15 PM	134	27	102	0	107	154	49	0	0	0	0	0	20	234	38	0
04:30 PM	154	22	101	0	113	157	59	0	0	0	0	0	10	275	46	0
04:45 PM	167	19	82	0	128	165	49	0	0	0	0	0	9	271	35	0
05:00 PM	182	28	83	0	108	131	61	0	0	0	0	0	15	260	67	0
05:15 PM	147	17	85	0	114	183	50	0	0	0	0	0	13	247	41	0
05:30 PM	164	24	81	0	96	158	49	0	0	0	0	0	21	253	38	0
05:45 PM	144	24	71	0	94	152	37	0	0	0	0	0	14	239	41	0

2-Axle Trucks	Riverside Avenue Southbound				Arlington Avenue Westbound				SR-91 Westbound On Ramp Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	4	0	0	0	2	4	0	0	0	0	0	0	0	7	0	0
04:15 PM	0	0	0	0	4	3	0	0	0	0	0	0	0	4	0	0
04:30 PM	3	0	2	0	1	1	0	0	0	0	0	0	0	3	0	0
04:45 PM	1	1	1	0	2	2	2	0	0	0	0	0	0	1	0	0
05:00 PM	1	1	1	0	0	6	0	0	0	0	0	0	0	6	0	0
05:15 PM	1	0	1	0	0	1	1	0	0	0	0	0	0	2	1	0
05:30 PM	1	0	1	0	2	0	1	0	0	0	0	0	0	1	0	0
05:45 PM	4	1	1	0	0	1	0	0	0	0	0	0	0	4	0	0

3-Axle Trucks	Riverside Avenue Southbound				Arlington Avenue Westbound				SR-91 Westbound On Ramp Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Riverside Avenue Southbound				Arlington Avenue Westbound				SR-91 Westbound On Ramp Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #91 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: SR-91 EB Ramps - Indiana Avenue
Comment 3: E/W: Arlington Avenue
Comment 4: Weather: Sunny

Cars	SR-91 Eastbound On Ramp Southbound				Arlington Avenue Westbound				Indiana Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	24	242	64	0	18	83	85	0	54	151	30	0
07:15 AM	0	0	0	0	25	284	101	0	38	102	98	0	72	191	35	0
07:30 AM	0	0	0	0	28	362	96	0	52	118	103	0	65	180	25	0
07:45 AM	0	0	0	0	29	397	103	0	63	89	97	0	51	170	70	0
08:00 AM	0	0	0	0	37	345	64	0	51	91	102	0	66	188	58	0
08:15 AM	0	0	0	0	36	308	66	0	53	74	86	0	70	158	46	0
08:30 AM	0	0	0	0	32	278	57	0	41	82	78	0	67	183	59	0
08:45 AM	0	0	0	0	55	281	36	0	44	65	85	0	60	130	43	0

2-Axle Trucks	SR-91 Eastbound On Ramp Southbound				Arlington Avenue Westbound				Indiana Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	6	0	0	0	3	2	0	2	5	1	0
07:15 AM	0	0	0	0	0	5	2	0	0	1	5	0	1	5	1	0
07:30 AM	0	0	0	0	1	2	1	0	1	1	6	0	2	14	3	0
07:45 AM	0	0	0	0	0	6	13	0	0	2	2	0	4	6	3	0
08:00 AM	0	0	0	0	0	7	8	0	2	3	2	0	1	6	1	0
08:15 AM	0	0	0	0	1	4	2	0	3	6	2	0	2	1	0	0
08:30 AM	0	0	0	0	0	3	0	0	0	5	1	0	2	4	2	0
08:45 AM	0	0	0	0	1	2	1	0	1	3	4	0	1	4	1	0

3-Axle Trucks	SR-91 Eastbound On Ramp Southbound				Arlington Avenue Westbound				Indiana Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	2	0	0	0	1	3	0	1	0	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0
08:45 AM	0	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0

4+ Axle Trucks	SR-91 Eastbound On Ramp Southbound				Arlington Avenue Westbound				Indiana Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

SITE #91 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: SR-91 EB Ramps - Indiana Avenue
Comment 3: E/W: Arlington Avenue
Comment 4: Weather: Sunny

Cars	SR-91 Eastbound On Ramp Southbound				Arlington Avenue Westbound				Indiana Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	26	225	75	0	44	80	143	0	85	273	58	0
04:15 PM	0	0	0	0	34	257	57	0	46	57	122	0	79	249	55	0
04:30 PM	0	0	0	0	31	264	45	0	50	82	101	0	81	250	49	0
04:45 PM	0	0	0	0	25	271	50	0	37	55	73	0	90	252	52	0
05:00 PM	0	0	0	0	47	289	50	0	50	91	137	0	90	248	64	0
05:15 PM	0	0	0	0	33	306	61	0	40	79	130	0	77	274	56	0
05:30 PM	0	0	0	0	45	263	69	0	46	78	126	0	78	244	46	0
05:45 PM	0	0	0	0	33	246	35	0	44	60	82	0	73	274	45	0

2-Axle Trucks	SR-91 Eastbound On Ramp Southbound				Arlington Avenue Westbound				Indiana Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	1	3	0	0	3	4	2	0	2	2	3	0
04:15 PM	0	0	0	0	0	6	3	0	0	1	1	0	3	2	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	3	0	2	1	2	0
04:45 PM	0	0	0	0	3	4	1	0	2	1	1	0	0	1	0	0
05:00 PM	0	0	0	0	0	6	0	0	0	2	1	0	2	2	0	0
05:15 PM	0	0	0	0	0	2	0	0	0	1	0	0	1	1	1	0
05:30 PM	0	0	0	0	1	1	0	0	1	3	1	0	0	2	1	0
05:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	1	3	4	0

3-Axle Trucks	SR-91 Eastbound On Ramp Southbound				Arlington Avenue Westbound				Indiana Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0

4+ Axle Trucks	SR-91 Eastbound On Ramp Southbound				Arlington Avenue Westbound				Indiana Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

SITE #92 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Maude Street
Comment 3: E/W: Arlington Avenue
Comment 4: Weather: Sunny

Cars	Private Drive Southbound				Arlington Avenue Westbound				Maude Street Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	10	256	0	0	63	0	25	0	1	158	74	0
07:15 AM	0	0	0	0	13	299	6	0	93	0	57	0	2	270	50	0
07:30 AM	0	0	2	0	15	319	0	0	62	1	70	0	11	199	65	0
07:45 AM	0	2	1	0	13	291	1	0	62	1	40	0	17	240	76	0
08:00 AM	1	1	1	0	7	463	1	0	72	2	14	0	1	233	41	0
08:15 AM	0	1	1	0	7	432	3	0	55	0	20	0	5	245	34	0
08:30 AM	0	1	1	0	13	315	1	0	36	0	9	0	2	240	24	0
08:45 AM	0	0	3	0	8	349	0	0	31	1	9	0	0	199	20	0

2-Axle Trucks	Private Drive Southbound				Arlington Avenue Westbound				Maude Street Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	6	0	0	1	0	1	0	0	6	0	0
07:15 AM	0	0	0	0	0	1	0	0	5	0	0	0	0	10	0	0
07:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	12	4	0
07:45 AM	0	0	0	0	0	15	0	0	2	0	1	0	0	5	5	0
08:00 AM	0	0	0	0	0	11	0	0	5	0	0	0	0	8	0	0
08:15 AM	0	0	0	0	2	4	0	0	1	0	1	0	0	4	1	0
08:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	4	0	0	1	0	0	0	0	9	0	0

3-Axle Trucks	Private Drive Southbound				Arlington Avenue Westbound				Maude Street Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0

4+ Axle Trucks	Private Drive Southbound				Arlington Avenue Westbound				Maude Street Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #92 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Maude Street
Comment 3: E/W: Arlington Avenue
Comment 4: Weather: Sunny

Cars	Private Drive Southbound				Arlington Avenue Westbound				Maude Street Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	1	1	0	26	299	1	0	34	1	12	0	2	363	43	0
04:15 PM	0	1	1	0	15	303	0	0	26	0	8	0	2	388	39	0
04:30 PM	0	0	0	0	18	282	0	0	43	0	17	0	2	380	36	0
04:45 PM	2	0	3	0	19	332	2	0	25	0	10	0	2	320	43	0
05:00 PM	0	0	2	0	20	315	0	0	28	0	19	0	4	380	36	0
05:15 PM	0	0	0	0	20	306	0	0	34	0	17	0	1	377	40	0
05:30 PM	0	0	1	0	31	297	1	0	44	0	14	0	0	390	37	0
05:45 PM	0	0	0	0	19	300	0	0	24	0	17	0	0	355	41	0

2-Axle Trucks	Private Drive Southbound				Arlington Avenue Westbound				Maude Street Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
04:15 PM	0	0	0	0	0	9	0	0	0	0	1	0	0	1	1	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
04:45 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	3	0	0
05:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0

3-Axle Trucks	Private Drive Southbound				Arlington Avenue Westbound				Maude Street Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Private Drive Southbound				Arlington Avenue Westbound				Maude Street Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #93 AM

Start Date: 2/28/2012
Comment 1: City of Riverside
Comment 2: N/S: Durango Road - Horace Street
Comment 3: E/W: Arlington Bouelvard
Comment 4: Weather: Clear

Cars	Durango Road Southbound				Arlington Boulevard Westbound				Horace Street Northbound				Arlington Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	16	14	0	19	298	0	0	38	11	3	0	7	151	31	0
07:15 AM	0	13	20	0	27	307	1	0	48	20	7	0	7	266	63	1
07:30 AM	0	3	29	0	8	322	0	0	73	28	10	0	6	264	35	0
07:45 AM	4	11	18	0	24	321	0	0	25	25	2	0	9	183	45	0
08:00 AM	0	8	13	0	19	336	0	0	30	5	6	0	2	180	19	0
08:15 AM	0	5	14	0	4	309	0	0	25	2	5	0	8	208	17	0
08:30 AM	0	0	6	0	4	277	0	0	17	0	3	0	8	207	5	0
08:45 AM	1	3	11	0	4	264	0	0	27	6	2	0	2	167	13	0

2-Axle Trucks	Durango Road Southbound				Arlington Boulevard Westbound				Horace Street Northbound				Arlington Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	1	0	0	1	0	0	0	0	1	1	0
07:15 AM	0	0	0	0	0	0	1	0	2	0	0	0	0	2	3	0
07:30 AM	0	0	1	0	3	2	0	0	1	0	0	0	0	3	6	0
07:45 AM	0	0	0	0	3	2	0	0	19	1	5	0	0	4	9	0
08:00 AM	0	0	0	0	0	1	0	0	4	0	1	0	0	4	1	0
08:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	1	0
08:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0

3-Axle Trucks	Durango Road Southbound				Arlington Boulevard Westbound				Horace Street Northbound				Arlington Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Durango Road Southbound				Arlington Boulevard Westbound				Horace Street Northbound				Arlington Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #93 PM

Start Date: 2/28/2012
Comment 1: City of Riverside
Comment 2: N/S: Durango Road - Horace Street
Comment 3: E/W: Arlington Bouelvard
Comment 4: Weather: Clear

Cars	Durango Road Southbound				Arlington Boulevard Westbound				Horace Street Northbound				Arlington Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	29	7	0	4	200	1	0	19	13	8	0	8	236	17	0
04:15 PM	0	2	8	0	6	231	0	0	25	3	2	0	5	305	31	0
04:30 PM	1	3	14	0	7	218	4	0	33	7	17	0	13	331	35	0
04:45 PM	2	1	17	0	10	284	1	0	26	4	12	0	15	321	26	0
05:00 PM	2	2	17	0	8	241	1	0	36	4	12	0	10	311	19	0
05:15 PM	1	5	18	0	3	277	0	0	26	5	2	0	12	269	18	0
05:30 PM	0	3	11	0	3	242	2	0	21	5	6	0	14	292	18	0
05:45 PM	2	1	16	0	3	269	1	0	22	2	7	0	12	304	28	0

2-Axle Trucks	Durango Road Southbound				Arlington Boulevard Westbound				Horace Street Northbound				Arlington Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	3	0	0
04:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2	0
04:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Durango Road Southbound				Arlington Boulevard Westbound				Horace Street Northbound				Arlington Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Durango Road Southbound				Arlington Boulevard Westbound				Horace Street Northbound				Arlington Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #94 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Victoria Avenue
Comment 3: E/W: Arlington Avenue
Comment 4: Weather: Sunny

Cars	Victoria Avenue Southbound				Arlington Avenue Westbound				Victoria Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	12	75	5	0	92	272	23	0	1	69	73	0	24	129	1	0
07:15 AM	25	77	18	0	97	318	33	0	6	106	101	0	23	126	10	0
07:30 AM	47	50	27	0	107	223	83	0	6	104	91	0	30	128	14	0
07:45 AM	49	90	41	0	124	237	119	0	6	89	93	0	42	129	5	0
08:00 AM	21	55	19	0	105	403	27	0	5	36	83	0	30	224	5	0
08:15 AM	10	25	12	0	43	290	7	0	7	44	80	0	22	212	1	0
08:30 AM	12	23	8	0	31	280	8	0	4	24	69	0	18	200	3	0
08:45 AM	7	21	11	0	41	246	4	0	3	31	58	0	22	163	0	0

2-Axle Trucks	Victoria Avenue Southbound				Arlington Avenue Westbound				Victoria Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	4	1	0	0	3	1	3	0	0	4	0	0
07:15 AM	0	2	1	0	3	3	0	0	3	4	6	0	1	2	1	0
07:30 AM	0	0	0	0	2	8	1	0	0	1	2	0	1	1	0	0
07:45 AM	0	1	1	0	1	3	1	0	0	3	7	0	0	8	0	0
08:00 AM	0	3	1	0	3	2	0	0	1	3	7	0	1	5	0	0
08:15 AM	1	3	2	0	0	3	1	0	2	2	4	0	2	4	0	0
08:30 AM	0	0	0	0	5	3	0	0	0	5	3	0	2	1	0	0
08:45 AM	0	1	0	0	3	3	0	0	0	2	4	0	0	5	1	0

3-Axle Trucks	Victoria Avenue Southbound				Arlington Avenue Westbound				Victoria Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
08:00 AM	0	1	0	0	0	1	0	0	0	1	3	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0

4+ Axle Trucks	Victoria Avenue Southbound				Arlington Avenue Westbound				Victoria Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0

SITE #94 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Victoria Avenue
Comment 3: E/W: Arlington Avenue
Comment 4: Weather: Sunny

Cars	Victoria Avenue Southbound				Arlington Avenue Westbound				Victoria Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	16	46	19	0	43	241	5	0	2	35	98	0	20	290	2	0
04:15 PM	20	50	16	0	53	214	7	0	6	28	105	0	23	308	5	0
04:30 PM	13	55	10	0	54	225	5	0	8	42	105	0	23	309	4	0
04:45 PM	14	68	18	0	57	247	6	0	7	37	97	0	20	289	8	0
05:00 PM	12	59	22	0	49	227	6	0	5	24	113	0	18	273	4	0
05:15 PM	10	50	17	0	74	268	9	0	4	26	109	0	17	341	3	0
05:30 PM	12	44	23	0	74	237	15	0	5	35	94	0	22	303	8	0
05:45 PM	21	55	33	0	47	204	12	0	6	32	103	0	14	288	2	0

2-Axle Trucks	Victoria Avenue Southbound				Arlington Avenue Westbound				Victoria Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	0	0	3	4	0	0	0	0	3	0	0	1	0	0
04:15 PM	0	0	0	0	2	3	0	0	2	0	0	0	0	3	0	0
04:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	4	0	0	1	0	1	0	0	1	1	0
05:00 PM	0	2	0	0	3	3	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	2	0	0	3	1	0	0	0	0	2	0	0	2	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	1	1	0	0	4	1	0
05:45 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	3	0	0

3-Axle Trucks	Victoria Avenue Southbound				Arlington Avenue Westbound				Victoria Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Victoria Avenue Southbound				Arlington Avenue Westbound				Victoria Avenue Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #95 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Alessandro Boulevard
Comment 3: E/W: Arlington Avenue - Chicago Avenue
Comment 4: Weather: Sunny

Cars	Alessandro Boulevard Southbound				Chicago Avenue Westbound				Alessandro Boulevard Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	18	102	8	0	11	136	43	0	236	309	65	0	1	72	101	0
07:15 AM	48	100	3	0	19	169	39	0	281	425	87	0	9	90	127	0
07:30 AM	44	98	4	0	19	120	69	0	330	452	101	0	8	109	158	0
07:45 AM	43	120	8	0	40	164	61	0	331	384	152	0	8	127	129	0
08:00 AM	40	104	6	0	28	104	58	0	204	288	79	0	9	111	147	0
08:15 AM	32	96	7	0	38	63	60	0	230	276	80	0	9	98	139	0
08:30 AM	44	107	9	0	18	82	54	0	210	240	58	0	11	113	128	0
08:45 AM	25	80	3	0	25	79	34	0	166	248	38	0	9	99	112	0

2-Axle Trucks	Alessandro Boulevard Southbound				Chicago Avenue Westbound				Alessandro Boulevard Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0
07:15 AM	2	0	0	0	4	0	0	0	1	1	5	0	0	3	1	0
07:30 AM	1	1	0	0	1	3	0	0	1	1	7	0	0	2	0	0
07:45 AM	0	2	1	0	1	4	0	0	1	5	2	0	0	3	6	0
08:00 AM	0	2	0	0	6	1	0	0	0	4	2	0	0	0	5	0
08:15 AM	1	1	0	0	1	1	0	0	3	4	14	0	0	5	1	0
08:30 AM	1	1	0	0	3	0	0	0	2	5	6	0	0	3	4	0
08:45 AM	1	0	0	0	3	3	2	0	0	4	3	0	0	2	3	0

3-Axle Trucks	Alessandro Boulevard Southbound				Chicago Avenue Westbound				Alessandro Boulevard Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	1	0	0	1	0	0	1	1	0	0
08:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0
08:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0

4+ Axle Trucks	Alessandro Boulevard Southbound				Chicago Avenue Westbound				Alessandro Boulevard Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
07:45 AM	0	1	0	0	0	0	0	0	2	1	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	2	0

SITE #95 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Alessandro Boulevard
Comment 3: E/W: Arlington Avenue - Chicago Avenue
Comment 4: Weather: Sunny

Cars	Alessandro Boulevard Southbound				Chicago Avenue Westbound				Alessandro Boulevard Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	50	218	5	2	71	132	68	0	145	153	40	0	9	118	242	0
04:15 PM	70	239	5	0	98	137	63	0	117	128	26	0	7	132	225	0
04:30 PM	83	322	1	0	73	121	81	0	138	180	26	0	6	134	223	0
04:45 PM	72	249	7	0	120	176	60	0	156	188	20	0	5	150	264	0
05:00 PM	100	363	12	1	111	140	69	0	125	167	38	0	6	145	216	0
05:15 PM	92	379	6	0	104	191	88	0	171	220	36	0	8	146	300	0
05:30 PM	79	324	3	0	110	177	78	0	155	168	29	0	11	150	289	0
05:45 PM	113	393	3	0	137	148	75	0	153	188	50	0	8	123	214	0

2-Axle Trucks	Alessandro Boulevard Southbound				Chicago Avenue Westbound				Alessandro Boulevard Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	1	0	0	0	2	4	0	0	1	3	0
04:15 PM	0	3	0	0	1	1	0	0	1	1	7	0	0	0	3	0
04:30 PM	0	1	0	0	1	0	1	0	1	1	3	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	1	1	1	0	0	0	0	0
05:00 PM	0	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0
05:15 PM	0	1	0	0	1	2	0	0	0	0	1	0	0	0	0	0
05:30 PM	1	1	0	0	1	0	0	0	1	0	2	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0

3-Axle Trucks	Alessandro Boulevard Southbound				Chicago Avenue Westbound				Alessandro Boulevard Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	1	0	0	0
04:15 PM	0	1	1	0	0	1	0	0	1	1	0	0	0	1	1	0
04:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
05:00 PM	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0

4+ Axle Trucks	Alessandro Boulevard Southbound				Chicago Avenue Westbound				Alessandro Boulevard Northbound				Arlington Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0

SITE #96 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Alessandro Boulevard
Comment 3: E/W: Century Avenue
Comment 4: Weather: Sunny

Cars	Alessandro Boulevard Southbound				Century Avenue Westbound				Alessandro Boulevard Northbound				Century Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	12	213	2	0	8	0	13	0	3	669	3	0	7	2	2	0
07:15 AM	17	206	0	0	6	0	21	0	0	794	5	0	15	3	2	0
07:30 AM	27	217	1	0	10	9	49	0	4	859	9	0	11	15	2	0
07:45 AM	3	238	2	0	6	6	23	0	2	768	3	0	4	0	2	0
08:00 AM	4	320	11	0	6	0	7	0	3	585	1	0	4	1	0	0
08:15 AM	5	250	2	0	3	0	6	0	0	578	3	0	9	0	5	0
08:30 AM	6	271	11	0	2	0	6	0	3	522	4	0	10	2	5	0
08:45 AM	5	244	1	0	2	0	10	0	2	388	1	0	9	1	4	0

2-Axle Trucks	Alessandro Boulevard Southbound				Century Avenue Westbound				Alessandro Boulevard Northbound				Century Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	3	0	0	0	0	1	0	0	3	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	0	3	0	0	4	0	0	0	0	0	0
07:30 AM	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0
07:45 AM	0	5	0	0	0	0	1	0	0	2	0	0	1	0	0	0
08:00 AM	0	10	0	0	0	0	0	0	0	4	0	0	0	0	0	0
08:15 AM	0	5	0	0	0	0	0	0	1	17	0	0	1	0	0	0
08:30 AM	1	5	0	0	0	1	1	0	0	8	0	0	0	0	0	0
08:45 AM	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0

3-Axle Trucks	Alessandro Boulevard Southbound				Century Avenue Westbound				Alessandro Boulevard Northbound				Century Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Boulevard Southbound				Century Avenue Westbound				Alessandro Boulevard Northbound				Century Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #96 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Alessandro Boulevard
Comment 3: E/W: Century Avenue
Comment 4: Weather: Sunny

Cars	Alessandro Boulevard Southbound				Century Avenue Westbound				Alessandro Boulevard Northbound				Century Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	18	578	8	0	3	1	5	0	3	339	4	0	5	2	4	0
04:15 PM	10	581	8	0	2	4	6	0	7	325	1	0	3	0	2	0
04:30 PM	10	579	8	0	7	2	5	0	6	346	7	0	6	1	3	0
04:45 PM	6	483	4	0	3	0	7	0	9	306	1	0	5	1	4	0
05:00 PM	11	653	11	0	4	0	9	0	2	359	4	0	4	1	3	0
05:15 PM	11	785	11	0	4	0	10	0	2	391	2	0	2	0	1	0
05:30 PM	14	657	4	0	10	0	6	0	2	311	2	0	8	0	3	0
05:45 PM	9	627	8	0	1	1	12	0	6	264	1	0	13	1	2	0

2-Axle Trucks	Alessandro Boulevard Southbound				Century Avenue Westbound				Alessandro Boulevard Northbound				Century Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	1	0	0	0	0	0	0	3	0	0	1	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	1	0	0	0
04:45 PM	0	2	0	0	0	0	1	0	0	5	0	0	1	0	0	0
05:00 PM	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Alessandro Boulevard Southbound				Century Avenue Westbound				Alessandro Boulevard Northbound				Century Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Boulevard Southbound				Century Avenue Westbound				Alessandro Boulevard Northbound				Century Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #97 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Alessandro Boulevard
Comment 3: E/W: Via Vista Drive
Comment 4: Weather: Sunny

Cars	Alessandro Boulevard Southbound				Via Vista Drive Westbound				Alessandro Boulevard Northbound				Via Vista Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	212	6	0	1	1	19	0	9	585	5	0	30	6	9	0
07:15 AM	3	195	9	0	5	2	22	0	13	714	2	0	37	3	13	0
07:30 AM	5	190	12	0	4	5	30	0	16	805	3	0	40	12	10	0
07:45 AM	6	211	9	0	5	12	24	0	11	656	1	0	44	9	14	0
08:00 AM	13	246	21	0	5	9	18	0	34	463	3	0	27	7	22	0
08:15 AM	9	234	24	0	2	13	21	0	27	504	2	0	39	25	21	0
08:30 AM	7	263	12	0	5	5	17	0	6	431	3	0	34	13	26	0
08:45 AM	17	233	7	0	3	0	13	0	6	372	2	0	17	8	3	0

2-Axle Trucks	Alessandro Boulevard Southbound				Via Vista Drive Westbound				Alessandro Boulevard Northbound				Via Vista Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	11	0	0	0	1	0	0	1	6	0	0	0	1	0	0
07:15 AM	1	6	0	0	0	0	1	0	0	10	1	0	0	0	0	0
07:30 AM	0	6	0	0	0	0	2	0	0	7	1	0	0	0	0	0
07:45 AM	0	6	0	0	0	0	0	0	0	5	1	0	0	0	0	0
08:00 AM	0	16	0	0	0	0	0	0	0	10	0	0	0	0	0	0
08:15 AM	0	7	0	0	0	0	2	0	0	20	1	0	0	0	0	0
08:30 AM	0	9	0	0	0	0	0	0	0	11	0	0	0	0	0	0
08:45 AM	0	12	0	0	0	0	0	0	0	15	0	0	0	0	0	0

3-Axle Trucks	Alessandro Boulevard Southbound				Via Vista Drive Westbound				Alessandro Boulevard Northbound				Via Vista Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Boulevard Southbound				Via Vista Drive Westbound				Alessandro Boulevard Northbound				Via Vista Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #97 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Alessandro Boulevard
Comment 3: E/W: Via Vista Drive
Comment 4: Weather: Sunny

Cars	Alessandro Boulevard Southbound				Via Vista Drive Westbound				Alessandro Boulevard Northbound				Via Vista Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	24	524	20	0	3	9	23	0	6	318	2	0	20	12	6	0
04:15 PM	18	583	15	0	2	12	13	0	8	315	8	0	8	5	9	0
04:30 PM	21	600	17	0	2	9	14	0	7	337	16	0	10	7	8	0
04:45 PM	17	560	17	1	6	7	5	0	13	369	1	0	12	0	14	0
05:00 PM	21	573	20	0	4	5	15	0	18	316	3	0	16	16	13	0
05:15 PM	27	729	23	0	2	4	11	1	9	343	4	0	20	3	11	0
05:30 PM	27	655	21	0	4	13	7	0	9	338	6	0	12	3	12	0
05:45 PM	18	656	16	0	3	6	11	0	12	263	4	0	9	4	10	0

2-Axle Trucks	Alessandro Boulevard Southbound				Via Vista Drive Westbound				Alessandro Boulevard Northbound				Via Vista Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	9	0	0	0	0	0	0	1	7	0	0	0	0	0	0
04:15 PM	0	6	0	0	0	0	0	0	0	7	0	0	1	0	0	0
04:30 PM	0	4	0	0	0	0	0	0	0	3	0	0	1	0	0	0
04:45 PM	0	3	0	0	0	0	1	0	0	7	0	0	0	0	0	0
05:00 PM	0	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:30 PM	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0

3-Axle Trucks	Alessandro Boulevard Southbound				Via Vista Drive Westbound				Alessandro Boulevard Northbound				Via Vista Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Boulevard Southbound				Via Vista Drive Westbound				Alessandro Boulevard Northbound				Via Vista Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #98 AM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Alessandro Boulevard
Comment 3: E/W: Canyon Crest Drive
Comment 4: Weather: Sunny

Cars	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Canyon Crest Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	220	2	0	74	0	20	0	0	637	180	0	5	1	1	0
07:15 AM	4	224	0	0	73	2	16	0	0	743	203	0	5	4	1	0
07:30 AM	3	219	1	0	66	1	25	0	3	785	216	0	8	5	0	0
07:45 AM	11	243	0	0	55	1	18	0	1	659	218	0	2	3	0	0
08:00 AM	6	305	2	0	60	0	19	0	0	550	142	0	2	4	2	0
08:15 AM	8	238	0	0	61	2	17	0	1	482	156	0	1	2	0	0
08:30 AM	7	266	2	0	57	0	19	0	2	437	114	0	4	5	0	0
08:45 AM	8	229	2	0	44	0	16	0	0	383	113	0	3	2	0	0

2-Axle Trucks	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Canyon Crest Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	6	0	0	0	0	1	0	0	5	2	0	0	0	0	0
07:15 AM	1	4	0	0	1	0	0	0	0	12	0	0	0	0	0	0
07:30 AM	0	2	0	0	0	0	1	0	0	4	2	0	0	0	0	0
07:45 AM	0	7	1	0	0	0	0	0	0	6	1	0	0	0	0	0
08:00 AM	7	7	1	0	2	0	2	0	0	18	4	0	2	0	0	0
08:15 AM	2	5	0	0	1	0	7	0	0	10	3	0	0	0	0	0
08:30 AM	0	6	0	0	2	0	1	0	0	9	1	0	0	0	0	0
08:45 AM	0	8	0	0	1	0	0	0	0	12	1	0	0	0	0	0

3-Axle Trucks	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Canyon Crest Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Canyon Crest Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #98 PM

Start Date: 12/1/2011
Comment 1: City of Riverside
Comment 2: N/S: Alessandro Boulevard
Comment 3: E/W: Canyon Crest Drive
Comment 4: Weather: Sunny

Cars	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Canyon Crest Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	17	537	4	0	123	0	4	0	1	334	70	0	0	2	1	0
04:15 PM	20	544	1	0	109	4	6	0	0	345	60	0	2	2	0	0
04:30 PM	23	550	4	0	107	5	1	0	1	335	80	0	3	1	1	0
04:45 PM	13	600	4	0	115	5	6	0	1	361	67	0	2	1	2	0
05:00 PM	17	588	4	0	110	4	3	0	1	351	68	0	0	0	2	0
05:15 PM	20	650	4	0	187	1	6	0	3	362	53	0	2	0	0	0
05:30 PM	16	681	2	0	162	1	5	0	1	343	65	0	1	0	0	0
05:45 PM	20	683	1	0	124	3	9	0	2	284	68	0	0	0	1	0

2-Axle Trucks	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Canyon Crest Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	4	0	0	1	0	0	0	0	4	2	0	0	0	0	0
04:15 PM	1	5	0	0	0	0	1	0	0	4	0	0	0	0	0	0
04:30 PM	1	3	0	0	0	0	0	0	0	2	0	0	1	0	0	0
04:45 PM	0	2	0	0	2	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	7	0	0	1	0	1	0	0	8	1	0	0	0	0	0
05:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:30 PM	0	8	0	0	3	0	0	0	0	1	1	0	0	0	0	0
05:45 PM	0	4	0	0	0	0	0	0	0	1	1	0	0	0	0	0

3-Axle Trucks	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Canyon Crest Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Boulevard Southbound				Canyon Crest Drive Westbound				Alessandro Boulevard Northbound				Canyon Crest Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #99 AM

Start Date: 11/16/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Harley Knox Boulevard
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	89	37	0	0	0	0	0	18	125	0	0	18	0	13	0
07:15 AM	0	123	30	0	0	0	0	0	14	180	0	0	25	0	8	0
07:30 AM	0	108	22	0	0	0	0	0	27	245	0	0	43	0	9	0
07:45 AM	0	125	20	0	0	0	0	0	17	188	0	0	35	0	11	0
08:00 AM	0	112	23	0	0	0	0	0	12	129	0	0	16	0	6	0
08:15 AM	0	69	10	0	0	0	0	0	11	102	0	0	24	0	4	0
08:30 AM	0	68	12	0	0	0	0	0	5	99	0	0	12	0	9	0
08:45 AM	0	70	15	0	0	0	0	0	2	76	0	0	7	0	6	0

2-Axle Trucks	Perris Boulevard Southbound				Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	5	1	0	0	0	0	0	2	6	0	0	2	0	1	0
07:15 AM	0	9	0	0	0	0	0	0	1	7	0	0	1	0	2	0
07:30 AM	0	3	0	0	0	0	0	0	0	4	0	0	1	0	0	0
07:45 AM	0	1	3	0	0	0	0	0	1	3	0	0	1	0	1	0
08:00 AM	0	8	0	0	0	0	0	0	2	4	0	0	0	0	0	0
08:15 AM	0	5	2	0	0	0	0	0	1	7	0	0	2	0	0	0
08:30 AM	0	3	1	0	0	0	0	0	1	1	0	0	2	0	1	0
08:45 AM	0	4	1	0	0	0	0	0	0	3	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	2	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0
07:15 AM	0	4	0	0	0	0	0	0	0	7	0	0	2	0	0	0
07:30 AM	0	4	0	0	0	0	0	0	0	4	0	0	2	0	0	0
07:45 AM	0	3	0	0	0	0	0	0	2	3	0	0	0	0	2	0
08:00 AM	0	2	1	0	0	0	0	0	1	2	0	0	0	0	0	0
08:15 AM	0	4	0	0	0	0	0	0	0	2	0	0	1	0	1	0
08:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	1	1	0	0	0	0	0	0	2	0	0	3	0	0	0

SITE #99 PM

Start Date: 11/16/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Harley Knox Boulevard
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	117	18	0	0	0	0	0	3	128	0	0	23	0	27	0
04:15 PM	0	140	14	0	0	0	0	0	4	116	0	0	27	0	28	0
04:30 PM	0	141	16	0	0	0	0	0	8	132	0	0	21	0	52	0
04:45 PM	0	108	19	0	0	0	0	0	5	106	0	0	28	0	36	1
05:00 PM	0	128	18	0	0	0	0	0	6	104	0	0	22	0	43	0
05:15 PM	0	140	16	0	0	0	0	0	4	96	0	0	26	0	51	0
05:30 PM	0	158	14	0	0	0	0	0	3	109	0	0	34	0	48	0
05:45 PM	0	137	25	0	0	0	0	0	11	111	0	0	26	0	30	0

2-Axle Trucks	Perris Boulevard Southbound				Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	1	0	0	0	0	0	2	1	0	0	1	0	2	0
04:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	2	0
04:30 PM	0	3	1	0	0	0	0	0	1	0	0	0	1	0	3	0
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
05:00 PM	0	3	1	0	0	0	0	0	0	1	0	0	1	0	1	0
05:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:45 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
05:15 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0

4+ Axle Trucks	Perris Boulevard Southbound				Westbound				Perris Boulevard Northbound				Harley Knox Boulevard Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	1	0	0	0	0	0	1	1	0	0	1	0	0	0
04:15 PM	0	0	3	0	0	0	0	0	0	2	0	0	1	0	1	0
04:30 PM	0	1	3	0	0	0	0	0	0	3	0	0	1	0	1	0
04:45 PM	0	2	1	0	0	0	0	0	0	3	0	0	3	0	2	0
05:00 PM	0	3	4	0	0	0	0	0	0	1	0	0	1	0	0	0
05:15 PM	0	5	1	0	0	0	0	0	0	2	0	0	0	0	1	0
05:30 PM	0	1	0	0	0	0	0	0	1	1	0	0	3	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0

SITE #101 AM

Start Date: 10/19/2011
Comment 1: City of Perris
Comment 2: N/S: Indian Avenue
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	10	378	0	0	3	0	1	0	0	192	5	0
07:15 AM	0	0	0	0	12	407	0	0	3	0	6	0	0	210	6	0
07:30 AM	0	0	0	0	16	401	0	0	5	0	1	0	0	209	10	0
07:45 AM	0	0	0	0	11	391	0	0	5	0	5	0	0	223	19	0
08:00 AM	0	0	0	0	6	374	0	0	4	0	3	0	0	173	7	0
08:15 AM	0	0	0	0	3	309	0	0	5	0	0	0	0	151	3	0
08:30 AM	0	0	0	0	5	304	0	0	6	0	7	0	0	132	7	0
08:45 AM	0	0	0	0	3	226	0	0	5	0	3	0	0	128	8	0

2-Axle Trucks	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	8	0	0	1	0	0	0	0	9	0	0
07:15 AM	0	0	0	0	2	9	0	0	1	0	0	0	0	8	1	0
07:30 AM	0	0	0	0	2	7	0	0	2	0	0	0	0	11	0	0
07:45 AM	0	0	0	0	0	6	0	0	1	0	0	0	0	8	3	0
08:00 AM	0	0	0	0	2	16	0	0	0	0	0	0	0	5	1	0
08:15 AM	0	0	0	0	1	7	0	0	0	0	0	0	0	12	1	0
08:30 AM	0	0	0	0	0	1	0	0	2	0	0	0	0	9	1	0
08:45 AM	0	0	0	0	1	6	0	0	0	0	0	0	0	11	0	0

3-Axle Trucks	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

4+ Axle Trucks	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	3	0	0	5	0	1	0	0	9	1	0
07:15 AM	0	0	0	0	0	8	0	0	2	0	0	0	0	3	3	0
07:30 AM	0	0	0	0	0	8	0	0	2	0	0	0	0	3	0	0
07:45 AM	0	0	0	0	0	8	0	0	2	0	0	0	0	3	2	0
08:00 AM	0	0	0	0	0	11	0	0	3	0	3	0	0	3	1	0
08:15 AM	0	0	0	0	0	4	0	0	1	0	0	0	0	3	2	0
08:30 AM	0	0	0	0	0	2	0	0	3	0	1	0	0	5	0	0
08:45 AM	0	0	0	0	0	7	0	0	3	0	0	0	0	10	1	0

SITE #101 PM

Start Date: 10/19/2011
Comment 1: City of Perris
Comment 2: N/S: Indian Avenue
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	8	213	0	0	10	0	9	0	0	303	5	0
04:15 PM	0	0	0	0	7	223	0	0	6	0	9	0	0	314	6	0
04:30 PM	0	0	1	0	2	228	0	0	61	0	54	0	1	291	7	0
04:45 PM	0	0	1	0	7	242	0	0	21	0	14	0	1	287	5	0
05:00 PM	0	0	0	0	12	269	0	0	12	0	7	0	0	299	8	0
05:15 PM	0	0	0	0	12	219	0	0	11	0	10	0	0	296	17	0
05:30 PM	0	0	1	0	42	206	0	0	15	0	13	0	0	315	31	0
05:45 PM	0	0	1	0	19	176	0	0	8	0	4	0	0	361	21	0

2-Axle Trucks	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	4	0	0	1	0	0	0	0	6	0	0
04:15 PM	0	0	0	0	1	3	0	0	1	0	0	0	0	6	3	0
04:30 PM	0	0	0	0	3	4	0	0	3	0	2	0	0	7	3	0
04:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	3	1	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
05:15 PM	0	0	0	0	1	4	0	0	1	0	0	0	0	3	2	0
05:30 PM	0	0	0	0	2	5	0	0	0	0	0	0	0	5	1	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0

3-Axle Trucks	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	2	3	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

4+ Axle Trucks	Indian Avenue Southbound				Ramona Expressway Westbound				Indian Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	6	0	0	4	1	1	0	0	4	3	0
04:15 PM	0	0	0	0	2	4	0	0	4	0	1	0	0	6	4	0
04:30 PM	0	0	0	0	0	4	0	0	1	0	0	0	0	6	5	0
04:45 PM	0	0	0	0	0	5	0	0	8	0	0	0	0	1	4	0
05:00 PM	0	0	0	0	0	8	0	0	5	0	0	0	0	7	1	0
05:15 PM	0	0	0	0	0	4	0	0	3	0	0	0	0	5	2	0
05:30 PM	0	0	0	0	0	2	0	0	6	0	0	0	0	2	1	0
05:45 PM	0	0	0	0	1	3	0	0	2	0	1	0	0	4	1	0

SITE #102 AM

Start Date: 10/19/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	23	26	39	0	12	281	25	0	74	64	33	0	38	123	22	0
07:15 AM	21	40	39	0	25	276	50	0	98	92	33	0	53	138	29	0
07:30 AM	21	54	53	0	32	320	61	0	50	97	11	0	65	106	22	0
07:45 AM	20	65	44	0	37	280	40	0	69	86	15	0	81	129	27	0
08:00 AM	13	46	26	0	19	274	13	0	79	63	16	0	43	92	29	0
08:15 AM	15	46	40	0	14	193	22	0	66	59	12	0	35	87	27	0
08:30 AM	18	37	30	0	16	224	18	0	51	54	9	0	23	93	17	0
08:45 AM	13	34	24	0	11	156	26	0	52	47	17	0	25	98	13	0

2-Axle Trucks	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	2	0	0	6	2	0	2	5	0	0	4	6	1	0
07:15 AM	0	2	2	0	0	5	0	0	4	5	1	0	1	4	3	0
07:30 AM	1	4	1	0	0	6	3	0	2	1	1	0	2	8	0	0
07:45 AM	0	1	1	0	0	4	0	0	1	5	1	0	5	6	0	0
08:00 AM	0	4	2	0	0	10	3	0	1	1	0	0	1	3	0	0
08:15 AM	4	1	1	0	2	5	0	0	1	2	1	0	0	7	3	0
08:30 AM	0	2	0	0	0	0	0	0	2	1	0	0	2	5	1	0
08:45 AM	0	1	3	0	0	3	0	0	0	1	0	0	3	5	1	0

3-Axle Trucks	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0
08:45 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	4	1	0

4+ Axle Trucks	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	1	0	0	1	2	0	1	0	0	0	3	7	0	0
07:15 AM	0	3	2	0	0	2	0	0	2	0	0	0	3	1	1	0
07:30 AM	2	1	1	0	0	6	0	0	1	0	0	0	0	1	1	0
07:45 AM	0	1	2	0	0	3	0	0	2	0	1	0	2	2	0	0
08:00 AM	1	1	3	0	0	3	0	0	5	1	1	0	0	3	2	0
08:15 AM	1	0	1	0	0	2	0	0	0	2	1	0	2	2	0	0
08:30 AM	0	1	1	0	0	1	3	0	0	0	0	0	3	1	1	0
08:45 AM	1	1	1	0	0	5	1	0	1	0	0	0	3	4	1	0

SITE #102 PM

Start Date: 10/19/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	40	67	35	0	14	142	15	0	50	60	17	0	42	227	30	0
04:15 PM	45	89	28	0	18	149	17	0	60	74	13	0	44	197	56	0
04:30 PM	70	91	23	0	14	160	15	0	60	71	19	0	64	276	51	0
04:45 PM	44	85	27	0	16	160	10	0	50	56	14	0	37	196	44	0
05:00 PM	36	86	34	0	20	171	10	0	69	63	29	0	36	244	47	0
05:15 PM	82	107	27	0	13	172	10	0	38	65	14	0	40	210	47	0
05:30 PM	47	95	43	0	33	143	19	0	42	69	23	0	51	213	43	0
05:45 PM	51	71	34	0	17	129	21	0	51	65	15	0	36	284	54	0

2-Axle Trucks	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	0	0	0	2	1	0	2	2	0	0	0	3	1	0
04:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	1	4	1	0
04:30 PM	0	3	1	0	0	3	1	0	3	0	0	0	3	2	3	0
04:45 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:00 PM	2	3	1	0	0	2	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	1	0	0	2	0	0	1	0	0	0	0	3	1	0
05:30 PM	0	0	1	0	0	1	0	0	2	0	0	0	0	3	1	0
05:45 PM	0	0	0	0	1	3	2	0	1	0	0	0	1	2	0	0

3-Axle Trucks	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0
04:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Ramona Expressway Westbound				Perris Boulevard Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	2	0	0	3	0	0	0	1	0	0	2	2	0	0
04:15 PM	0	0	2	0	0	1	0	0	1	1	1	0	3	1	1	0
04:30 PM	0	0	1	0	0	3	0	0	0	2	0	0	1	4	1	0
04:45 PM	0	1	1	0	0	4	2	0	0	1	0	0	0	1	0	0
05:00 PM	0	0	2	0	0	4	4	0	2	0	0	0	0	6	1	0
05:15 PM	0	4	2	0	0	2	1	0	0	1	0	0	2	2	0	0
05:30 PM	0	1	0	0	0	1	0	0	1	0	1	0	0	1	1	0
05:45 PM	0	0	0	0	0	3	0	0	0	1	0	0	1	3	2	0

SITE #103 AM

Start Date: 10/19/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	49	107	103	0	1	167	124	0	83	210	3	0	116	81	29	0
07:15 AM	83	167	111	0	2	216	150	0	91	274	7	0	101	76	32	0
07:30 AM	91	161	140	0	1	227	63	0	103	148	9	0	70	99	27	0
07:45 AM	50	179	133	0	3	195	45	0	79	90	0	0	50	77	47	0
08:00 AM	30	53	62	0	2	140	27	0	90	64	2	0	54	77	30	0
08:15 AM	24	44	64	0	0	135	31	0	50	43	1	0	39	73	20	0
08:30 AM	11	24	58	0	2	145	22	0	55	60	0	0	39	74	26	0
08:45 AM	14	29	37	0	2	112	21	0	47	38	1	0	41	63	25	0

2-Axle Trucks	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	5	0	0	2	2	0	0	3	0	2	0
07:15 AM	1	3	1	0	0	4	2	0	0	1	0	0	2	3	2	0
07:30 AM	2	3	1	0	0	6	0	0	3	4	0	0	0	5	0	0
07:45 AM	1	2	1	0	0	4	0	0	2	2	2	0	2	6	1	0
08:00 AM	0	3	5	0	0	3	0	0	3	1	0	0	1	6	0	0
08:15 AM	1	2	4	0	0	2	0	0	2	0	0	0	2	5	1	0
08:30 AM	0	1	1	0	0	1	0	0	1	1	0	0	2	7	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	5	0	0

3-Axle Trucks	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0
07:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0
08:00 AM	0	3	0	0	0	1	0	0	0	1	0	0	0	2	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	5	0	0	0	1	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0
08:45 AM	0	2	0	0	0	2	0	0	0	4	0	0	0	3	0	0

4+ Axle Trucks	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
07:30 AM	0	0	0	0	0	4	0	0	1	0	0	0	0	3	0	0
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	1	3	0	0
08:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
08:30 AM	1	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0
08:45 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	4	0	0

SITE #103 PM

Start Date: 10/19/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	29	49	53	0	2	88	28	0	39	51	0	0	58	159	72	0
04:15 PM	47	78	56	0	6	91	38	0	44	42	2	0	55	158	75	0
04:30 PM	29	76	50	0	0	92	26	0	43	52	3	0	80	167	75	0
04:45 PM	31	68	64	0	3	101	28	0	46	45	3	0	81	158	59	0
05:00 PM	34	68	64	0	4	90	32	0	43	97	2	0	59	158	85	0
05:15 PM	38	91	65	0	5	105	33	0	43	85	2	0	63	170	71	0
05:30 PM	44	91	59	0	2	98	34	0	46	73	4	0	83	190	68	0
05:45 PM	61	101	49	0	7	90	42	0	35	82	4	0	84	183	63	0

2-Axle Trucks	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	4	0	0	0	0	0	0	1	5	1	0
04:15 PM	1	1	2	0	0	4	0	0	0	1	0	0	0	5	0	0
04:30 PM	1	2	0	0	0	3	0	0	0	1	0	0	2	2	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	3	1	0
05:00 PM	1	1	1	0	0	2	0	0	0	0	0	0	1	4	0	0
05:15 PM	1	2	1	0	0	2	1	0	1	0	0	0	0	2	2	0
05:30 PM	1	1	0	0	0	2	3	0	0	1	0	0	0	2	1	0
05:45 PM	0	1	0	0	1	4	0	0	0	0	0	0	2	0	1	0

3-Axle Trucks	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				Ramona Expressway Westbound				Evans Road Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	2	0	0	3	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	2	0	0	4	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0
05:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0

SITE #104 AM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Morgan Street
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	59	4	0	1	1	0	0	5	174	1	0	1	0	3	0
07:15 AM	7	65	10	0	2	3	1	0	12	171	0	0	1	1	5	0
07:30 AM	3	74	13	0	4	0	2	0	16	178	2	0	6	3	4	0
07:45 AM	5	90	11	0	3	1	2	0	24	150	5	0	5	3	14	0
08:00 AM	7	89	6	0	3	1	1	0	11	145	3	0	8	2	12	0
08:15 AM	0	98	2	0	1	0	6	0	5	133	4	0	2	1	4	0
08:30 AM	4	63	3	0	1	0	2	0	4	139	2	0	4	1	0	0
08:45 AM	3	86	1	0	5	1	0	0	1	97	2	0	0	0	2	0

2-Axle Trucks	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0
07:30 AM	1	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0
07:45 AM	1	6	1	0	0	0	1	0	0	8	0	0	0	0	0	0
08:00 AM	0	6	0	0	0	0	0	0	0	4	0	0	1	0	0	0
08:15 AM	0	6	1	0	0	0	1	0	0	6	0	0	0	0	0	0
08:30 AM	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0
08:45 AM	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	1	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	2	0	0	1	0	0	0
07:30 AM	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0
07:45 AM	1	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0
08:15 AM	0	2	2	0	0	1	2	0	0	1	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0
08:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0

SITE #104 PM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Morgan Street
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	3	137	2	0	11	3	5	0	3	118	3	0	2	2	5	0
04:15 PM	1	151	2	0	3	0	4	0	2	139	3	0	2	0	7	0
04:30 PM	7	182	3	0	2	2	7	0	3	142	2	0	4	2	9	0
04:45 PM	3	179	4	0	7	0	3	0	3	138	1	0	1	0	5	0
05:00 PM	1	165	1	0	5	2	4	0	2	185	1	0	2	0	1	0
05:15 PM	0	174	1	0	7	2	3	0	1	129	2	0	5	0	3	0
05:30 PM	1	174	0	0	4	1	4	0	2	138	2	0	3	2	2	0
05:45 PM	5	173	1	0	3	0	0	0	2	122	1	0	2	1	1	0

2-Axle Trucks	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	1	0	0	0	0	0	0	5	0	0	0	0	0	0
04:15 PM	0	4	1	0	0	0	0	0	0	3	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	0	1	0
04:45 PM	0	3	0	0	0	0	0	0	0	5	0	0	0	0	1	0
05:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	1	2	0	0
05:15 PM	0	2	0	0	0	1	2	0	1	2	0	0	0	0	0	0
05:30 PM	1	3	0	0	0	0	0	0	0	4	1	0	0	1	0	0
05:45 PM	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Morgan Street Westbound				Perris Boulevard Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
05:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #105 AM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Morgan Street
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	2	46	22	0	13	17	14	0	8	54	0	0	22	9	13	0
07:15 AM	4	51	28	0	17	17	14	0	19	60	6	0	26	17	26	0
07:30 AM	5	51	31	0	24	46	9	0	31	86	1	0	33	15	28	0
07:45 AM	4	50	21	0	7	48	12	0	29	107	7	0	40	31	29	0
08:00 AM	11	47	10	0	9	2	10	0	17	60	12	0	48	21	24	0
08:15 AM	4	45	8	0	3	4	8	0	15	66	9	0	11	3	8	0
08:30 AM	6	28	3	0	16	2	13	0	8	47	11	0	8	6	6	0
08:45 AM	6	40	5	0	11	0	10	0	3	50	8	0	7	1	6	0

2-Axle Trucks	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0
07:15 AM	1	2	0	0	1	1	0	0	1	3	0	0	0	1	0	0
07:30 AM	0	1	0	0	1	1	1	0	1	3	0	0	1	0	1	0
07:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #105 PM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Morgan Street
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	7	80	7	0	16	7	5	0	9	69	17	0	11	2	17	0
04:15 PM	15	106	4	0	8	2	11	0	7	70	9	0	10	0	8	0
04:30 PM	12	74	10	0	16	1	8	0	6	64	19	0	5	2	6	0
04:45 PM	19	100	11	0	13	1	9	0	6	73	19	0	6	3	4	0
05:00 PM	16	118	15	0	18	5	9	0	13	105	19	0	11	6	8	0
05:15 PM	18	100	18	0	5	5	13	0	20	65	23	0	9	1	14	0
05:30 PM	17	104	16	0	8	5	14	0	24	82	11	0	17	5	9	0
05:45 PM	25	93	25	0	9	3	14	0	22	73	16	0	9	2	8	0

2-Axle Trucks	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	1	0	0	0	0	0	0	3	0	0	0	0	1	0
04:15 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30 PM	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:45 PM	0	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0

3-Axle Trucks	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				May Ranch Parkway Westbound				Evans Road Northbound				Morgan Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #106 AM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Rider Street
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	10	45	3	0	32	35	73	0	1	106	15	0	3	10	1	0
07:15 AM	12	56	4	0	29	32	81	0	1	98	13	0	1	20	2	0
07:30 AM	5	41	5	0	22	58	55	0	5	105	10	0	2	26	0	0
07:45 AM	8	72	6	0	39	44	72	0	12	97	15	0	3	23	6	0
08:00 AM	12	82	2	0	30	23	47	0	4	89	18	0	5	33	10	0
08:15 AM	7	66	10	0	29	20	42	0	2	92	16	0	2	11	2	0
08:30 AM	3	73	4	0	21	15	39	0	2	93	11	0	2	4	2	0
08:45 AM	8	86	1	0	23	13	35	0	2	67	16	0	4	10	4	0

2-Axle Trucks	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0	0
07:15 AM	1	2	0	0	3	1	1	0	0	2	0	0	0	1	0	0
07:30 AM	0	3	0	0	0	1	0	0	0	4	1	0	0	0	0	0
07:45 AM	0	5	0	0	1	0	0	0	0	6	1	0	1	1	0	0
08:00 AM	0	3	2	0	0	0	0	0	0	2	1	0	0	0	0	0
08:15 AM	1	3	4	0	0	0	0	0	0	5	0	0	0	0	0	0
08:30 AM	0	4	0	0	1	0	2	0	0	4	1	0	0	0	0	0
08:45 AM	1	2	0	0	1	0	0	0	0	0	0	0	0	2	0	0

3-Axle Trucks	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #106 PM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Rider Street
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	26	110	4	0	21	16	29	0	6	94	39	0	4	29	8	0
04:15 PM	39	114	2	0	31	13	23	0	3	99	43	0	8	21	12	0
04:30 PM	41	130	4	0	32	11	28	0	2	99	29	0	13	37	8	0
04:45 PM	47	134	3	0	24	11	29	0	4	91	33	0	5	27	8	0
05:00 PM	27	138	3	0	32	19	21	0	1	148	34	0	8	33	7	0
05:15 PM	38	151	1	0	40	11	28	0	1	102	41	0	7	22	6	0
05:30 PM	27	134	1	0	37	16	26	0	5	113	30	0	5	28	7	0
05:45 PM	34	140	4	0	37	13	25	0	3	92	44	0	1	26	9	0

2-Axle Trucks	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	1	0	0	0	0	0	0	5	0	0	1	0	0	0
04:15 PM	2	5	0	0	0	1	0	0	0	1	0	0	0	1	0	0
04:30 PM	1	2	0	0	0	0	1	0	0	2	0	0	1	1	0	0
04:45 PM	0	3	0	0	0	0	1	0	0	3	0	0	2	1	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	3	0	0	1	0	0	0	0	3	0	0	0	0	0	0
05:30 PM	2	2	0	0	0	0	1	0	0	3	1	0	0	1	0	0
05:45 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Rider Street Westbound				Perris Boulevard Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #107 AM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Rider Street
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	20	18	39	0	1	93	16	0	21	26	3	0	21	73	3	0
07:15 AM	44	15	39	0	3	125	25	0	24	33	5	0	17	72	13	0
07:30 AM	32	30	43	0	4	109	38	0	34	63	4	0	37	70	5	0
07:45 AM	47	35	42	0	2	126	48	0	25	61	2	0	47	77	4	0
08:00 AM	26	43	43	0	2	72	24	1	23	37	1	0	28	57	7	0
08:15 AM	6	22	15	0	2	64	28	0	14	22	4	0	32	23	2	0
08:30 AM	5	14	25	0	6	39	10	0	13	29	2	0	22	21	1	0
08:45 AM	3	20	32	0	0	34	5	0	7	27	0	0	37	18	5	0

2-Axle Trucks	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	1	0	0	1	1	0	0	1	0	0	0
07:15 AM	0	2	0	0	0	3	1	0	0	3	0	0	0	2	0	0
07:30 AM	1	1	2	0	1	3	0	0	0	1	0	0	3	1	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0
08:15 AM	1	0	0	0	0	1	0	0	0	1	0	0	3	0	0	0
08:30 AM	0	0	1	0	0	2	0	0	0	0	0	0	1	1	0	0
08:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0

3-Axle Trucks	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #107 PM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Rider Street
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	10	42	42	0	6	46	8	0	6	39	2	0	53	63	17	0
04:15 PM	19	61	40	0	2	33	7	0	8	38	1	0	47	64	15	0
04:30 PM	8	43	35	0	3	43	10	0	7	35	2	0	46	73	21	0
04:45 PM	11	41	43	0	1	36	9	0	9	28	3	0	47	50	17	0
05:00 PM	10	41	52	0	2	39	9	0	11	43	2	0	57	71	13	0
05:15 PM	11	60	60	0	3	40	5	0	7	51	4	0	80	54	15	0
05:30 PM	14	48	65	1	2	58	6	0	11	41	7	0	64	51	17	0
05:45 PM	14	55	46	0	3	38	7	0	12	48	8	0	50	61	21	0

2-Axle Trucks	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	0	0	2	0	1	0	0	0	0	1	0	0	0	2	0	0
04:30 PM	0	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0
04:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0

3-Axle Trucks	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				Rider Street Westbound				Evans Road Northbound				Rider Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #112 AM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Placentia Avenue
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	74	0	0	4	4	26	0	2	78	4	0	2	1	2	0
07:15 AM	4	81	2	0	7	29	35	0	9	70	2	0	1	10	3	0
07:30 AM	5	70	8	0	6	36	40	0	19	96	5	0	6	14	4	0
07:45 AM	13	115	3	1	3	40	33	0	27	96	6	1	7	27	10	0
08:00 AM	14	98	2	0	8	4	21	0	0	95	8	2	4	24	7	0
08:15 AM	7	96	1	2	4	0	19	0	1	94	10	1	0	2	1	0
08:30 AM	6	84	3	0	10	2	23	0	2	96	5	0	0	0	2	0
08:45 AM	9	111	3	0	5	2	8	0	0	76	6	0	1	1	2	0

2-Axle Trucks	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	1	2	0	0	0	4	1	0	0	0	1	0
07:15 AM	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:30 AM	1	3	0	0	0	0	2	0	0	3	0	0	0	0	0	0
07:45 AM	1	5	0	0	0	1	1	0	0	5	0	0	1	0	1	0
08:00 AM	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0	0
08:30 AM	0	4	1	0	0	0	1	0	1	3	0	0	1	0	1	0
08:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0

SITE #112 PM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Perris Boulevard
Comment 3: E/W: Placentia Avenue
Comment 4: Weather: Sunny

Cars	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	23	131	2	1	10	3	13	0	1	133	12	0	1	9	1	0
04:15 PM	25	134	2	1	13	6	10	0	4	142	7	0	2	8	3	0
04:30 PM	23	172	4	0	10	8	18	0	1	128	11	1	5	12	1	0
04:45 PM	34	139	2	0	9	1	10	0	1	138	10	0	9	10	2	0
05:00 PM	18	164	0	0	5	4	18	0	0	147	7	0	4	5	2	0
05:15 PM	21	170	4	0	19	5	14	0	1	145	9	0	5	11	1	0
05:30 PM	41	141	2	1	11	4	19	0	1	141	14	0	4	6	4	0
05:45 PM	31	149	2	0	8	2	18	0	1	120	15	0	3	5	1	0

2-Axle Trucks	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	2	0	0	0	0	0	0	1	4	1	0	1	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	0
04:45 PM	1	3	1	0	0	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	1	0
05:15 PM	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:30 PM	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0

3-Axle Trucks	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Perris Boulevard Southbound				Placentia Avenue Westbound				Perris Boulevard Northbound				Placentia Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #114 AM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Orange Avenue
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	14	15	0	3	23	10	0	9	21	11	0	6	32	4	0
07:15 AM	2	25	16	0	17	40	5	0	7	30	14	0	10	36	3	0
07:30 AM	3	27	22	0	16	49	4	0	18	28	11	0	11	45	6	0
07:45 AM	3	24	16	0	10	42	4	0	17	42	7	0	14	62	9	0
08:00 AM	3	24	16	0	14	47	2	0	10	31	5	0	13	35	11	0
08:15 AM	3	20	17	0	9	46	2	0	4	18	5	0	4	8	3	0
08:30 AM	2	17	9	0	3	6	2	0	5	17	2	0	6	9	9	0
08:45 AM	2	24	10	0	2	9	2	0	13	15	2	0	7	6	2	0

2-Axle Trucks	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0

SITE #114 PM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Orange Avenue
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	17	9	0	5	14	1	0	1	18	5	0	21	19	3	0
04:15 PM	9	36	14	0	4	12	2	0	12	21	3	0	12	15	5	0
04:30 PM	2	35	19	0	5	18	5	0	12	21	6	0	17	33	8	0
04:45 PM	4	35	14	0	4	14	2	0	5	27	6	0	20	30	11	0
05:00 PM	4	36	19	0	4	16	8	0	9	36	4	0	14	24	18	0
05:15 PM	3	28	22	0	5	23	8	0	9	27	7	0	29	26	7	0
05:30 PM	3	41	17	0	2	10	2	0	5	50	5	0	19	28	13	0
05:45 PM	0	33	18	0	1	18	7	0	11	45	3	0	22	21	8	0

2-Axle Trucks	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	2	0	1	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				Orange Avenue Westbound				Evans Road Northbound				Orange Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	1	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #115 AM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Nuevo Road
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				Nuevo Road Westbound				Northbound				Nuevo Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	5	0	22	0	0	75	12	0	0	0	0	0	29	47	0	0
07:15 AM	8	0	72	0	0	91	11	0	0	0	0	0	23	42	0	0
07:30 AM	9	0	77	0	0	111	13	0	0	0	0	0	34	66	0	0
07:45 AM	4	0	76	0	0	107	22	0	0	0	0	0	28	85	0	0
08:00 AM	6	0	51	0	0	72	22	0	0	0	0	0	45	66	0	0
08:15 AM	5	0	66	0	0	73	10	0	0	0	0	0	21	47	0	0
08:30 AM	8	0	35	0	0	54	4	0	0	0	0	0	27	35	0	0
08:45 AM	9	0	45	0	0	75	6	0	0	0	0	0	16	46	0	0

2-Axle Trucks	Evans Road Southbound				Nuevo Road Westbound				Northbound				Nuevo Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
07:30 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	3	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
08:15 AM	0	0	1	0	0	3	0	0	0	0	0	0	2	4	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0
08:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0

3-Axle Trucks	Evans Road Southbound				Nuevo Road Westbound				Northbound				Nuevo Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				Nuevo Road Westbound				Northbound				Nuevo Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
08:45 AM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #115 PM

Start Date: 11/30/2011
Comment 1: City of Perris
Comment 2: N/S: Evans Road
Comment 3: E/W: Nuevo Road
Comment 4: Weather: Sunny

Cars	Evans Road Southbound				Nuevo Road Westbound				Northbound				Nuevo Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	6	0	29	0	0	42	5	0	0	0	0	0	25	58	0	0
04:15 PM	11	0	43	0	0	70	6	0	0	0	0	0	27	92	0	0
04:30 PM	17	0	47	0	0	68	6	0	0	0	0	0	43	108	0	0
04:45 PM	13	0	41	0	0	68	3	0	0	0	0	0	40	111	0	0
05:00 PM	14	0	46	0	0	107	10	0	0	0	0	0	44	122	0	0
05:15 PM	18	0	46	0	0	87	15	0	0	0	0	0	51	109	0	0
05:30 PM	9	0	39	0	0	75	9	0	0	0	0	0	57	116	0	0
05:45 PM	11	0	34	0	0	82	11	0	0	0	0	0	46	113	0	0

2-Axle Trucks	Evans Road Southbound				Nuevo Road Westbound				Northbound				Nuevo Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	0	4	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0
05:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Evans Road Southbound				Nuevo Road Westbound				Northbound				Nuevo Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Evans Road Southbound				Nuevo Road Westbound				Northbound				Nuevo Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

SITE #122 AM

Start Date: 10/18/2012
Comment 1: City of San Jacinto
Comment 2: N/S: Bridge Street
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Bridge Street Southbound				Ramona Expressway Westbound				Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	8	0	4	0	0	153	15	0	0	0	0	0	12	84	0	0
07:15 AM	4	0	5	0	0	135	11	0	0	0	0	0	6	84	0	0
07:30 AM	4	0	6	0	0	159	12	0	0	0	0	0	13	102	0	0
07:45 AM	6	0	2	0	0	114	10	0	0	0	0	0	10	127	0	0
08:00 AM	0	0	4	0	0	93	10	0	0	0	0	0	4	88	0	0
08:15 AM	5	0	0	0	0	99	7	0	0	0	0	0	7	85	0	0
08:30 AM	4	0	4	0	0	74	7	0	0	0	0	0	4	81	0	0
08:45 AM	4	0	4	0	0	78	3	0	0	0	0	0	2	73	0	0

2-Axle Trucks	Bridge Street Southbound				Ramona Expressway Westbound				Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0
07:15 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0
07:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	1	4	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	1	0	0	2	1	0	0	0	0	0	1	5	0	0
08:30 AM	0	0	1	0	0	4	2	0	0	0	0	0	0	4	0	0
08:45 AM	0	0	1	0	0	2	1	0	0	0	0	0	1	4	0	0

3-Axle Trucks	Bridge Street Southbound				Ramona Expressway Westbound				Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Bridge Street Southbound				Ramona Expressway Westbound				Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0
07:15 AM	3	0	1	0	0	3	0	0	0	0	0	0	0	2	0	0
07:30 AM	0	0	1	0	0	1	2	0	0	0	0	0	1	2	0	0
07:45 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0
08:30 AM	0	0	1	0	0	1	1	0	0	0	0	0	1	2	0	0
08:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0

SITE #122 PM

Start Date: 10/18/2012
Comment 1: City of San Jacinto
Comment 2: N/S: Bridge Street
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Bridge Street Southbound				Ramona Expressway Westbound				Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	9	0	5	0	0	95	11	0	0	0	0	0	6	143	0	0
04:15 PM	7	0	5	0	0	102	6	0	0	0	0	0	3	161	0	0
04:30 PM	6	0	5	0	0	86	4	0	0	0	0	0	6	168	0	0
04:45 PM	7	0	10	0	0	117	3	0	0	0	0	0	2	165	0	0
05:00 PM	17	0	7	0	0	87	9	0	0	0	0	0	2	168	0	0
05:15 PM	13	0	9	0	0	122	10	0	0	0	0	0	1	154	0	0
05:30 PM	12	0	12	0	0	97	5	0	0	0	0	0	3	140	0	0
05:45 PM	11	0	7	0	0	99	4	0	0	0	0	0	4	133	0	0

2-Axle Trucks	Bridge Street Southbound				Ramona Expressway Westbound				Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	6	0	0
04:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	1	3	0	0
04:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0

3-Axle Trucks	Bridge Street Southbound				Ramona Expressway Westbound				Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Bridge Street Southbound				Ramona Expressway Westbound				Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0
04:45 PM	1	0	1	0	0	5	1	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	4	1	0	0	0	0	0	0	4	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	1	0	0	2	1	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #123 AM

Start Date: 11/30/2011
Comment 1: County of Riverside
Comment 2: N/S: Bridge Street
Comment 3: E/W: Gilman Springs Road
Comment 4: Weather: Sunny

Cars	Southbound				Gilman Springs Road Westbound				Bridge Street Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	3	157	0	0	16	0	2	0	0	52	5	0
07:15 AM	0	0	0	0	2	155	0	0	21	0	2	0	0	69	2	0
07:30 AM	0	0	0	0	3	158	0	0	13	0	3	0	0	95	11	0
07:45 AM	0	0	0	0	3	128	0	0	19	0	3	0	0	74	6	0
08:00 AM	0	0	0	0	3	112	0	0	13	0	4	0	0	59	4	0
08:15 AM	0	0	0	0	2	128	0	0	10	0	2	0	0	74	3	0
08:30 AM	0	0	0	0	3	111	0	0	7	0	1	0	0	70	5	0
08:45 AM	0	0	0	0	2	100	0	0	13	0	2	0	0	85	4	0

2-Axle Trucks	Southbound				Gilman Springs Road Westbound				Bridge Street Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0
07:15 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	6	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
07:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1	0
08:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0
08:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	6	0	0

3-Axle Trucks	Southbound				Gilman Springs Road Westbound				Bridge Street Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Southbound				Gilman Springs Road Westbound				Bridge Street Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	1	0	0	1	0	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	1	0	0	2	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	1	3	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0
08:30 AM	0	0	0	0	0	1	0	0	1	0	1	0	0	3	0	0
08:45 AM	0	0	0	0	1	1	0	0	0	0	1	0	0	2	0	0

SITE #123 PM

Start Date: 11/30/2011
Comment 1: County of Riverside
Comment 2: N/S: Bridge Street
Comment 3: E/W: Gilman Springs Road
Comment 4: Weather: Sunny

Cars	Southbound				Gilman Springs Road Westbound				Bridge Street Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	2	66	0	0	8	0	4	0	0	135	8	0
04:15 PM	0	0	0	0	0	91	0	0	6	0	3	0	0	159	6	0
04:30 PM	0	0	0	0	0	77	0	0	2	0	5	0	0	168	9	0
04:45 PM	0	0	0	0	2	78	0	0	8	0	3	0	0	167	15	0
05:00 PM	0	0	0	0	0	94	0	0	7	0	4	0	0	145	11	0
05:15 PM	0	0	0	0	1	95	0	0	8	0	4	0	0	166	11	0
05:30 PM	0	0	0	0	3	78	0	0	2	0	0	0	1	142	12	0
05:45 PM	0	0	0	0	3	83	0	0	2	0	1	0	0	172	14	0

2-Axle Trucks	Southbound				Gilman Springs Road Westbound				Bridge Street Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	1	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
04:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	5	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
05:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0

3-Axle Trucks	Southbound				Gilman Springs Road Westbound				Bridge Street Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Gilman Springs Road Westbound				Bridge Street Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #124 AM

Start Date: 12/6/2011
Comment 1: County of Riverside
Comment 2: N/S: SR-79 Northbound (Sanderson Avenue)
Comment 3: E/W: Gilman Springs Road
Comment 4: Weather: Sunny

Cars	SR-79 Southbound (Sanderson Avenue)				Gilman Springs Road Westbound				SR-79 Southbound (Sanderson Avenue)				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	96	47	0	53	0	0	0	2	49	0	0
07:15 AM	0	0	0	0	0	80	65	0	62	0	0	0	3	57	0	0
07:30 AM	0	0	0	0	0	81	68	0	51	0	0	0	3	72	0	0
07:45 AM	0	0	0	0	0	60	47	0	68	0	0	0	3	73	0	0
08:00 AM	0	0	0	0	0	60	44	0	44	0	0	0	4	48	0	0
08:15 AM	0	0	0	0	0	72	50	0	50	0	2	0	1	54	0	0
08:30 AM	0	0	0	0	0	59	52	0	57	0	0	0	0	56	0	0
08:45 AM	0	0	0	0	0	55	43	0	49	0	0	0	3	62	0	0

2-Axle Trucks	SR-79 Southbound (Sanderson Avenue)				Gilman Springs Road Westbound				SR-79 Southbound (Sanderson Avenue)				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	1	5	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
07:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	3	0	0
08:00 AM	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	2	0	0
08:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0

3-Axle Trucks	SR-79 Southbound (Sanderson Avenue)				Gilman Springs Road Westbound				SR-79 Southbound (Sanderson Avenue)				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	SR-79 Southbound (Sanderson Avenue)				Gilman Springs Road Westbound				SR-79 Southbound (Sanderson Avenue)				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0

SITE #124 PM

Start Date: 12/6/2011
Comment 1: County of Riverside
Comment 2: N/S: SR-79 Northbound (Sanderson Avenue)
Comment 3: E/W: Gilman Springs Road
Comment 4: Weather: Sunny

Cars	SR-79 Northbound (Sanderson Avenue)				Gilman Springs Road Westbound				SR-79 Northbound (Sanderson Avenue)				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	42	49	0	27	0	0	0	6	126	0	0
04:15 PM	0	0	0	0	0	45	48	0	40	0	0	0	1	120	0	0
04:30 PM	0	0	0	0	0	52	38	0	35	0	1	0	4	151	0	0
04:45 PM	0	0	0	0	0	42	48	0	37	0	3	0	4	130	0	0
05:00 PM	0	0	0	0	0	58	38	0	31	0	1	0	3	141	0	0
05:15 PM	0	0	0	0	0	48	49	0	28	0	3	0	2	149	0	0
05:30 PM	0	0	0	0	0	49	39	0	47	1	0	0	2	150	0	0
05:45 PM	0	0	0	0	0	42	27	0	26	0	3	0	1	130	0	0

2-Axle Trucks	SR-79 Northbound (Sanderson Avenue)				Gilman Springs Road Westbound				SR-79 Northbound (Sanderson Avenue)				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
04:45 PM	0	0	0	0	0	3	4	0	0	0	0	0	0	3	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0

3-Axle Trucks	SR-79 Northbound (Sanderson Avenue)				Gilman Springs Road Westbound				SR-79 Northbound (Sanderson Avenue)				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	SR-79 Northbound (Sanderson Avenue)				Gilman Springs Road Westbound				SR-79 Northbound (Sanderson Avenue)				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

SITE #125 AM

Start Date: 11/30/2011
Comment 1: County of Riverside
Comment 2: N/S: SR-79 Southbound (Sanderson Avenue)
Comment 3: E/W: Gilman Springs Road
Comment 4: Weather: Sunny

Cars	SR-79 SB (Sanderson Avenue) Southbound				Gilman Springs Road Westbound				SR-79 SB (Sanderson Avenue) Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	25	0	2	0	1	163	0	0	0	0	0	0	0	35	21	0
07:15 AM	25	0	4	0	0	153	0	0	0	0	0	0	0	37	34	0
07:30 AM	31	0	2	0	1	142	0	0	0	0	0	0	0	53	49	0
07:45 AM	33	0	1	0	0	133	0	0	0	0	0	0	0	47	42	0
08:00 AM	18	0	3	0	0	106	0	0	0	0	0	0	0	40	21	0
08:15 AM	21	0	2	0	0	122	0	0	0	0	0	0	0	35	32	0
08:30 AM	17	0	2	0	2	115	0	0	0	0	0	0	0	42	25	0
08:45 AM	24	1	0	0	0	104	0	0	0	0	0	0	0	47	45	0

2-Axle Trucks	SR-79 SB (Sanderson Avenue) Southbound				Gilman Springs Road Westbound				SR-79 SB (Sanderson Avenue) Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	4	0	0	0	0	0	0	0	1	9	0
07:15 AM	2	0	0	0	0	1	0	0	0	0	0	0	0	4	1	0
07:30 AM	4	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0
07:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0

3-Axle Trucks	SR-79 SB (Sanderson Avenue) Southbound				Gilman Springs Road Westbound				SR-79 SB (Sanderson Avenue) Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	SR-79 SB (Sanderson Avenue) Southbound				Gilman Springs Road Westbound				SR-79 SB (Sanderson Avenue) Northbound				Gilman Springs Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
07:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0
08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0

SITE #125 PM

Start Date: 11/30/2011
Comment 1: County of Riverside
Comment 2: N/S: SR-79 Southbound (Sanderson Avenue)
Comment 3: E/W: Gilman Springs Road
Comment 4: Weather: Sunny

Cars	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	56	0	1	0	1	78	0	0	0	0	0	0	0	82	76	0
04:15 PM	50	0	3	0	1	84	0	0	0	0	0	0	0	77	83	0
04:30 PM	60	0	0	0	4	88	0	0	0	0	0	0	0	98	78	0
04:45 PM	55	1	2	0	1	79	0	0	0	0	0	0	0	83	67	0
05:00 PM	47	0	1	0	1	102	0	0	0	0	0	0	0	102	72	0
05:15 PM	52	1	1	0	1	79	0	0	0	0	0	0	0	101	81	0
05:30 PM	76	0	3	0	1	88	0	0	0	0	0	0	0	76	73	0
05:45 PM	43	0	2	0	1	67	0	0	0	0	0	0	0	89	92	0

2-Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	3	1	0
04:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0
04:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
04:45 PM	1	0	0	0	0	3	0	0	0	0	0	0	0	2	2	0
05:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0
05:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0
05:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0

3-Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Westbound				Northbound				Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

SITE #126 AM

Start Date: 11/29/2011
Comment 1: City of San Jacinto
Comment 2: N/S: Sanderson Avenue
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	53	65	28	0	3	95	90	0	24	164	2	0	62	47	7	0
07:15 AM	43	78	27	0	5	78	99	0	28	199	4	0	70	37	6	0
07:30 AM	65	118	47	0	6	90	108	0	30	125	9	0	69	62	16	0
07:45 AM	59	103	24	0	10	44	83	0	21	140	11	0	53	64	11	0
08:00 AM	49	86	26	0	8	43	68	0	20	142	14	0	63	44	13	0
08:15 AM	50	86	32	0	6	53	77	0	24	127	2	0	52	39	6	0
08:30 AM	56	77	26	0	11	55	83	0	22	125	8	0	50	38	9	0
08:45 AM	58	80	14	0	5	49	71	0	17	114	6	0	64	42	15	0

2-Axle Trucks	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	9	3	0	0	3	1	0	1	1	0	0	0	1	0	0
07:15 AM	1	3	5	0	0	0	2	0	0	5	0	0	1	3	0	0
07:30 AM	3	3	2	0	0	0	3	0	2	4	0	0	1	2	1	0
07:45 AM	6	2	1	0	0	1	0	0	0	0	0	0	2	2	2	0
08:00 AM	3	1	1	0	0	1	3	0	2	2	0	0	1	1	0	0
08:15 AM	2	2	0	0	0	3	3	0	1	3	0	0	1	5	1	0
08:30 AM	3	4	3	0	0	1	2	0	0	1	0	0	3	0	2	0
08:45 AM	3	4	1	0	0	0	3	0	0	2	0	0	2	2	0	0

3-Axle Trucks	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	2	0	0	1	0	0	0	1	0	0	0	4	0	0
07:15 AM	1	2	2	0	0	2	0	0	0	2	0	0	0	3	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0

4+ Axle Trucks	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	4	1	0	0	2	4	0	2	3	0	0	4	0	0	0
07:15 AM	3	1	5	0	0	6	2	0	3	2	0	0	2	0	0	0
07:30 AM	1	1	2	0	0	1	2	0	0	4	0	0	1	1	0	0
07:45 AM	0	1	3	0	0	0	1	0	2	4	0	0	3	0	0	0
08:00 AM	1	3	1	0	0	1	0	0	1	4	0	0	7	1	0	0
08:15 AM	3	2	3	0	0	1	2	0	0	3	0	0	0	1	0	0
08:30 AM	2	4	3	0	0	4	2	0	0	1	0	0	1	2	1	0
08:45 AM	0	0	5	0	0	2	1	0	0	3	0	0	2	0	0	0

SITE #126 PM

Start Date: 11/29/2011
Comment 1: City of San Jacinto
Comment 2: N/S: Sanderson Avenue
Comment 3: E/W: Ramona Expressw ay
Comment 4: Weather: Sunny

Cars	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	89	180	37	0	12	62	62	0	14	118	18	0	43	81	23	0
04:15 PM	90	226	52	0	8	52	68	0	14	105	3	0	36	78	35	0
04:30 PM	93	188	51	0	10	45	58	0	13	90	12	0	33	62	25	0
04:45 PM	94	207	68	0	7	56	50	0	24	93	7	0	52	95	34	0
05:00 PM	103	201	63	0	6	53	67	0	18	144	22	0	37	69	27	0
05:15 PM	100	177	67	0	10	70	72	0	14	116	11	0	46	83	22	0
05:30 PM	104	209	56	0	7	53	43	0	9	103	4	0	38	83	27	0
05:45 PM	91	233	63	0	7	36	39	0	19	84	4	0	29	74	24	0

2-Axle Trucks	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	3	2	0	0	2	1	0	0	0	0	0	1	4	0	0
04:15 PM	3	0	2	0	0	2	1	0	0	6	0	0	1	3	1	0
04:30 PM	1	2	2	0	0	2	2	0	1	1	0	0	4	3	2	0
04:45 PM	3	2	1	0	0	1	1	0	0	0	0	0	0	2	1	0
05:00 PM	3	0	3	0	0	2	1	0	0	1	0	0	0	1	0	0
05:15 PM	2	5	2	0	0	2	1	0	1	4	0	0	0	0	0	0
05:30 PM	1	2	2	0	0	0	0	0	0	1	0	0	0	4	0	0
05:45 PM	0	3	0	0	0	1	0	0	0	1	0	0	0	1	0	0

3-Axle Trucks	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Sanderson Avenue Southbound				Ramona Expressway Westbound				Sanderson Avenue Northbound				Ramona Expressway Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	4	4	0	0	0	1	0	0	2	0	0	3	1	0	0
04:15 PM	3	2	4	0	0	1	1	0	0	1	0	0	0	0	0	0
04:30 PM	1	3	4	0	0	0	1	0	0	0	0	0	2	0	0	0
04:45 PM	2	5	1	0	0	0	0	0	0	0	0	0	1	0	1	0
05:00 PM	2	2	8	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	0	3	1	0	0	0	2	0	0	0	0	0	1	1	0	0
05:30 PM	4	4	5	0	0	1	1	0	0	0	0	0	1	1	0	0
05:45 PM	2	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #129 AM

Start Date: 10/10/2012
Comment 1: City of Beaumont
Comment 2: N/S: California Avenue
Comment 3: E/W: 6th Street
Comment 4: Weather: Sunny

Cars	California Avenue Southbound				0				0				0			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	4	4	1	0	0	8	1	54	1	0	0	85	4	8	0	1
07:15 AM	4	14	0	2	0	10	1	58	1	0	0	69	5	12	0	1
07:30 AM	6	13	1	1	0	9	1	45	0	0	0	68	6	9	0	0
07:45 AM	9	14	0	0	0	10	1	52	3	0	0	41	7	10	0	1
08:00 AM	8	9	1	0	0	11	2	51	1	0	0	36	6	9	0	1
08:15 AM	4	9	0	2	0	10	0	42	1	0	0	28	5	11	0	0
08:30 AM	3	8	1	2	0	12	0	41	2	0	0	36	6	10	0	2
08:45 AM	2	7	0	1	0	8	4	44	1	0	0	31	5	8	0	0

2-Axle Trucks	California Avenue Southbound				0				0				0			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0
08:00 AM	0	1	0	0	0	1	1	2	0	0	0	1	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

3-Axle Trucks	California Avenue Southbound				0				0				0			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

4+ Axle Trucks	California Avenue Southbound				0				0				0			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0

SITE #129 PM

Start Date: 10/10/2012
Comment 1: City of Beaumont
Comment 2: N/S: California Avenue/Grace Avenue
Comment 3: E/W: 6th Street
Comment 4: Weather: Sunny

Cars	California Avenue Southbound				0				0				0			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	5	5	0	0	0	3	0	51	3	0	0	36	14	15	0	0
04:15 PM	5	7	0	1	0	4	0	46	6	0	0	35	13	14	0	0
04:30 PM	6	8	0	1	0	5	0	41	6	0	0	41	14	12	0	0
04:45 PM	5	6	0	1	0	6	0	54	4	0	0	43	14	9	0	0
05:00 PM	4	5	0	2	0	12	0	60	4	0	0	56	15	12	0	0
05:15 PM	5	6	0	3	0	4	0	48	3	0	0	55	21	12	0	0
05:30 PM	4	8	0	1	0	7	0	51	4	0	0	39	3	8	0	0
05:45 PM	3	7	0	0	0	6	0	48	5	0	0	38	8	8	0	0

2-Axle Trucks	California Avenue Southbound				0				0				0			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0

3-Axle Trucks	California Avenue Southbound				0				0				0			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	California Avenue Southbound				0				0				0			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	2
04:15 PM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0

SITE #130 AM

Start Date: 10/10/2012
Comment 1: City of Beaumont
Comment 2: N/S: Beaumont Avenue
Comment 3: E/W: 6th Street
Comment 4: Weather: Sunny

Cars	Beaumont Avenue Southbound				6th Street Westbound				Beaumont Avenue Northbound				6th Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	12	48	11	0	18	36	8	0	14	26	11	0	11	32	6	0
07:15 AM	16	47	14	0	14	42	10	0	15	68	12	0	15	30	6	0
07:30 AM	23	49	15	0	16	28	14	0	12	42	14	0	22	38	8	0
07:45 AM	26	62	12	0	15	42	15	0	15	45	15	0	16	56	9	0
08:00 AM	29	58	14	0	14	44	21	0	8	51	14	0	18	36	11	0
08:15 AM	31	69	22	0	34	41	23	0	6	32	12	0	19	35	9	0
08:30 AM	28	56	17	0	18	36	18	0	8	36	12	0	11	44	8	0
08:45 AM	24	61	14	0	21	29	21	0	9	42	14	0	12	32	6	0

2-Axle Trucks	Beaumont Avenue Southbound				6th Street Westbound				Beaumont Avenue Northbound				6th Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
07:30 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	0	1	0
07:45 AM	0	1	1	0	0	2	1	0	1	1	1	0	1	1	1	0
08:00 AM	3	1	2	0	0	1	1	0	0	1	0	0	0	3	0	0
08:15 AM	0	0	0	0	0	1	2	0	0	2	1	0	0	1	0	0
08:30 AM	1	2	0	0	0	0	3	0	1	1	1	0	1	1	0	0
08:45 AM	1	2	0	0	1	0	1	0	0	2	1	0	1	1	0	0

3-Axle Trucks	Beaumont Avenue Southbound				6th Street Westbound				Beaumont Avenue Northbound				6th Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

4+ Axle Trucks	Beaumont Avenue Southbound				6th Street Westbound				Beaumont Avenue Northbound				6th Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0

SITE #130 PM

Start Date: 10/10/2012
Comment 1: City of Beaumont
Comment 2: N/S: Beaumont Avenue
Comment 3: E/W: 6th Street
Comment 4: Weather: Sunny

Cars	Beaumont Avenue Southbound				6th Street Westbound				Beaumont Avenue Northbound				6th Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	28	44	9	0	15	49	28	0	7	58	24	0	15	65	11	0
04:15 PM	31	43	11	0	17	48	34	0	8	52	16	0	18	52	14	0
04:30 PM	28	56	12	0	23	43	35	0	11	56	14	0	22	57	13	0
04:45 PM	27	52	13	0	22	48	44	0	11	61	12	0	36	53	15	0
05:00 PM	32	63	18	0	21	52	38	0	9	58	16	0	26	68	10	0
05:15 PM	26	62	12	0	16	48	31	0	6	63	15	0	25	54	8	0
05:30 PM	25	51	9	0	19	50	29	0	9	68	19	0	21	64	15	0
05:45 PM	24	48	7	0	24	42	28	0	8	65	14	0	18	58	11	0

2-Axle Trucks	Beaumont Avenue Southbound				6th Street Westbound				Beaumont Avenue Northbound				6th Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	0	0	1	1	0	0	1	0	2	0	0	1	0	0
04:15 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	1	1	0	0	2	0	0	0	1	0	0
04:45 PM	0	1	1	0	0	1	2	0	0	1	0	0	0	2	0	0
05:00 PM	1	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0
05:15 PM	0	1	1	0	0	1	1	0	0	0	0	0	1	1	0	0
05:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0

3-Axle Trucks	Beaumont Avenue Southbound				6th Street Westbound				Beaumont Avenue Northbound				6th Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Beaumont Avenue Southbound				6th Street Westbound				Beaumont Avenue Northbound				6th Street Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

SITE #131 AM

Start Date: 10/10/2012
Comment 1: County of Riverside
Comment 2: N/S: Reche Vista Road
Comment 3: E/W: Reche Canyon Road
Comment 4: Weather: Sunny

Cars	Southbound				Reche Canyon Road Westbound				Reche Vista Drive Northbound				Reche Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	1	1	0	0	278	0	2	0	0	0	25	0
07:15 AM	0	0	0	0	1	2	0	0	344	0	1	0	0	2	30	0
07:30 AM	0	0	0	0	1	1	0	0	263	0	0	0	0	0	44	0
07:45 AM	0	0	0	0	2	0	0	0	174	0	1	0	0	1	51	0
08:00 AM	0	0	0	0	2	0	0	0	172	0	0	0	0	2	39	0
08:15 AM	0	0	0	0	1	5	0	0	195	0	2	0	0	1	56	0
08:30 AM	0	0	0	0	0	5	0	0	190	0	0	0	0	1	27	0
08:45 AM	0	0	0	0	0	0	0	0	114	0	1	0	0	0	39	0

2-Axle Trucks	Southbound				Reche Canyon Road Westbound				Reche Vista Drive Northbound				Reche Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0
07:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	1	0
07:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	3	0	0	0	0	1	0	0
08:45 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0

3-Axle Trucks	Southbound				Reche Canyon Road Westbound				Reche Vista Drive Northbound				Reche Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Reche Canyon Road Westbound				Reche Vista Drive Northbound				Reche Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #131 PM

Start Date: 10/10/2012
Comment 1: County of Riverside
Comment 2: N/S: Reche Vista Drive
Comment 3: E/W: Reche Canyon Road
Comment 4: Weather: Sunny

Cars	Southbound				Reche Canyon Road Westbound				Reche Vista Drive Northbound				Reche Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	3	2	0	0	60	0	1	0	0	6	176	0
04:15 PM	0	0	0	0	2	2	0	0	82	0	0	0	0	0	220	0
04:30 PM	0	0	0	0	3	1	0	0	89	0	0	0	0	1	214	0
04:45 PM	0	0	0	0	2	1	0	0	63	0	1	0	0	2	219	0
05:00 PM	0	0	0	0	0	1	0	0	102	0	0	0	0	4	300	0
05:15 PM	0	0	0	0	0	0	0	0	114	0	2	0	0	1	309	0
05:30 PM	0	0	0	0	1	0	0	0	82	0	3	0	0	1	315	0
05:45 PM	0	0	0	0	1	1	0	0	60	0	2	0	0	4	280	0

2-Axle Trucks	Southbound				Reche Canyon Road Westbound				Reche Vista Drive Northbound				Reche Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0

3-Axle Trucks	Southbound				Reche Canyon Road Westbound				Reche Vista Drive Northbound				Reche Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				Reche Canyon Road Westbound				Reche Vista Drive Northbound				Reche Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #132 AM

Start Date: 12/1/2011
Comment 1: County of Riverside
Comment 2: N/S: Live Oak Canyon Road
Comment 3: E/W: San Timoteo Canyon Road
Comment 4: Weather: Sunny

Cars	Alessandro Road Southbound				San Timoteo Canyon Road Westbound				Alessandro Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	23	1	9	0	0	117	46	0	0	1	0	0	3	23	0	0
07:15 AM	40	0	8	0	0	128	46	0	1	2	0	0	2	27	0	0
07:30 AM	54	0	12	0	3	151	50	0	1	3	0	0	5	42	0	0
07:45 AM	32	1	8	0	1	116	39	0	1	4	0	0	4	25	0	0
08:00 AM	39	0	6	0	0	86	46	0	0	10	0	0	4	27	0	0
08:15 AM	25	0	5	0	0	74	38	0	0	6	0	0	4	22	0	0
08:30 AM	22	0	8	0	0	64	26	0	0	7	0	0	2	18	0	0
08:45 AM	23	0	5	0	0	57	30	0	0	8	0	0	2	32	0	0

2-Axle Trucks	Alessandro Road Southbound				San Timoteo Canyon Road Westbound				Alessandro Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
07:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
07:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	1	0	1	0	0	0	4	0	0	0	0	0	1	3	0	0
08:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
08:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0

3-Axle Trucks	Alessandro Road Southbound				San Timoteo Canyon Road Westbound				Alessandro Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Road Southbound				San Timoteo Canyon Road Westbound				Alessandro Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #132 PM

Start Date: 12/1/2011
Comment 1: County of Riverside
Comment 2: N/S: Live Oak Canyon Road
Comment 3: E/W: San Timoteo Canyon Road
Comment 4: Weather: Sunny

Cars	Alessandro Road Southbound				San Timoteo Canyon Road Westbound				Alessandro Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	31	0	7	0	0	41	52	0	1	2	1	0	4	55	0	0
04:15 PM	61	0	6	0	0	28	27	0	0	2	0	0	6	89	0	0
04:30 PM	33	1	4	0	0	44	47	0	0	3	0	0	4	125	0	0
04:45 PM	51	1	3	0	0	37	57	0	0	4	0	0	5	84	0	0
05:00 PM	60	0	6	0	0	37	42	0	2	11	2	0	6	135	0	0
05:15 PM	55	0	2	0	0	43	57	0	0	7	0	0	7	134	0	0
05:30 PM	61	0	5	0	0	37	30	0	0	8	0	0	11	107	0	0
05:45 PM	43	0	2	0	0	37	38	0	0	8	0	0	2	69	0	0

2-Axle Trucks	Alessandro Road Southbound				San Timoteo Canyon Road Westbound				Alessandro Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0
04:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Alessandro Road Southbound				San Timoteo Canyon Road Westbound				Alessandro Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Road Southbound				San Timoteo Canyon Road Westbound				Alessandro Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #133 AM

Start Date: 12/1/2011
Comment 1: County of Riverside
Comment 2: N/S: Live Oak Canyon Road
Comment 3: E/W: San Timoteo Canyon Road
Comment 4: Weather: Sunny

Cars	Live Oak Canyon Road Southbound				San Timoteo Canyon Road Westbound				Live Oak Canyon Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	33	0	5	0	1	139	14	0	1	0	0	0	3	39	3	0
07:15 AM	37	0	3	0	0	168	19	0	2	0	1	0	2	63	0	0
07:30 AM	33	1	8	0	0	183	13	0	2	2	0	0	2	59	0	0
07:45 AM	40	0	16	0	0	141	20	0	1	2	1	0	5	77	0	0
08:00 AM	24	1	7	0	2	124	9	0	0	0	0	0	2	49	0	0
08:15 AM	13	0	6	0	2	102	12	0	0	1	0	0	0	41	0	0
08:30 AM	28	0	4	0	1	108	19	0	0	0	0	0	4	39	2	0
08:45 AM	24	0	1	0	1	71	15	0	2	0	1	0	2	41	2	0

2-Axle Trucks	Live Oak Canyon Road Southbound				San Timoteo Canyon Road Westbound				Live Oak Canyon Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	3	2	0	0	0	0	0	0	1	0	0
07:45 AM	1	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	1	1	0	0	0	0	0	1	1	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0

3-Axle Trucks	Live Oak Canyon Road Southbound				San Timoteo Canyon Road Westbound				Live Oak Canyon Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Live Oak Canyon Road Southbound				San Timoteo Canyon Road Westbound				Live Oak Canyon Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #133 PM

Start Date: 12/1/2011
Comment 1: County of Riverside
Comment 2: N/S: Live Oak Canyon Road
Comment 3: E/W: San Timoteo Canyon Road
Comment 4: Weather: Sunny

Cars	Live Oak Canyon Road Southbound				San Timoteo Canyon Road Westbound				Live Oak Canyon Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	27	0	3	0	0	71	44	0	1	0	0	0	5	82	0	0
04:15 PM	22	1	5	0	0	64	46	0	1	2	2	0	8	116	0	0
04:30 PM	27	0	6	0	0	89	28	0	0	0	1	0	1	129	1	0
04:45 PM	25	0	1	0	1	93	39	0	2	1	1	0	9	154	1	0
05:00 PM	26	0	2	0	1	78	22	0	0	0	2	0	2	119	0	0
05:15 PM	25	0	2	0	0	99	51	0	1	2	1	0	5	179	3	0
05:30 PM	26	0	6	0	1	62	34	0	0	0	1	0	5	146	2	0
05:45 PM	31	2	2	0	0	73	20	0	0	0	1	0	2	122	2	0

2-Axle Trucks	Live Oak Canyon Road Southbound				San Timoteo Canyon Road Westbound				Live Oak Canyon Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
04:15 PM	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Live Oak Canyon Road Southbound				San Timoteo Canyon Road Westbound				Live Oak Canyon Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Live Oak Canyon Road Southbound				San Timoteo Canyon Road Westbound				Live Oak Canyon Road Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #134 AM

Start Date: 12/1/2011
Comment 1: County of Riverside
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: San Timoteo Canyon Road
Comment 4: Weather: Sunny

Cars	Southbound				San Timoteo Canyon Road Westbound				Redlands Boulevard Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	14	13	0	0	190	0	5	0	0	5	85	0
07:15 AM	0	0	0	0	19	23	0	0	166	0	4	0	0	3	93	0
07:30 AM	0	0	0	0	9	29	0	0	202	0	2	0	0	2	87	0
07:45 AM	0	0	0	0	13	20	0	0	115	0	5	0	0	3	114	0
08:00 AM	0	0	0	0	7	18	0	0	110	0	2	0	0	6	82	0
08:15 AM	0	0	0	0	7	8	0	0	110	0	5	0	0	1	57	0
08:30 AM	0	0	0	0	16	11	0	0	112	0	4	0	0	9	40	0
08:45 AM	0	0	0	0	8	11	0	0	78	0	4	0	0	4	87	0

2-Axle Trucks	Southbound				San Timoteo Canyon Road Westbound				Redlands Boulevard Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	1	2	0	0	1	0	0	0	0	1	1	0
07:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	2	0
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

3-Axle Trucks	Southbound				San Timoteo Canyon Road Westbound				Redlands Boulevard Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				San Timoteo Canyon Road Westbound				Redlands Boulevard Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #134 PM

Start Date: 12/1/2011
Comment 1: County of Riverside
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: San Timoteo Canyon Road
Comment 4: Weather: Sunny

Cars	Southbound				San Timoteo Canyon Road Westbound				Redlands Boulevard Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	12	6	0	0	120	0	10	0	0	10	105	0
04:15 PM	0	0	0	0	2	4	0	0	107	0	13	0	1	20	110	0
04:30 PM	0	0	0	0	8	2	0	0	118	0	14	0	0	16	139	0
04:45 PM	0	0	0	0	9	7	0	0	131	0	17	0	0	18	172	0
05:00 PM	0	0	0	0	4	5	0	0	135	0	21	0	0	11	105	0
05:15 PM	0	0	0	0	3	4	0	0	125	0	22	0	0	11	175	0
05:30 PM	0	0	0	0	2	4	0	0	105	0	13	0	0	13	147	0
05:45 PM	0	0	0	0	11	10	0	0	106	0	16	0	0	11	128	0

2-Axle Trucks	Southbound				San Timoteo Canyon Road Westbound				Redlands Boulevard Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Southbound				San Timoteo Canyon Road Westbound				Redlands Boulevard Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Southbound				San Timoteo Canyon Road Westbound				Redlands Boulevard Northbound				San Timoteo Canyon Road Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #135 AM

Start Date: 12/1/2011
Comment 1: City of Redlands
Comment 2: N/S: Alessandro Road/San Jacinto Street
Comment 3: E/W: Crescent Avenue
Comment 4: Weather: Sunny

Cars	San Jacinto Street Southbound				Crescent Avenue Westbound				Alessandro Road Northbound				Crescent Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	21	9	0	0	16	0	52	0	0	5	2	0
07:15 AM	0	0	0	0	39	20	0	0	26	0	62	0	0	6	3	0
07:30 AM	0	0	0	0	44	27	0	0	23	0	65	0	0	15	4	0
07:45 AM	0	0	0	0	34	31	0	0	35	0	66	0	0	4	2	0
08:00 AM	0	0	0	0	27	21	0	0	12	0	62	0	0	7	3	0
08:15 AM	0	0	0	0	27	26	0	0	20	0	58	0	0	4	1	0
08:30 AM	0	0	0	0	24	20	0	0	19	0	42	0	0	7	0	0
08:45 AM	0	0	0	0	20	14	0	0	17	0	41	0	0	4	3	0

2-Axle Trucks	San Jacinto Street Southbound				Crescent Avenue Westbound				Alessandro Road Northbound				Crescent Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	1	0	0	1	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	San Jacinto Street Southbound				Crescent Avenue Westbound				Alessandro Road Northbound				Crescent Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	San Jacinto Street Southbound				Crescent Avenue Westbound				Alessandro Road Northbound				Crescent Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #135 PM

Start Date: 12/1/2011
Comment 1: City of Redlands
Comment 2: N/S: Alessandro Road/San Jacinto Street
Comment 3: E/W: Crescent Avenue
Comment 4: Weather: Sunny

Cars	San Jacinto Street Southbound				Crescent Avenue Westbound				Alessandro Road Northbound				Crescent Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	58	10	0	0	7	0	48	0	0	10	4	0
04:15 PM	0	0	0	0	45	6	0	0	6	0	28	0	0	17	8	0
04:30 PM	0	0	0	0	51	10	0	0	6	0	44	0	0	5	5	0
04:45 PM	0	0	0	0	56	9	0	0	11	0	52	0	0	9	4	0
05:00 PM	0	0	0	0	61	15	0	0	6	0	45	0	0	15	13	0
05:15 PM	0	0	0	0	52	18	0	0	11	0	39	0	0	12	7	0
05:30 PM	0	0	0	0	56	12	0	0	5	0	40	0	0	15	8	0
05:45 PM	0	0	0	0	35	10	0	0	17	0	30	0	0	9	2	0

2-Axle Trucks	San Jacinto Street Southbound				Crescent Avenue Westbound				Alessandro Road Northbound				Crescent Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	San Jacinto Street Southbound				Crescent Avenue Westbound				Alessandro Road Northbound				Crescent Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	San Jacinto Street Southbound				Crescent Avenue Westbound				Alessandro Road Northbound				Crescent Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #136 AM

Start Date: 12/1/2011
Comment 1: City of Redlands
Comment 2: N/S: Alessandro Road
Comment 3: E/W: Sunset Drive
Comment 4: Weather: Sunny

Cars	Alessandro Road Southbound				Sunset Drive Westbound				Alessandro Road Northbound				Sunset Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	33	0	0	0	0	1	0	1	56	1	0	1	1	3	0
07:15 AM	2	41	1	0	1	4	2	0	0	61	3	0	6	0	1	0
07:30 AM	3	49	2	0	6	3	2	0	1	52	9	1	1	1	3	0
07:45 AM	0	39	1	0	8	2	0	0	0	70	5	0	4	0	0	0
08:00 AM	0	28	2	0	5	0	3	0	0	56	1	0	1	0	1	0
08:15 AM	1	31	2	1	2	0	3	0	1	44	2	0	0	0	1	0
08:30 AM	1	22	2	0	3	2	1	0	0	40	3	0	3	0	3	0
08:45 AM	0	29	0	0	1	2	1	0	1	33	0	0	0	0	1	0

2-Axle Trucks	Alessandro Road Southbound				Sunset Drive Westbound				Alessandro Road Northbound				Sunset Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Alessandro Road Southbound				Sunset Drive Westbound				Alessandro Road Northbound				Sunset Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Road Southbound				Sunset Drive Westbound				Alessandro Road Northbound				Sunset Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SITE #136 PM

Start Date: 12/1/2011
Comment 1: City of Redlands
Comment 2: N/S: Alessandro Road
Comment 3: E/W: Sunset Drive
Comment 4: Weather: Sunny

Cars	Alessandro Road Southbound				Sunset Drive Westbound				Alessandro Road Northbound				Sunset Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	5	53	0	0	5	1	1	0	1	49	7	0	1	1	0	0
04:15 PM	3	50	0	0	3	0	1	0	0	32	6	0	1	0	0	0
04:30 PM	4	50	2	0	0	1	4	0	1	47	2	0	2	2	0	0
04:45 PM	2	55	4	0	0	1	0	0	0	65	4	0	0	0	2	0
05:00 PM	2	74	2	0	2	0	3	0	1	44	1	0	2	0	0	0
05:15 PM	5	65	4	0	2	0	2	0	0	49	3	0	1	0	1	0
05:30 PM	5	72	1	0	0	0	2	0	0	41	3	0	0	2	1	0
05:45 PM	1	40	2	0	0	1	0	0	0	45	10	0	0	0	1	0

2-Axle Trucks	Alessandro Road Southbound				Sunset Drive Westbound				Alessandro Road Northbound				Sunset Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

3-Axle Trucks	Alessandro Road Southbound				Sunset Drive Westbound				Alessandro Road Northbound				Sunset Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4+ Axle Trucks	Alessandro Road Southbound				Sunset Drive Westbound				Alessandro Road Northbound				Sunset Drive Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment #01

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

City of Moreno Valley
Theodore Street
B/ State Route 60 - Ironwood Avenue
24 Hour Directional Classification Count
Northbound

MRV001
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	6	4	0	1	0	0	0	7	0	0	0	0	18
06:00	0	15	4	**1**	0	**3**	0	0	6	0	**1**	0	0	30
07:00	**1**	**18**	4	1	5	0	0	1	9	0	0	0	0	**39**
08:00	0	7	7	0	4	1	0	1	8	0	0	0	0	28
09:00	0	9	**8**	0	3	0	0	**2**	**12**	0	0	0	0	34
10:00	0	11	4	0	**6**	0	0	0	7	0	0	0	0	28
11:00	0	14	6	1	2	1	0	1	8	0	0	0	0	33
12 PM	**1**	9	5	1	5	**1**	0	0	**6**	0	0	0	0	28
13:00	1	6	4	**3**	**6**	1	**1**	**1**	6	0	0	0	0	29
14:00	1	16	2	0	3	0	0	0	4	0	0	0	0	26
15:00	0	10	**9**	1	6	0	0	0	5	0	0	0	0	31
16:00	0	**25**	2	1	3	0	0	0	1	0	0	0	0	**32**
17:00	0	13	7	0	0	0	0	1	1	0	0	0	0	22
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	187	68	9	44	7	1	7	81	0	1	0	0	409
Percent	1.0%	45.7%	16.6%	2.2%	10.8%	1.7%	0.2%	1.7%	19.8%	0.0%	0.2%	0.0%	0.0%	
AM Peak	07:00	07:00	09:00	06:00	10:00	06:00		09:00	09:00		06:00			07:00
Vol.	1	18	8	1	6	3		2	12		1			39
PM Peak	12:00	16:00	15:00	13:00	13:00	12:00	13:00	13:00	12:00					16:00
Vol.	1	25	9	3	6	1	1	1	6					32
Grand Total	4	187	68	9	44	7	1	7	81	0	1	0	0	409
Percent	1.0%	45.7%	16.6%	2.2%	10.8%	1.7%	0.2%	1.7%	19.8%	0.0%	0.2%	0.0%	0.0%	

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

City of Moreno Valley
Theodore Street
B/ State Route 60 - Ironwood Avenue
24 Hour Directional Classification Count
Southbound

MRV001
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
06:00	0	5	3	**2**	0	**2**	0	0	7	0	**1**	0	0	20
07:00	0	4	3	0	**5**	1	0	**1**	9	0	0	0	0	23
08:00	1	4	5	1	3	0	0	1	9	0	0	0	0	24
09:00	0	6	6	0	3	1	0	1	6	0	0	0	0	23
10:00	**2**	10	7	1	4	0	0	1	**10**	0	0	0	0	**35**
11:00	0	**12**	**8**	0	5	0	0	0	6	0	0	0	0	31
12 PM	0	8	5	1	2	**2**	0	0	**8**	0	0	0	0	26
13:00	0	7	8	1	3	0	0	1	5	0	0	0	0	25
14:00	**1**	8	3	1	4	0	0	0	7	0	0	0	0	24
15:00	1	12	10	**3**	**5**	1	0	0	2	0	0	0	0	34
16:00	1	**25**	**12**	1	3	0	0	1	6	0	0	0	0	**49**
17:00	1	18	2	0	2	0	0	**2**	0	0	0	0	0	25
18:00	0	3	1	1	0	0	0	0	0	0	0	0	0	5
19:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	7	144	80	12	39	7	0	8	75	0	1	0	0	373
Percent	1.9%	38.6%	21.4%	3.2%	10.5%	1.9%	0.0%	2.1%	20.1%	0.0%	0.3%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	06:00	07:00	06:00		07:00	10:00		06:00			10:00
Vol.	2	12	8	2	5	2		1	10		1			35
PM Peak	14:00	16:00	16:00	15:00	15:00	12:00		17:00	12:00					16:00
Vol.	1	25	12	3	5	2		2	8					49
Grand Total	7	144	80	12	39	7	0	8	75	0	1	0	0	373
Percent	1.9%	38.6%	21.4%	3.2%	10.5%	1.9%	0.0%	2.1%	20.1%	0.0%	0.3%	0.0%	0.0%	

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(951) 268-6268

City of Moreno Valley
Theodore Street
B/ State Route 60 - Ironwood Avenue
24 Hour Directional Classification Count
Northbound, Southbound

MRV001
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	11	7	0	1	0	0	0	7	0	0	0	0	26
06:00	0	20	7	**3**	0	**5**	0	0	13	0	**2**	0	0	50
07:00	1	22	7	1	**10**	1	0	2	**18**	0	0	0	0	62
08:00	1	11	12	1	7	1	0	2	17	0	0	0	0	52
09:00	0	15	**14**	0	6	1	0	**3**	18	0	0	0	0	57
10:00	**2**	21	11	1	10	0	0	1	17	0	0	0	0	63
11:00	0	**26**	14	1	7	1	0	1	14	0	0	0	0	**64**
12 PM	1	17	10	2	7	**3**	0	0	**14**	0	0	0	0	54
13:00	1	13	12	**4**	9	1	**1**	2	11	0	0	0	0	54
14:00	**2**	24	5	1	7	0	0	0	11	0	0	0	0	50
15:00	1	22	**19**	4	**11**	1	0	0	7	0	0	0	0	65
16:00	1	**50**	14	2	6	0	0	1	7	0	0	0	0	**81**
17:00	1	31	9	0	2	0	0	**3**	1	0	0	0	0	47
18:00	0	5	2	1	0	0	0	0	0	0	0	0	0	8
19:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
20:00	0	10	1	0	0	0	0	0	1	0	0	0	0	12
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	11	331	148	21	83	14	1	15	156	0	2	0	0	782
Percent	1.4%	42.3%	18.9%	2.7%	10.6%	1.8%	0.1%	1.9%	19.9%	0.0%	0.3%	0.0%	0.0%	
AM Peak	10:00	11:00	09:00	06:00	07:00	06:00		09:00	07:00		06:00			11:00
Vol.	2	26	14	3	10	5		3	18		2			64
PM Peak	14:00	16:00	15:00	13:00	15:00	12:00	13:00	17:00	12:00					16:00
Vol.	2	50	19	4	11	3	1	3	14					81
Grand Total	11	331	148	21	83	14	1	15	156	0	2	0	0	782
Percent	1.4%	42.3%	18.9%	2.7%	10.6%	1.8%	0.1%	1.9%	19.9%	0.0%	0.3%	0.0%	0.0%	

Segment #02

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

City of Moreno Valley
Theodore Street
B/ State Route 60 - Fir Avenue
24 Hour Directional Classification Count
Northbound

MRV002
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	1	4	0	0	1	0	0	0	1	0	0	0	0	7
03:00	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:00	0	2	1	**2**	0	0	0	0	0	0	0	0	0	5
05:00	0	13	0	0	1	0	0	1	0	0	0	0	0	15
06:00	0	7	11	1	2	1	0	1	0	0	0	0	0	23
07:00	0	25	7	0	4	0	0	**2**	0	0	0	0	0	38
08:00	2	15	9	0	**6**	1	0	1	0	0	0	0	0	34
09:00	**5**	22	6	1	2	**4**	0	1	**8**	0	0	0	0	49
10:00	1	**44**	**13**	1	6	0	0	0	2	0	0	0	0	**67**
11:00	1	30	9	0	3	3	0	2	3	0	0	0	0	51
12 PM	3	41	16	1	**8**	2	0	0	0	0	0	0	0	71
13:00	0	36	7	1	3	1	0	0	3	0	0	0	0	51
14:00	3	**92**	**29**	1	3	2	0	0	1	0	0	0	0	**131**
15:00	1	72	20	**3**	8	1	**1**	1	1	0	0	0	0	108
16:00	0	69	21	0	7	0	0	1	0	0	0	0	0	98
17:00	2	34	13	0	2	2	0	**2**	2	0	0	0	0	57
18:00	2	26	3	0	0	2	0	0	1	0	0	0	0	34
19:00	1	28	0	1	1	0	0	1	2	0	0	0	0	34
20:00	**5**	15	2	0	0	**5**	0	0	**5**	0	0	0	0	32
21:00	0	53	11	0	0	0	0	1	2	0	0	0	0	67
22:00	0	23	1	0	1	0	0	0	0	0	0	0	0	25
23:00	0	7	1	0	0	0	0	1	0	0	0	0	0	9
Total	27	664	181	12	59	24	1	16	31	0	0	0	0	1015
Percent	2.7%	65.4%	17.8%	1.2%	5.8%	2.4%	0.1%	1.6%	3.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	10:00	04:00	08:00	09:00		07:00	09:00					10:00
Vol.	5	44	13	2	6	4		2	8					67
PM Peak	20:00	14:00	14:00	15:00	12:00	20:00	15:00	17:00	20:00					14:00
Vol.	5	92	29	3	8	5	1	2	5					131
Grand Total	27	664	181	12	59	24	1	16	31	0	0	0	0	1015
Percent	2.7%	65.4%	17.8%	1.2%	5.8%	2.4%	0.1%	1.6%	3.1%	0.0%	0.0%	0.0%	0.0%	

Segment #02

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

City of Moreno Valley
Theodore Street
B/ State Route 60 - Fir Avenue
24 Hour Directional Classification Count
Southbound

MRV002
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	39	2	0	0	0	0	0	1	0	0	0	0	42
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
05:00	0	**91**	**22**	0	2	0	0	0	0	0	0	0	0	**115**
06:00	0	47	12	1	7	0	0	0	0	0	0	0	0	67
07:00	**2**	50	14	1	4	1	0	0	0	0	0	0	0	72
08:00	2	78	10	0	2	1	0	1	3	0	0	0	0	97
09:00	1	35	8	**2**	5	**2**	0	0	**11**	0	0	0	0	64
10:00	1	22	9	1	**9**	1	0	**5**	4	0	0	0	0	52
11:00	0	40	15	0	3	1	0	1	3	0	0	0	0	63
12 PM	**1**	50	10	**3**	2	**3**	0	**2**	1	0	0	0	0	72
13:00	0	**58**	9	1	3	2	0	1	3	0	0	0	0	**77**
14:00	1	37	**15**	1	4	2	0	2	1	0	0	0	0	63
15:00	1	31	7	1	**5**	1	0	1	0	0	0	0	0	47
16:00	0	32	11	0	3	0	0	1	1	0	0	0	0	48
17:00	1	28	8	0	1	0	**1**	1	0	0	0	0	0	40
18:00	1	5	4	0	1	0	0	1	2	0	0	0	0	14
19:00	0	8	0	0	2	0	0	0	6	0	0	0	0	16
20:00	0	19	2	0	1	0	0	0	**7**	0	0	0	0	29
21:00	0	27	6	0	0	0	0	1	0	0	0	0	0	34
22:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
23:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Total	11	748	169	11	55	14	1	17	43	0	0	0	0	1069
Percent	1.0%	70.0%	15.8%	1.0%	5.1%	1.3%	0.1%	1.6%	4.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	05:00	05:00	09:00	10:00	09:00		10:00	09:00					05:00
Vol.	2	91	22	2	9	2		5	11					115
PM Peak	12:00	13:00	14:00	12:00	15:00	12:00	17:00	12:00	20:00					13:00
Vol.	1	58	15	3	5	3	1	2	7					77
Grand Total	11	748	169	11	55	14	1	17	43	0	0	0	0	1069
Percent	1.0%	70.0%	15.8%	1.0%	5.1%	1.3%	0.1%	1.6%	4.0%	0.0%	0.0%	0.0%	0.0%	

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

City of Moreno Valley
Theodore Street
B/ State Route 60 - Fir Avenue
24 Hour Directional Classification Count
Northbound, Southbound

MRV002
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	42	2	0	0	0	0	0	1	0	0	0	0	45
02:00	1	10	1	0	1	0	0	0	1	0	0	0	0	14
03:00	0	7	1	0	1	0	0	1	0	0	0	0	0	10
04:00	0	17	1	2	0	0	0	0	0	0	0	0	0	20
05:00	0	**104**	22	0	3	0	0	1	0	0	0	0	0	130
06:00	0	54	23	2	9	1	0	1	0	0	0	0	0	90
07:00	2	75	21	1	8	1	0	2	0	0	0	0	0	110
08:00	4	93	19	0	8	2	0	2	3	0	0	0	0	**131**
09:00	**6**	57	14	**3**	7	**6**	0	1	**19**	0	0	0	0	113
10:00	2	66	22	2	**15**	1	0	**5**	6	0	0	0	0	119
11:00	1	70	**24**	0	6	4	0	3	6	0	0	0	0	114
12 PM	4	91	26	**4**	10	**5**	0	2	1	0	0	0	0	143
13:00	0	94	16	2	6	3	0	1	6	0	0	0	0	128
14:00	4	**129**	**44**	2	7	4	0	2	2	0	0	0	0	**194**
15:00	2	103	27	4	**13**	2	**1**	2	1	0	0	0	0	155
16:00	0	101	32	0	10	0	0	2	1	0	0	0	0	146
17:00	3	62	21	0	3	2	1	**3**	2	0	0	0	0	97
18:00	3	31	7	0	1	2	0	1	3	0	0	0	0	48
19:00	1	36	0	1	3	0	0	1	8	0	0	0	0	50
20:00	**5**	34	4	0	1	5	0	0	**12**	0	0	0	0	61
21:00	0	80	17	0	0	0	0	2	2	0	0	0	0	101
22:00	0	33	3	0	1	0	0	0	0	0	0	0	0	37
23:00	0	14	2	0	1	0	0	1	0	0	0	0	0	18
Total	38	1412	350	23	114	38	2	33	74	0	0	0	0	2084
Percent	1.8%	67.8%	16.8%	1.1%	5.5%	1.8%	0.1%	1.6%	3.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	05:00	11:00	09:00	10:00	09:00		10:00	09:00					08:00
Vol.	6	104	24	3	15	6		5	19					131
PM Peak	20:00	14:00	14:00	12:00	15:00	12:00	15:00	17:00	20:00					14:00
Vol.	5	129	44	4	13	5	1	3	12					194
Grand Total	38	1412	350	23	114	38	2	33	74	0	0	0	0	2084
Percent	1.8%	67.8%	16.8%	1.1%	5.5%	1.8%	0.1%	1.6%	3.6%	0.0%	0.0%	0.0%	0.0%	

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

City of Moreno Valley
Theodore Street
B/ Cottonwood Avenue - Allessandro Blvd
24 Hour Directional Classification Count
Northbound

MRV003
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
06:00	0	8	**7**	0	2	**1**	0	0	0	0	0	0	0	18
07:00	0	**18**	7	0	**3**	0	0	0	0	0	0	0	0	**28**
08:00	0	13	6	0	1	0	0	0	0	0	0	0	0	20
09:00	0	6	4	0	0	0	0	**1**	**1**	0	0	0	0	12
10:00	0	9	4	0	1	0	0	0	1	0	0	0	0	15
11:00	0	8	2	0	2	1	0	0	1	0	0	0	0	14
12 PM	0	15	6	0	1	1	0	0	0	0	0	0	0	23
13:00	0	8	5	0	1	**2**	0	**1**	**1**	0	0	0	0	18
14:00	0	13	6	0	0	1	0	0	1	**1**	0	0	0	22
15:00	0	13	**8**	0	**3**	0	0	0	1	0	0	0	0	**25**
16:00	0	**18**	5	0	1	0	0	0	1	0	0	0	0	25
17:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
18:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	184	71	0	15	6	0	2	7	1	0	0	0	286
Percent	0.0%	64.3%	24.8%	0.0%	5.2%	2.1%	0.0%	0.7%	2.4%	0.3%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00		07:00	06:00		09:00	09:00					07:00
Vol.		18	7		3	1		1	1					28
PM Peak		16:00	15:00		15:00	13:00		13:00	13:00	14:00				15:00
Vol.		18	8		3	2		1	1	1				25
Grand Total	0	184	71	0	15	6	0	2	7	1	0	0	0	286
Percent	0.0%	64.3%	24.8%	0.0%	5.2%	2.1%	0.0%	0.7%	2.4%	0.3%	0.0%	0.0%	0.0%	

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

City of Moreno Valley
Theodore Street
B/ Cottonwood Avenue - Allessandro Blvd
24 Hour Directional Classification Count
Southbound

MRV003
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
06:00	0	11	3	**1**	0	0	0	0	0	0	0	0	0	15
07:00	0	**19**	6	0	0	0	0	1	0	0	0	0	0	**26**
08:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
09:00	0	9	4	0	2	**1**	0	0	0	0	0	0	0	16
10:00	0	5	4	0	1	0	0	**2**	0	0	0	0	0	12
11:00	0	14	**7**	0	**3**	0	0	0	0	0	0	0	0	24
12 PM	0	12	3	0	1	**2**	0	0	0	0	0	0	0	18
13:00	0	23	9	0	0	1	0	0	0	0	0	0	0	33
14:00	0	14	7	**1**	2	1	0	**1**	**1**	0	0	0	0	27
15:00	0	15	8	0	**3**	1	0	0	0	0	0	0	0	27
16:00	0	**25**	**15**	0	1	0	0	1	0	0	0	0	0	**42**
17:00	0	25	5	0	1	1	0	0	0	0	0	0	0	32
18:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
19:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
20:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	234	90	2	16	7	0	5	1	0	0	0	0	355
Percent	0.0%	65.9%	25.4%	0.6%	4.5%	2.0%	0.0%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	11:00	06:00	11:00	09:00		10:00						07:00
Vol.		19	7	1	3	1		2						26
PM Peak		16:00	16:00	14:00	15:00	12:00		14:00	14:00					16:00
Vol.		25	15	1	3	2		1	1					42
Grand Total	0	234	90	2	16	7	0	5	1	0	0	0	0	355
Percent	0.0%	65.9%	25.4%	0.6%	4.5%	2.0%	0.0%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

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

City of Moreno Valley
Theodore Street
B/ Cottonwood Avenue - Allessandro Blvd
24 Hour Directional Classification Count
Northbound, Southbound

MRV003
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	14	7	0	0	0	0	0	0	0	0	0	0	21
06:00	0	19	10	**1**	2	**1**	0	0	0	0	0	0	0	33
07:00	0	**37**	**13**	0	3	0	0	1	0	0	0	0	0	**54**
08:00	0	25	10	0	1	0	0	0	0	0	0	0	0	36
09:00	0	15	8	0	2	1	0	1	**1**	0	0	0	0	28
10:00	0	14	8	0	2	0	0	**2**	1	0	0	0	0	27
11:00	0	22	9	0	**5**	1	0	0	1	0	0	0	0	38
12 PM	0	27	9	0	2	**3**	0	0	0	0	0	0	0	41
13:00	0	31	14	0	1	3	0	**1**	1	0	0	0	0	51
14:00	0	27	13	**1**	2	2	0	1	**2**	**1**	0	0	0	49
15:00	0	28	16	0	**6**	1	0	0	1	0	0	0	0	52
16:00	0	**43**	**20**	0	2	0	0	1	1	0	0	0	0	**67**
17:00	0	33	8	0	1	1	0	0	0	0	0	0	0	43
18:00	0	20	8	0	0	0	0	0	0	0	0	0	0	28
19:00	0	14	0	0	1	0	0	0	0	0	0	0	0	15
20:00	0	15	4	0	1	0	0	0	0	0	0	0	0	20
21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	418	161	2	31	13	0	7	8	1	0	0	0	641
Percent	0.0%	65.2%	25.1%	0.3%	4.8%	2.0%	0.0%	1.1%	1.2%	0.2%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	06:00	11:00	06:00		10:00	09:00					07:00
Vol.		37	13	1	5	1		2	1					54
PM Peak		16:00	16:00	14:00	15:00	12:00		13:00	14:00	14:00				16:00
Vol.		43	20	1	6	3		1	2	1				67
Grand Total	0	418	161	2	31	13	0	7	8	1	0	0	0	641
Percent	0.0%	65.2%	25.1%	0.3%	4.8%	2.0%	0.0%	1.1%	1.2%	0.2%	0.0%	0.0%	0.0%	

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

City of Moreno Valley
Allessandro Boulevard
B/ Theodore Street - Merwin Street
24 Hour Directional Classification Count
Eastbound

MRV004
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	3	0	0	0	0	1	0	0	0	0	0	9
05:00	0	15	3	0	3	0	0	0	0	0	0	0	0	21
06:00	0	45	11	0	3	**1**	0	**2**	0	0	0	0	0	62
07:00	0	**74**	**13**	0	**6**	0	0	1	0	0	0	0	0	**94**
08:00	1	53	11	0	1	0	0	0	**1**	0	0	0	0	67
09:00	0	48	10	0	1	1	0	1	0	0	0	0	0	61
10:00	**2**	47	10	0	1	0	0	0	0	0	0	0	0	60
11:00	0	42	9	0	2	1	0	0	0	0	0	0	0	54
12 PM	0	49	11	0	1	1	0	0	0	0	0	0	0	62
13:00	0	49	18	0	2	**2**	0	**1**	0	0	0	0	0	72
14:00	0	75	21	0	3	2	0	0	**1**	0	0	0	0	102
15:00	**1**	85	21	0	**6**	1	0	0	0	0	0	0	0	114
16:00	1	**103**	**28**	0	5	0	0	1	0	0	0	0	0	**138**
17:00	0	94	26	0	2	0	0	0	0	0	0	0	0	122
18:00	0	60	13	0	0	0	0	0	0	0	0	0	0	73
19:00	0	45	7	0	2	0	0	0	0	0	0	0	0	54
20:00	1	26	6	0	0	0	0	0	0	0	0	0	0	33
21:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
22:00	0	12	6	**1**	0	0	0	0	0	0	0	0	0	19
23:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
Total	6	988	236	1	38	9	0	7	2	0	0	0	0	1287
Percent	0.5%	76.8%	18.3%	0.1%	3.0%	0.7%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00		07:00	06:00		06:00	08:00					07:00
Vol.	2	74	13		6	1		2	1					94
PM Peak	15:00	16:00	16:00	22:00	15:00	13:00		13:00	14:00					16:00
Vol.	1	103	28	1	6	2		1	1					138
Grand Total	6	988	236	1	38	9	0	7	2	0	0	0	0	1287
Percent	0.5%	76.8%	18.3%	0.1%	3.0%	0.7%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc
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City of Moreno Valley
Allessandro Boulevard
B/ Theodore Street - Merwin Street
24 Hour Directional Classification Count
Westbound

MRV004
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	10	3	0	0	0	0	0	0	0	0	0	0	13
01:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	8	1	0	0	**1**	0	0	0	0	0	0	0	10
05:00	0	16	10	0	0	0	0	0	0	0	0	0	0	26
06:00	0	60	**19**	0	2	1	0	1	0	0	0	0	0	83
07:00	0	**113**	16	0	0	0	0	0	**1**	0	0	0	0	**130**
08:00	0	93	13	0	0	0	0	1	0	0	0	0	0	107
09:00	0	54	19	0	3	0	0	0	0	0	0	0	0	76
10:00	0	28	10	0	1	0	0	**3**	0	0	0	0	0	42
11:00	0	41	13	0	**4**	0	0	0	0	0	0	0	0	58
12 PM	**1**	56	5	0	1	**2**	0	0	0	0	0	0	0	65
13:00	0	57	16	**1**	2	1	0	0	0	0	0	0	0	77
14:00	0	64	**21**	1	2	1	0	0	**1**	0	0	0	0	90
15:00	0	59	20	0	4	1	0	0	0	0	0	0	0	84
16:00	1	63	19	0	**5**	0	0	0	0	0	0	0	0	88
17:00	0	**78**	19	0	3	0	**1**	0	0	0	0	0	0	**101**
18:00	0	42	16	0	0	1	0	0	0	0	0	0	0	59
19:00	0	24	7	0	1	0	0	0	0	0	0	0	0	32
20:00	0	29	6	0	1	0	0	0	0	0	0	0	0	36
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
22:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
23:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
Total	2	961	248	2	29	8	1	5	2	0	0	0	0	1258
Percent	0.2%	76.4%	19.7%	0.2%	2.3%	0.6%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00		11:00	04:00		10:00	07:00					07:00
Vol.		113	19		4	1		3	1					130
PM Peak	12:00	17:00	14:00	13:00	16:00	12:00	17:00		14:00					17:00
Vol.	1	78	21	1	5	2	1		1					101
Grand Total	2	961	248	2	29	8	1	5	2	0	0	0	0	1258
Percent	0.2%	76.4%	19.7%	0.2%	2.3%	0.6%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

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

City of Moreno Valley
Allessandro Boulevard
B/ Theodore Street - Merwin Street
24 Hour Directional Classification Count
Eastbound, Westbound

MRV004
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	17	5	0	0	0	0	0	0	0	0	0	0	22
01:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:00	0	13	4	0	0	1	0	1	0	0	0	0	0	19
05:00	0	31	13	0	3	0	0	0	0	0	0	0	0	47
06:00	0	105	**30**	0	5	**2**	0	**3**	0	0	0	0	0	145
07:00	0	**187**	29	0	**6**	0	0	1	**1**	0	0	0	0	**224**
08:00	1	146	24	0	1	0	0	1	1	0	0	0	0	174
09:00	0	102	29	0	4	1	0	1	0	0	0	0	0	137
10:00	**2**	75	20	0	2	0	0	3	0	0	0	0	0	102
11:00	0	83	22	0	6	1	0	0	0	0	0	0	0	112
12 PM	1	105	16	0	2	**3**	0	0	0	0	0	0	0	127
13:00	0	106	34	**1**	4	3	0	**1**	0	0	0	0	0	149
14:00	0	139	42	1	5	3	0	0	**2**	0	0	0	0	192
15:00	1	144	41	0	**10**	2	0	0	0	0	0	0	0	198
16:00	**2**	166	**47**	0	10	0	0	1	0	0	0	0	0	**226**
17:00	0	**172**	45	0	5	0	**1**	0	0	0	0	0	0	223
18:00	0	102	29	0	0	1	0	0	0	0	0	0	0	132
19:00	0	69	14	0	3	0	0	0	0	0	0	0	0	86
20:00	1	55	12	0	1	0	0	0	0	0	0	0	0	69
21:00	0	46	4	0	0	0	0	0	0	0	0	0	0	50
22:00	0	30	9	1	0	0	0	0	0	0	0	0	0	40
23:00	0	28	7	0	0	0	0	0	0	0	0	0	0	35
Total	8	1949	484	3	67	17	1	12	4	0	0	0	0	2545
Percent	0.3%	76.6%	19.0%	0.1%	2.6%	0.7%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	06:00		07:00	06:00		06:00	07:00					07:00
Vol.	2	187	30		6	2		3	1					224
PM Peak	16:00	17:00	16:00	13:00	15:00	12:00	17:00	13:00	14:00					16:00
Vol.	2	172	47	1	10	3	1	1	2					226
Grand Total	8	1949	484	3	67	17	1	12	4	0	0	0	0	2545
Percent	0.3%	76.6%	19.0%	0.1%	2.6%	0.7%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc
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City of Moreno Valley
Gilman Springs Road
S/ Alessandro Boulevard
24 Hour Directional Classification Count
Northbound

MRVGSSAL
Site Code: 098-12125
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	25	3	0	0	0	0	0	0	0	0	0	0	28
00:15	0	22	3	0	0	0	0	1	1	0	0	0	0	27
00:30	0	15	2	0	0	0	0	1	0	0	0	0	0	18
00:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	0	77	10	0	0	0	0	2	1	0	0	0	0	90
01:00	0	22	1	0	0	0	0	0	0	0	0	0	0	23
01:15	0	9	1	0	1	0	0	1	0	0	0	0	0	12
01:30	0	15	2	0	0	0	0	1	0	0	0	0	0	18
01:45	0	17	2	0	0	0	0	1	0	0	0	0	0	20
	0	63	6	0	1	0	0	3	0	0	0	0	0	73
02:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
02:15	0	7	5	0	0	0	0	0	0	0	0	0	0	12
02:30	0	15	5	0	0	0	0	0	0	0	0	0	0	20
02:45	0	22	3	0	1	0	0	2	0	0	0	0	0	28
	0	61	15	0	1	0	0	2	0	0	0	0	0	79
03:00	0	23	5	0	0	0	0	1	1	0	0	0	0	30
03:15	0	23	5	0	2	0	0	2	0	0	0	0	0	32
03:30	0	20	3	0	2	0	0	0	0	0	0	0	0	25
03:45	0	29	6	0	2	0	0	3	1	0	0	0	0	41
	0	95	19	0	6	0	0	6	2	0	0	0	0	128
04:00	0	33	6	0	1	0	0	1	0	0	0	0	0	41
04:15	1	60	11	1	2	0	0	1	0	0	1	0	0	77
04:30	0	75	11	1	6	0	0	0	1	0	2	0	0	96
04:45	0	73	26	0	3	0	0	0	0	0	0	0	0	102
	1	241	54	2	12	0	0	2	1	0	3	0	0	316
05:00	1	66	19	0	8	0	0	1	0	0	0	0	0	95
05:15	1	76	29	0	7	1	0	1	2	0	0	0	0	117
05:30	1	73	13	0	6	0	0	2	0	0	0	0	0	95
05:45	1	94	22	0	9	0	0	3	0	0	0	0	0	129
	4	309	83	0	30	1	0	7	2	0	0	0	0	436
06:00	1	69	24	0	6	0	0	1	1	0	0	0	0	102
06:15	1	113	32	0	11	0	0	1	0	0	1	0	0	159
06:30	0	142	36	0	7	0	0	3	1	0	1	0	0	190
06:45	1	122	23	0	5	0	0	2	0	0	0	0	0	153
	3	446	115	0	29	0	0	7	2	0	2	0	0	604
07:00	1	148	22	0	7	0	0	3	0	0	0	0	0	181
07:15	1	147	20	1	6	1	0	3	0	0	0	0	0	179
07:30	3	152	20	1	5	2	0	2	0	0	0	0	0	185
07:45	0	131	30	1	5	1	0	1	1	0	0	0	0	170
	5	578	92	3	23	4	0	9	1	0	0	0	0	715
08:00	0	106	20	0	5	1	0	1	1	0	0	0	0	134
08:15	1	103	32	0	4	0	0	1	0	0	1	0	0	142
08:30	1	101	21	1	4	1	0	3	0	0	0	0	0	132
08:45	1	96	24	0	2	0	0	4	0	0	0	0	0	127
	3	406	97	1	15	2	0	9	1	0	1	0	0	535
09:00	0	68	22	0	4	1	0	2	0	0	0	0	0	97
09:15	0	83	16	1	5	1	0	2	0	0	1	0	0	109
09:30	1	78	23	0	4	0	0	3	1	0	1	0	0	111
09:45	0	68	7	0	8	0	0	1	1	0	0	0	0	85
	1	297	68	1	21	2	0	8	2	0	2	0	0	402
10:00	0	58	14	1	4	2	0	2	0	0	0	0	0	81
10:15	0	72	16	3	3	0	0	2	1	0	0	0	0	97
10:30	0	76	13	0	1	0	0	2	0	0	0	0	0	92
10:45	0	63	13	2	2	1	0	3	2	0	0	0	0	86
	0	269	56	6	10	3	0	9	3	0	0	0	0	356
11:00	0	74	12	0	4	0	0	1	2	0	1	0	0	94
11:15	0	62	16	1	4	0	0	2	0	0	0	0	0	85
11:30	0	62	17	2	5	0	0	1	0	0	0	0	0	87
11:45	0	57	18	0	2	2	0	0	1	0	1	0	0	81
	0	255	63	3	15	2	0	4	3	0	2	0	0	347
Total	17	3097	678	16	163	14	0	68	18	0	10	0	0	4081
Percent	0.4%	75.9%	16.6%	0.4%	4.0%	0.3%	0.0%	1.7%	0.4%	0.0%	0.2%	0.0%	0.0%	

City of Moreno Valley
Gilman Springs Road
S/ Alessandro Boulevard
24 Hour Directional Classification Count
Northbound

MRVGSSAL
Site Code: 098-12125
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	50	16	1	4	0	0	2	0	0	1	0	0	75
12:15	1	60	14	1	6	2	0	2	0	0	0	0	0	86
12:30	2	64	6	0	5	0	0	1	0	0	0	0	0	78
12:45	0	65	15	0	5	1	0	0	1	0	0	0	0	87
	4	239	51	2	20	3	0	5	1	0	1	0	0	326
13:00	1	59	18	2	7	0	0	4	0	0	1	0	0	92
13:15	0	65	9	0	4	1	0	1	1	0	0	0	0	81
13:30	1	58	15	1	2	0	0	2	0	0	0	0	0	79
13:45	0	54	11	0	2	0	0	1	0	0	1	0	0	69
	2	236	53	3	15	1	0	8	1	0	2	0	0	321
14:00	0	57	12	1	4	1	0	2	0	0	1	0	0	78
14:15	0	75	15	0	5	0	0	3	3	0	0	0	0	101
14:30	0	70	29	1	5	2	0	2	3	0	0	0	0	112
14:45	0	59	17	0	6	0	0	0	0	0	0	0	0	82
	0	261	73	2	20	3	0	7	6	0	1	0	0	373
15:00	0	57	17	0	4	0	0	1	1	1	0	0	0	81
15:15	1	68	17	0	5	0	0	2	0	0	1	0	0	94
15:30	0	66	18	0	5	0	0	3	2	0	0	0	0	94
15:45	0	61	9	2	4	0	0	2	0	0	1	0	0	79
	1	252	61	2	18	0	0	8	3	1	2	0	0	348
16:00	0	75	19	0	4	0	0	2	0	0	0	0	0	100
16:15	0	63	17	0	2	1	0	1	1	0	0	0	0	85
16:30	0	85	16	1	3	0	0	1	0	0	0	0	0	106
16:45	0	52	18	0	6	1	0	0	0	0	0	0	0	77
	0	275	70	1	15	2	0	4	1	0	0	0	0	368
17:00	0	55	10	0	4	0	0	1	0	0	0	0	0	70
17:15	1	65	18	0	3	0	0	0	0	0	0	0	0	87
17:30	0	82	17	0	3	0	0	1	0	0	1	0	0	104
17:45	0	78	7	0	2	0	0	2	0	0	1	0	0	90
	1	280	52	0	12	0	0	4	0	0	2	0	0	351
18:00	1	56	10	0	2	0	0	0	0	0	0	0	0	69
18:15	0	65	16	0	2	0	0	2	0	0	0	0	0	85
18:30	1	60	13	1	3	0	0	2	0	0	0	0	0	80
18:45	0	42	7	0	3	0	0	1	0	0	1	0	0	54
	2	223	46	1	10	0	0	5	0	0	1	0	0	288
19:00	0	38	10	0	2	0	0	1	0	0	0	0	0	51
19:15	0	35	11	0	3	0	0	1	0	0	0	0	0	50
19:30	0	34	8	0	0	0	0	1	1	0	0	0	0	44
19:45	0	31	12	0	0	0	0	0	0	0	1	0	0	44
	0	138	41	0	5	0	0	3	1	0	1	0	0	189
20:00	0	29	7	0	1	0	0	2	0	0	0	0	0	39
20:15	0	25	5	0	1	0	0	0	0	0	0	0	0	31
20:30	0	31	7	0	0	0	0	2	0	0	0	0	0	40
20:45	0	31	6	0	0	0	0	0	0	0	0	0	0	37
	0	116	25	0	2	0	0	4	0	0	0	0	0	147
21:00	0	30	6	0	0	0	0	0	0	0	1	0	0	37
21:15	0	30	7	0	0	0	0	1	0	0	0	0	0	38
21:30	0	32	5	0	0	0	0	1	0	0	0	0	0	38
21:45	0	26	4	0	0	0	0	0	0	0	0	0	0	30
	0	118	22	0	0	0	0	2	0	0	1	0	0	143
22:00	0	26	6	0	1	0	0	0	0	0	0	0	0	33
22:15	0	28	4	0	0	0	0	0	0	0	0	0	0	32
22:30	0	19	2	0	0	0	0	0	0	0	1	0	0	22
22:45	0	39	9	0	0	0	0	1	0	0	0	0	0	49
	0	112	21	0	1	0	0	1	0	0	1	0	0	136
23:00	0	17	4	0	0	0	0	1	0	0	0	0	0	22
23:15	0	15	3	0	0	0	0	0	0	0	1	0	0	19
23:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:45	0	19	6	0	0	0	0	0	0	0	0	0	0	25
	0	66	14	0	0	0	0	1	0	0	1	0	0	82
Total	10	2316	529	11	118	9	0	52	13	1	13	0	0	3072
Percent	0.3%	75.4%	17.2%	0.4%	3.8%	0.3%	0.0%	1.7%	0.4%	0.0%	0.4%	0.0%	0.0%	
Grand Total	27	5413	1207	27	281	23	0	120	31	1	23	0	0	7153
Percent	0.4%	75.7%	16.9%	0.4%	3.9%	0.3%	0.0%	1.7%	0.4%	0.0%	0.3%	0.0%	0.0%	

Counts Unlimited, Inc
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City of Moreno Valley
Gilman Springs Road
S/ Alessandro Boulevard
24 Hour Directional Classification Count
Southbound

MRVGSSAL
Site Code: 098-12125
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	22	2	0	0	0	0	0	0	0	0	0	0	24
00:15	1	25	5	0	0	0	0	0	1	0	0	0	0	32
00:30	0	18	2	0	0	0	0	0	1	0	0	0	0	21
00:45	0	19	4	0	1	0	0	0	2	0	0	0	0	26
	1	84	13	0	1	0	0	0	4	0	0	0	0	103
01:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
01:15	0	15	1	0	0	0	0	0	2	0	0	0	0	18
01:30	0	15	2	0	1	0	0	0	0	0	0	0	0	18
01:45	0	8	1	0	0	0	0	0	1	0	0	0	0	10
	0	52	5	0	1	0	0	0	3	0	0	0	0	61
02:00	0	7	1	0	0	0	0	0	2	0	0	0	0	10
02:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:30	0	6	1	0	0	0	0	0	2	0	0	0	0	9
02:45	0	6	2	0	1	0	0	0	1	0	0	0	0	10
	0	26	5	0	1	0	0	0	5	0	0	0	0	37
03:00	0	5	3	0	1	0	0	2	2	0	0	0	0	13
03:15	0	6	1	0	0	0	0	0	1	0	0	0	0	8
03:30	0	10	3	0	0	0	0	0	1	0	0	0	0	14
03:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	0	32	11	0	1	0	0	2	4	0	0	0	0	50
04:00	0	8	0	0	0	0	0	0	1	0	0	0	0	9
04:15	1	11	2	0	1	0	0	1	0	0	0	0	0	16
04:30	0	7	2	0	0	0	0	0	4	0	0	0	0	13
04:45	0	5	0	3	0	0	0	1	4	0	0	0	0	13
	1	31	4	3	1	0	0	2	9	0	0	0	0	51
05:00	0	14	2	0	0	0	0	0	3	0	0	0	0	19
05:15	0	14	6	0	1	0	0	0	3	0	0	0	0	24
05:30	0	15	6	1	2	0	0	0	1	0	1	0	0	26
05:45	0	24	6	0	1	1	0	1	0	0	0	0	0	33
	0	67	20	1	4	1	0	1	7	0	1	0	0	102
06:00	0	24	10	0	6	1	0	1	3	0	0	0	0	45
06:15	0	38	11	1	3	1	0	0	2	0	0	0	0	56
06:30	0	60	18	0	5	1	0	4	2	0	0	0	0	90
06:45	1	59	16	1	4	1	0	7	3	0	0	0	0	92
	1	181	55	2	18	4	0	12	10	0	0	0	0	283
07:00	0	53	15	2	4	0	0	3	2	0	0	0	0	79
07:15	1	58	8	1	6	0	0	1	1	0	0	0	0	76
07:30	0	73	14	3	5	0	0	1	1	0	1	0	0	98
07:45	0	49	16	1	0	0	0	1	1	0	0	0	0	68
	1	233	53	7	15	0	0	6	5	0	1	0	0	321
08:00	0	49	15	1	4	0	0	0	2	0	0	0	0	71
08:15	1	58	20	2	5	0	1	2	4	0	0	0	0	93
08:30	0	54	9	0	2	1	0	0	1	0	0	0	0	67
08:45	1	52	18	2	3	0	0	0	3	0	0	0	0	79
	2	213	62	5	14	1	1	2	10	0	0	0	0	310
09:00	1	46	14	0	5	0	0	1	2	0	0	0	0	69
09:15	0	35	11	1	6	0	0	0	1	0	0	0	0	54
09:30	3	47	16	0	4	0	0	3	2	0	1	0	0	76
09:45	0	39	16	1	3	0	0	0	3	0	0	0	0	62
	4	167	57	2	18	0	0	4	8	0	1	0	0	261
10:00	0	39	6	3	3	0	0	1	1	0	0	0	0	53
10:15	0	51	13	2	4	0	0	1	2	0	0	0	0	73
10:30	0	52	14	1	2	0	0	0	2	0	1	0	0	72
10:45	0	47	16	1	3	0	0	0	1	0	0	0	0	68
	0	189	49	7	12	0	0	2	6	0	1	0	0	266
11:00	3	44	16	4	5	0	0	1	2	0	1	0	0	76
11:15	1	50	14	0	1	0	0	3	0	0	0	0	0	69
11:30	0	62	15	1	3	1	0	3	0	0	0	0	0	85
11:45	0	57	17	2	8	1	0	2	4	0	1	0	0	92
	4	213	62	7	17	2	0	9	6	0	2	0	0	322
Total	14	1488	396	34	103	8	1	40	77	0	6	0	0	2167
Percent	0.6%	68.7%	18.3%	1.6%	4.8%	0.4%	0.0%	1.8%	3.6%	0.0%	0.3%	0.0%	0.0%	

City of Moreno Valley
Gilman Springs Road
S/ Alessandro Boulevard
24 Hour Directional Classification Count
Southbound

MRVGSSAL
Site Code: 098-12125
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	59	22	2	5	3	0	1	0	0	1	0	0	95
12:15	1	67	19	0	1	0	0	1	1	0	0	1	0	91
12:30	0	83	12	0	8	0	0	0	4	0	1	0	0	108
12:45	0	59	17	0	7	0	0	0	2	0	0	0	0	85
	3	268	70	2	21	3	0	2	7	0	2	1	0	379
13:00	0	55	15	0	2	0	0	1	3	0	0	0	0	76
13:15	2	91	31	1	4	0	0	1	2	0	0	0	0	132
13:30	0	80	22	0	4	0	0	1	2	0	0	0	0	109
13:45	0	76	15	0	3	0	0	4	2	0	1	0	0	101
	2	302	83	1	13	0	0	7	9	0	1	0	0	418
14:00	1	71	18	0	7	1	0	0	1	0	0	0	0	99
14:15	0	75	19	0	7	0	0	2	1	0	0	0	0	104
14:30	3	71	24	1	5	1	0	0	1	0	0	0	0	106
14:45	0	107	27	0	11	0	0	0	0	0	1	0	0	146
	4	324	88	1	30	2	0	2	3	0	1	0	0	455
15:00	1	93	20	0	6	0	0	1	1	0	0	0	0	122
15:15	1	103	33	0	5	0	0	0	0	0	1	0	0	143
15:30	1	114	30	0	4	0	0	2	3	0	1	0	0	155
15:45	1	141	24	0	9	0	0	0	1	0	0	0	0	176
	4	451	107	0	24	0	0	3	5	0	2	0	0	596
16:00	0	115	32	1	8	0	0	2	1	0	0	0	0	159
16:15	3	121	29	0	5	1	0	0	1	0	1	0	0	161
16:30	1	127	27	0	2	0	0	2	1	0	0	0	0	160
16:45	1	148	27	0	4	0	0	1	1	0	0	0	0	182
	5	511	115	1	19	1	0	5	4	0	1	0	0	662
17:00	2	137	36	0	2	0	0	1	2	0	1	0	0	181
17:15	1	124	45	2	5	0	0	2	0	0	0	0	0	179
17:30	0	144	30	0	4	0	0	1	0	0	0	0	0	179
17:45	1	130	20	0	4	0	0	1	1	0	0	0	0	157
	4	535	131	2	15	0	0	5	3	0	1	0	0	696
18:00	0	134	26	0	7	0	0	1	0	0	0	0	0	168
18:15	1	119	19	1	2	0	0	2	3	0	0	0	0	147
18:30	0	122	35	0	5	1	0	1	0	0	1	0	0	165
18:45	0	108	23	0	3	0	0	0	0	0	0	0	0	134
	1	483	103	1	17	1	0	4	3	0	1	0	0	614
19:00	1	80	22	0	5	0	0	1	0	0	0	0	0	109
19:15	0	59	12	1	3	0	0	0	1	0	0	0	0	76
19:30	3	63	14	0	0	0	0	0	0	0	0	0	0	80
19:45	0	67	9	0	2	0	0	1	0	0	0	0	0	79
	4	269	57	1	10	0	0	2	1	0	0	0	0	344
20:00	1	60	15	0	1	0	0	0	0	0	0	0	0	77
20:15	1	71	13	0	3	0	0	0	0	0	0	0	0	88
20:30	0	63	13	1	2	0	0	0	0	0	0	0	0	79
20:45	1	70	15	0	2	0	0	0	0	0	0	0	0	88
	3	264	56	1	8	0	0	0	0	0	0	0	0	332
21:00	0	70	6	0	1	0	0	0	0	0	0	0	0	77
21:15	0	64	11	0	1	0	0	1	1	0	0	0	0	78
21:30	0	66	10	0	0	0	0	0	0	0	0	0	0	76
21:45	0	46	6	0	1	0	0	0	0	0	0	0	0	53
	0	246	33	0	3	0	0	1	1	0	0	0	0	284
22:00	0	48	12	0	2	0	0	0	1	0	0	0	0	63
22:15	0	46	9	0	0	0	0	0	0	0	0	0	0	55
22:30	0	49	13	0	0	1	0	0	0	0	0	0	0	63
22:45	0	45	4	0	2	0	0	0	0	0	0	0	0	51
	0	188	38	0	4	1	0	0	1	0	0	0	0	232
23:00	1	44	3	0	1	0	0	0	0	0	0	0	0	49
23:15	0	27	12	0	1	0	0	0	0	0	0	0	0	40
23:30	0	31	6	0	0	0	0	0	1	0	0	0	0	38
23:45	0	17	3	0	0	0	0	0	0	0	0	0	0	20
	1	119	24	0	2	0	0	0	1	0	0	0	0	147
Total	31	3960	905	10	166	8	0	31	38	0	9	1	0	5159
Percent	0.6%	76.8%	17.5%	0.2%	3.2%	0.2%	0.0%	0.6%	0.7%	0.0%	0.2%	0.0%	0.0%	
Grand Total	45	5448	1301	44	269	16	1	71	115	0	15	1	0	7326
Percent	0.6%	74.4%	17.8%	0.6%	3.7%	0.2%	0.0%	1.0%	1.6%	0.0%	0.2%	0.0%	0.0%	

City of Moreno Valley
Gilman Springs Road
S/ Alessandro Boulevard
24 Hour Directional Classification Count
Northbound, Southbound

MRVGSSAL
Site Code: 098-12125
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	47	5	0	0	0	0	0	0	0	0	0	0	52
00:15	1	47	8	0	0	0	0	1	2	0	0	0	0	59
00:30	0	33	4	0	0	0	0	1	1	0	0	0	0	39
00:45	0	34	6	0	1	0	0	0	2	0	0	0	0	43
	1	161	23	0	1	0	0	2	5	0	0	0	0	193
01:00	0	36	2	0	0	0	0	0	0	0	0	0	0	38
01:15	0	24	2	0	1	0	0	1	2	0	0	0	0	30
01:30	0	30	4	0	1	0	0	1	0	0	0	0	0	36
01:45	0	25	3	0	0	0	0	1	1	0	0	0	0	30
	0	115	11	0	2	0	0	3	3	0	0	0	0	134
02:00	0	24	3	0	0	0	0	0	2	0	0	0	0	29
02:15	0	14	6	0	0	0	0	0	0	0	0	0	0	20
02:30	0	21	6	0	0	0	0	0	2	0	0	0	0	29
02:45	0	28	5	0	2	0	0	2	1	0	0	0	0	38
	0	87	20	0	2	0	0	2	5	0	0	0	0	116
03:00	0	28	8	0	1	0	0	3	3	0	0	0	0	43
03:15	0	29	6	0	2	0	0	2	1	0	0	0	0	40
03:30	0	30	6	0	2	0	0	0	1	0	0	0	0	39
03:45	0	40	10	0	2	0	0	3	1	0	0	0	0	56
	0	127	30	0	7	0	0	8	6	0	0	0	0	178
04:00	0	41	6	0	1	0	0	1	1	0	0	0	0	50
04:15	2	71	13	1	3	0	0	2	0	0	1	0	0	93
04:30	0	82	13	1	6	0	0	0	5	0	2	0	0	109
04:45	0	78	26	3	3	0	0	1	4	0	0	0	0	115
	2	272	58	5	13	0	0	4	10	0	3	0	0	367
05:00	1	80	21	0	8	0	0	1	3	0	0	0	0	114
05:15	1	90	35	0	8	1	0	1	5	0	0	0	0	141
05:30	1	88	19	1	8	0	0	2	1	0	1	0	0	121
05:45	1	118	28	0	10	1	0	4	0	0	0	0	0	162
	4	376	103	1	34	2	0	8	9	0	1	0	0	538
06:00	1	93	34	0	12	1	0	2	4	0	0	0	0	147
06:15	1	151	43	1	14	1	0	1	2	0	1	0	0	215
06:30	0	202	54	0	12	1	0	7	3	0	1	0	0	280
06:45	2	181	39	1	9	1	0	9	3	0	0	0	0	245
	4	627	170	2	47	4	0	19	12	0	2	0	0	887
07:00	1	201	37	2	11	0	0	6	2	0	0	0	0	260
07:15	2	205	28	2	12	1	0	4	1	0	0	0	0	255
07:30	3	225	34	4	10	2	0	3	1	0	1	0	0	283
07:45	0	180	46	2	5	1	0	2	2	0	0	0	0	238
	6	811	145	10	38	4	0	15	6	0	1	0	0	1036
08:00	0	155	35	1	9	1	0	1	3	0	0	0	0	205
08:15	2	161	52	2	9	0	1	3	4	0	1	0	0	235
08:30	1	155	30	1	6	2	0	3	1	0	0	0	0	199
08:45	2	148	42	2	5	0	0	4	3	0	0	0	0	206
	5	619	159	6	29	3	1	11	11	0	1	0	0	845
09:00	1	114	36	0	9	1	0	3	2	0	0	0	0	166
09:15	0	118	27	2	11	1	0	2	1	0	1	0	0	163
09:30	4	125	39	0	8	0	0	6	3	0	2	0	0	187
09:45	0	107	23	1	11	0	0	1	4	0	0	0	0	147
	5	464	125	3	39	2	0	12	10	0	3	0	0	663
10:00	0	97	20	4	7	2	0	3	1	0	0	0	0	134
10:15	0	123	29	5	7	0	0	3	3	0	0	0	0	170
10:30	0	128	27	1	3	0	0	2	2	0	1	0	0	164
10:45	0	110	29	3	5	1	0	3	3	0	0	0	0	154
	0	458	105	13	22	3	0	11	9	0	1	0	0	622
11:00	3	118	28	4	9	0	0	2	4	0	2	0	0	170
11:15	1	112	30	1	5	0	0	5	0	0	0	0	0	154
11:30	0	124	32	3	8	1	0	4	0	0	0	0	0	172
11:45	0	114	35	2	10	3	0	2	5	0	2	0	0	173
	4	468	125	10	32	4	0	13	9	0	4	0	0	669
Total	31	4585	1074	50	266	22	1	108	95	0	16	0	0	6248
Percent	0.5%	73.4%	17.2%	0.8%	4.3%	0.4%	0.0%	1.7%	1.5%	0.0%	0.3%	0.0%	0.0%	

City of Moreno Valley
Gilman Springs Road
S/ Alessandro Boulevard
24 Hour Directional Classification Count
Northbound, Southbound

MRVGSSAL
Site Code: 098-12125
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	109	38	3	9	3	0	3	0	0	2	0	0	170
12:15	2	127	33	1	7	2	0	3	1	0	0	1	0	177
12:30	2	147	18	0	13	0	0	1	4	0	1	0	0	186
12:45	0	124	32	0	12	1	0	0	3	0	0	0	0	172
	7	507	121	4	41	6	0	7	8	0	3	1	0	705
13:00	1	114	33	2	9	0	0	5	3	0	1	0	0	168
13:15	2	156	40	1	8	1	0	2	3	0	0	0	0	213
13:30	1	138	37	1	6	0	0	3	2	0	0	0	0	188
13:45	0	130	26	0	5	0	0	5	2	0	2	0	0	170
	4	538	136	4	28	1	0	15	10	0	3	0	0	739
14:00	1	128	30	1	11	2	0	2	1	0	1	0	0	177
14:15	0	150	34	0	12	0	0	5	4	0	0	0	0	205
14:30	3	141	53	2	10	3	0	2	4	0	0	0	0	218
14:45	0	166	44	0	17	0	0	0	0	0	1	0	0	228
	4	585	161	3	50	5	0	9	9	0	2	0	0	828
15:00	1	150	37	0	10	0	0	2	2	1	0	0	0	203
15:15	2	171	50	0	10	0	0	2	0	0	2	0	0	237
15:30	1	180	48	0	9	0	0	5	5	0	1	0	0	249
15:45	1	202	33	2	13	0	0	2	1	0	1	0	0	255
	5	703	168	2	42	0	0	11	8	1	4	0	0	944
16:00	0	190	51	1	12	0	0	4	1	0	0	0	0	259
16:15	3	184	46	0	7	2	0	1	2	0	1	0	0	246
16:30	1	212	43	1	5	0	0	3	1	0	0	0	0	266
16:45	1	200	45	0	10	1	0	1	1	0	0	0	0	259
	5	786	185	2	34	3	0	9	5	0	1	0	0	1030
17:00	2	192	46	0	6	0	0	2	2	0	1	0	0	251
17:15	2	189	63	2	8	0	0	2	0	0	0	0	0	266
17:30	0	226	47	0	7	0	0	2	0	0	1	0	0	283
17:45	1	208	27	0	6	0	0	3	1	0	1	0	0	247
	5	815	183	2	27	0	0	9	3	0	3	0	0	1047
18:00	1	190	36	0	9	0	0	1	0	0	0	0	0	237
18:15	1	184	35	1	4	0	0	4	3	0	0	0	0	232
18:30	1	182	48	1	8	1	0	3	0	0	1	0	0	245
18:45	0	150	30	0	6	0	0	1	0	0	1	0	0	188
	3	706	149	2	27	1	0	9	3	0	2	0	0	902
19:00	1	118	32	0	7	0	0	2	0	0	0	0	0	160
19:15	0	94	23	1	6	0	0	1	1	0	0	0	0	126
19:30	3	97	22	0	0	0	0	1	1	0	0	0	0	124
19:45	0	98	21	0	2	0	0	1	0	0	1	0	0	123
	4	407	98	1	15	0	0	5	2	0	1	0	0	533
20:00	1	89	22	0	2	0	0	2	0	0	0	0	0	116
20:15	1	96	18	0	4	0	0	0	0	0	0	0	0	119
20:30	0	94	20	1	2	0	0	2	0	0	0	0	0	119
20:45	1	101	21	0	2	0	0	0	0	0	0	0	0	125
	3	380	81	1	10	0	0	4	0	0	0	0	0	479
21:00	0	100	12	0	1	0	0	0	0	0	1	0	0	114
21:15	0	94	18	0	1	0	0	2	1	0	0	0	0	116
21:30	0	98	15	0	0	0	0	1	0	0	0	0	0	114
21:45	0	72	10	0	1	0	0	0	0	0	0	0	0	83
	0	364	55	0	3	0	0	3	1	0	1	0	0	427
22:00	0	74	18	0	3	0	0	0	1	0	0	0	0	96
22:15	0	74	13	0	0	0	0	0	0	0	0	0	0	87
22:30	0	68	15	0	0	1	0	0	0	0	1	0	0	85
22:45	0	84	13	0	2	0	0	1	0	0	0	0	0	100
	0	300	59	0	5	1	0	1	1	0	1	0	0	368
23:00	1	61	7	0	1	0	0	1	0	0	0	0	0	71
23:15	0	42	15	0	1	0	0	0	0	0	1	0	0	59
23:30	0	46	7	0	0	0	0	0	1	0	0	0	0	54
23:45	0	36	9	0	0	0	0	0	0	0	0	0	0	45
	1	185	38	0	2	0	0	1	1	0	1	0	0	229
Total	41	6276	1434	21	284	17	0	83	51	1	22	1	0	8231
Percent	0.5%	76.2%	17.4%	0.3%	3.5%	0.2%	0.0%	1.0%	0.6%	0.0%	0.3%	0.0%	0.0%	
Grand Total	72	10861	2508	71	550	39	1	191	146	1	38	1	0	14479
Percent	0.5%	75.0%	17.3%	0.5%	3.8%	0.3%	0.0%	1.3%	1.0%	0.0%	0.3%	0.0%	0.0%	

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

City of Moreno Valley
Gilman Springs Road
B/ Eucalyptus Avenue - Virgina Street
24 Hour Directional Classification Count
Eastbound

MRV006EBRD
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	49	11	0	1	1	0	0	0	0	0	0	0	62
01:00	**2**	22	7	0	1	**2**	0	1	1	0	**1**	0	0	37
02:00	0	26	8	0	1	1	0	2	2	0	0	0	0	40
03:00	0	25	5	1	1	1	0	0	1	0	0	0	0	34
04:00	0	18	12	0	2	1	0	0	5	0	0	0	0	38
05:00	0	41	24	2	12	0	0	**6**	5	0	0	0	0	90
06:00	0	141	**51**	1	**20**	0	0	5	5	0	0	0	0	223
07:00	0	164	48	3	18	0	0	3	**7**	0	1	0	0	244
08:00	0	148	39	4	14	0	0	4	6	0	1	0	0	216
09:00	0	157	51	**5**	15	2	1	1	2	0	0	0	0	234
10:00	1	138	42	3	13	1	**2**	3	3	0	1	0	0	207
11:00	1	**180**	48	2	19	2	0	1	7	0	0	0	0	**260**
12 PM	2	214	56	1	21	**2**	0	4	5	0	**1**	0	0	306
13:00	0	249	78	2	15	0	0	1	**6**	0	0	0	0	351
14:00	0	280	88	**3**	12	0	0	2	4	0	1	0	0	390
15:00	2	347	105	1	**30**	0	0	**5**	2	0	0	0	0	492
16:00	0	403	**140**	3	23	0	0	1	1	0	0	0	0	571
17:00	**3**	**490**	130	0	24	0	0	2	2	0	0	0	0	**651**
18:00	0	375	89	0	24	0	0	1	1	0	0	0	0	490
19:00	0	225	68	0	17	0	0	0	3	0	0	0	0	313
20:00	0	186	56	0	10	0	0	1	2	0	1	0	0	256
21:00	0	157	51	0	7	1	0	1	1	0	0	0	0	218
22:00	0	140	21	1	6	0	0	0	0	0	0	0	0	168
23:00	0	96	29	0	3	0	0	0	3	0	0	0	0	131
Total	11	4271	1257	32	309	14	3	44	74	0	7	0	0	6022
Percent	0.2%	70.9%	20.9%	0.5%	5.1%	0.2%	0.0%	0.7%	1.2%	0.0%	0.1%	0.0%	0.0%	
AM Peak	01:00	11:00	06:00	09:00	06:00	01:00	10:00	05:00	07:00		01:00			11:00
Vol.	2	180	51	5	20	2	2	6	7		1			260
PM Peak	17:00	17:00	16:00	14:00	15:00	12:00		15:00	13:00		12:00			17:00
Vol.	3	490	140	3	30	2		5	6		1			651
Grand Total	11	4271	1257	32	309	14	3	44	74	0	7	0	0	6022
Percent	0.2%	70.9%	20.9%	0.5%	5.1%	0.2%	0.0%	0.7%	1.2%	0.0%	0.1%	0.0%	0.0%	

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

City of Moreno Valley
Gilman Springs Road
B/ Eucalyptus Avenue - Virgina Street
24 Hour Directional Classification Count
Westbound

MRV006EBRD
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	42	17	0	4	0	0	0	2	0	0	0	0	65
01:00	0	32	12	0	3	1	0	0	2	0	0	0	0	50
02:00	1	56	17	0	0	0	0	1	2	0	0	0	0	77
03:00	0	74	13	0	3	0	0	1	4	0	**1**	0	0	96
04:00	1	190	62	0	29	0	0	0	**6**	0	0	0	0	288
05:00	1	227	105	1	40	1	0	2	6	0	1	0	0	384
06:00	0	329	120	2	**41**	0	0	2	3	0	1	0	0	498
07:00	0	**425**	**126**	0	33	1	0	2	5	0	0	0	0	**592**
08:00	0	314	109	3	19	0	0	**3**	3	0	0	0	0	451
09:00	**2**	246	70	**5**	21	1	0	1	4	0	1	0	0	351
10:00	1	192	57	1	18	3	0	3	3	0	1	0	0	279
11:00	2	203	62	4	10	**7**	0	1	5	0	0	0	0	294
12 PM	0	182	69	**4**	26	1	0	**4**	6	0	0	0	0	292
13:00	**1**	181	62	4	15	**3**	0	1	**7**	0	**1**	0	0	275
14:00	1	196	73	3	28	1	0	4	4	0	1	0	0	311
15:00	0	193	**84**	1	**35**	2	0	3	5	0	0	0	0	**323**
16:00	1	193	69	3	19	0	0	4	6	0	1	0	0	296
17:00	1	**207**	81	0	12	0	0	2	0	0	0	0	0	303
18:00	0	147	36	0	9	0	0	1	1	0	0	0	0	194
19:00	0	120	45	0	6	1	0	0	2	0	0	0	0	174
20:00	0	82	30	0	7	0	0	1	0	0	0	0	0	120
21:00	0	77	25	0	2	0	0	0	1	0	0	0	0	105
22:00	0	69	16	1	4	0	0	1	1	0	0	0	0	92
23:00	0	41	18	0	1	0	0	0	4	0	0	0	0	64
Total	12	4018	1378	32	385	22	0	37	82	0	8	0	0	5974
Percent	0.2%	67.3%	23.1%	0.5%	6.4%	0.4%	0.0%	0.6%	1.4%	0.0%	0.1%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	09:00	06:00	11:00		08:00	04:00		03:00			07:00
Vol.	2	425	126	5	41	7		3	6		1			592
PM Peak	13:00	17:00	15:00	12:00	15:00	13:00		12:00	13:00		13:00			15:00
Vol.	1	207	84	4	35	3		4	7		1			323
Grand Total	12	4018	1378	32	385	22	0	37	82	0	8	0	0	5974
Percent	0.2%	67.3%	23.1%	0.5%	6.4%	0.4%	0.0%	0.6%	1.4%	0.0%	0.1%	0.0%	0.0%	

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

City of Moreno Valley
Gilman Springs Road
B/ Eucalyptus Avenue - Virgina Street
24 Hour Directional Classification Count
Eastbound, Westbound

MRV006EBRD
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	91	28	0	5	1	0	0	2	0	0	0	0	127
01:00	2	54	19	0	4	3	0	1	3	0	1	0	0	87
02:00	1	82	25	0	1	1	0	3	4	0	0	0	0	117
03:00	0	99	18	1	4	1	0	1	5	0	1	0	0	130
04:00	1	208	74	0	31	1	0	0	11	0	0	0	0	326
05:00	1	268	129	3	52	1	0	**8**	11	0	1	0	0	474
06:00	0	470	171	3	**61**	0	0	7	8	0	1	0	0	721
07:00	0	**589**	**174**	3	51	1	0	5	**12**	0	1	0	0	**836**
08:00	0	462	148	7	33	0	0	7	9	0	1	0	0	667
09:00	2	403	121	**10**	36	3	1	2	6	0	1	0	0	585
10:00	2	330	99	4	31	4	**2**	6	6	0	**2**	0	0	486
11:00	**3**	383	110	6	29	**9**	0	2	12	0	0	0	0	554
12 PM	2	396	125	5	47	**3**	0	**8**	11	0	1	0	0	598
13:00	1	430	140	**6**	30	3	0	2	**13**	0	1	0	0	626
14:00	1	476	161	6	40	1	0	6	8	0	**2**	0	0	701
15:00	2	540	189	2	**65**	2	0	8	7	0	0	0	0	815
16:00	1	596	209	6	42	0	0	5	7	0	1	0	0	867
17:00	**4**	**697**	**211**	0	36	0	0	4	2	0	0	0	0	**954**
18:00	0	522	125	0	33	0	0	2	2	0	0	0	0	684
19:00	0	345	113	0	23	1	0	0	5	0	0	0	0	487
20:00	0	268	86	0	17	0	0	2	2	0	1	0	0	376
21:00	0	234	76	0	9	1	0	1	2	0	0	0	0	323
22:00	0	209	37	2	10	0	0	1	1	0	0	0	0	260
23:00	0	137	47	0	4	0	0	0	7	0	0	0	0	195
Total	23	8289	2635	64	694	36	3	81	156	0	15	0	0	11996
Percent	0.2%	69.1%	22.0%	0.5%	5.8%	0.3%	0.0%	0.7%	1.3%	0.0%	0.1%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	09:00	06:00	11:00	10:00	05:00	07:00		10:00			07:00
Vol.	3	589	174	10	61	9	2	8	12		2			836
PM Peak	17:00	17:00	17:00	13:00	15:00	12:00		12:00	13:00		14:00			17:00
Vol.	4	697	211	6	65	3		8	13		2			954
Grand Total	23	8289	2635	64	694	36	3	81	156	0	15	0	0	11996
Percent	0.2%	69.1%	22.0%	0.5%	5.8%	0.3%	0.0%	0.7%	1.3%	0.0%	0.1%	0.0%	0.0%	

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

City of Moreno Valley
Redlands Boulevard
B/ Eucalyptus Avenue - Dracaea Avenue
24 Hour Directional Classification Count
Northbound

MRV005
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:00	0	7	1	0	0	0	0	0	**1**	0	0	0	0	9
02:00	0	8	4	1	2	0	0	0	0	0	0	0	0	15
03:00	0	18	9	0	2	0	0	0	0	0	0	0	0	29
04:00	0	60	20	0	7	0	0	0	1	0	0	0	0	88
05:00	0	108	39	**2**	10	0	0	1	0	0	0	0	**2**	162
06:00	0	245	62	0	6	0	0	1	1	0	0	0	1	316
07:00	**4**	**380**	**96**	1	8	0	0	1	1	0	0	0	1	**492**
08:00	1	241	38	0	**13**	0	0	2	1	0	0	0	1	297
09:00	1	145	49	0	3	0	0	0	0	0	0	0	0	198
10:00	0	146	30	0	5	0	0	**4**	0	0	0	0	0	185
11:00	1	114	23	0	8	**1**	0	2	1	0	0	0	0	150
12 PM	2	126	35	**1**	3	0	0	0	0	0	0	0	0	167
13:00	0	149	35	1	6	**1**	0	1	0	0	0	0	0	193
14:00	1	148	**48**	0	**10**	0	0	**3**	0	0	0	0	0	210
15:00	0	168	48	1	10	1	0	1	0	0	0	0	0	229
16:00	0	**199**	47	0	7	0	0	0	0	0	0	0	0	**253**
17:00	0	178	44	0	5	0	0	0	0	0	0	0	**1**	228
18:00	**3**	136	31	0	7	0	0	0	0	0	0	0	0	177
19:00	1	98	10	0	4	0	0	0	**1**	0	0	0	0	114
20:00	0	68	13	0	1	0	0	0	0	0	0	0	0	82
21:00	0	49	13	0	1	0	0	0	0	0	0	0	0	63
22:00	0	39	8	0	0	0	0	0	0	0	0	0	0	47
23:00	0	21	4	0	2	0	0	0	0	0	0	0	0	27
Total	14	2860	709	7	120	3	0	16	7	0	0	0	6	3742
Percent	0.4%	76.4%	18.9%	0.2%	3.2%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.2%	
AM Peak	07:00	07:00	07:00	05:00	08:00	11:00		10:00	01:00				05:00	07:00
Vol.	4	380	96	2	13	1		4	1				2	492
PM Peak	18:00	16:00	14:00	12:00	14:00	13:00		14:00	19:00				17:00	16:00
Vol.	3	199	48	1	10	1		3	1				1	253
Grand Total	14	2860	709	7	120	3	0	16	7	0	0	0	6	3742
Percent	0.4%	76.4%	18.9%	0.2%	3.2%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.2%	

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

City of Moreno Valley
Redlands Boulevard
B/ Eucalyptus Avenue - Dracaea Avenue
24 Hour Directional Classification Count
Southbound

MRV005
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	27	7	0	1	0	0	0	0	0	0	0	0	35
01:00	0	14	1	0	0	0	0	0	**1**	0	0	0	0	16
02:00	0	10	1	**1**	1	0	0	0	0	0	0	0	0	13
03:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
04:00	**1**	19	8	0	0	0	0	0	1	0	0	0	0	29
05:00	1	31	19	0	0	0	0	0	0	0	0	0	0	51
06:00	1	117	19	0	3	**1**	0	0	1	0	0	0	0	142
07:00	0	**165**	28	0	4	0	0	0	0	0	0	0	0	**197**
08:00	1	119	29	0	**8**	0	0	0	1	0	0	0	0	158
09:00	0	89	18	0	6	0	**1**	0	0	0	0	0	0	114
10:00	1	95	**35**	0	2	0	0	1	1	0	0	0	0	135
11:00	1	96	27	0	5	0	0	**3**	1	0	0	0	0	133
12 PM	0	112	38	**1**	6	0	0	**4**	0	0	0	0	0	161
13:00	2	122	29	0	7	**1**	0	1	0	0	0	0	0	162
14:00	2	185	62	0	7	1	0	3	1	0	0	0	0	261
15:00	0	216	61	0	**16**	0	0	0	0	0	0	0	0	293
16:00	**3**	259	**83**	0	7	0	0	1	0	0	0	0	0	353
17:00	3	**339**	68	0	11	0	0	0	0	0	0	0	0	**421**
18:00	3	260	46	0	8	0	0	1	0	0	0	0	0	318
19:00	0	162	32	0	4	0	0	1	**2**	0	0	0	0	201
20:00	1	130	24	0	3	0	0	1	0	0	0	0	0	159
21:00	0	112	19	0	1	0	0	0	1	0	0	0	0	133
22:00	0	68	15	0	0	0	0	0	0	0	0	0	0	83
23:00	1	44	4	0	3	0	0	0	0	0	0	0	0	52
Total	21	2799	675	2	104	3	1	16	10	0	0	0	0	3631
Percent	0.6%	77.1%	18.6%	0.1%	2.9%	0.1%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	07:00	10:00	02:00	08:00	06:00	09:00	11:00	01:00					07:00
Vol.	1	165	35	1	8	1	1	3	1					197
PM Peak	16:00	17:00	16:00	12:00	15:00	13:00		12:00	19:00					17:00
Vol.	3	339	83	1	16	1		4	2					421
Grand Total	21	2799	675	2	104	3	1	16	10	0	0	0	0	3631
Percent	0.6%	77.1%	18.6%	0.1%	2.9%	0.1%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

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

City of Moreno Valley
Redlands Boulevard
B/ Eucalyptus Avenue - Dracaea Avenue
24 Hour Directional Classification Count
Northbound, Southbound

MRV005
Site Code: 098-11258
Date Start: 16-Nov-11
Date End: 16-Nov-11

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/11	0	36	9	0	1	0	0	0	0	0	0	0	0	46
01:00	0	21	2	0	0	0	0	0	**2**	0	0	0	0	25
02:00	0	18	5	**2**	3	0	0	0	0	0	0	0	0	28
03:00	0	26	11	0	3	0	0	0	0	0	0	0	0	40
04:00	1	79	28	0	7	0	0	0	2	0	0	0	0	117
05:00	1	139	58	2	10	0	0	1	0	0	0	0	**2**	213
06:00	1	362	81	0	9	**1**	0	1	2	0	0	0	1	458
07:00	**4**	**545**	**124**	1	12	0	0	1	1	0	0	0	1	**689**
08:00	2	360	67	0	**21**	0	0	2	2	0	0	0	1	455
09:00	1	234	67	0	9	0	**1**	0	0	0	0	0	0	312
10:00	1	241	65	0	7	0	0	**5**	1	0	0	0	0	320
11:00	2	210	50	0	13	1	0	5	2	0	0	0	0	283
12 PM	2	238	73	**2**	9	0	0	4	0	0	0	0	0	328
13:00	2	271	64	1	13	**2**	0	2	0	0	0	0	0	355
14:00	3	333	110	0	17	1	0	**6**	1	0	0	0	0	471
15:00	0	384	109	1	**26**	1	0	1	0	0	0	0	0	522
16:00	3	458	**130**	0	14	0	0	1	0	0	0	0	0	606
17:00	3	**517**	112	0	16	0	0	0	0	0	0	0	**1**	**649**
18:00	**6**	396	77	0	15	0	0	1	0	0	0	0	0	495
19:00	1	260	42	0	8	0	0	1	**3**	0	0	0	0	315
20:00	1	198	37	0	4	0	0	1	0	0	0	0	0	241
21:00	0	161	32	0	2	0	0	0	1	0	0	0	0	196
22:00	0	107	23	0	0	0	0	0	0	0	0	0	0	130
23:00	1	65	8	0	5	0	0	0	0	0	0	0	0	79
Total	35	5659	1384	9	224	6	1	32	17	0	0	0	6	7373
Percent	0.5%	76.8%	18.8%	0.1%	3.0%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.1%	
AM Peak	07:00	07:00	07:00	02:00	08:00	06:00	09:00	10:00	01:00				05:00	07:00
Vol.	4	545	124	2	21	1	1	5	2				2	689
PM Peak	18:00	17:00	16:00	12:00	15:00	13:00		14:00	19:00				17:00	17:00
Vol.	6	517	130	2	26	2		6	3				1	649
Grand Total	35	5659	1384	9	224	6	1	32	17	0	0	0	6	7373
Percent	0.5%	76.8%	18.8%	0.1%	3.0%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.1%	

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

City of Moreno Valley
Redlands Boulevard
B/ Bay Avenue - Cottonwood Avenue
24 Hour Directional Classification Count
Northbound

MRVRDBACO
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:45	1	3	0	0	1	0	0	0	0	0	0	0	0	5
	1	13	2	0	1	0	0	0	0	0	0	0	0	17
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	2	1	0	1	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	9	1	0	1	0	0	0	0	0	0	0	0	11
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:45	1	2	3	0	0	0	0	0	0	0	0	0	0	6
	1	6	3	0	1	0	0	0	0	0	0	0	0	11
03:00	0	3	0	0	0	0	0	1	0	0	0	0	0	4
03:15	1	3	2	0	1	0	0	0	0	0	0	0	0	7
03:30	0	9	3	0	1	0	0	0	0	0	0	0	0	13
03:45	0	5	2	0	1	0	0	0	0	0	0	0	0	8
	1	20	7	0	3	0	0	1	0	0	0	0	0	32
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
04:30	1	16	5	0	0	0	0	0	0	0	0	0	0	22
04:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19
	1	43	8	0	0	0	0	0	0	0	0	0	0	52
05:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
05:15	0	14	7	0	3	0	0	0	0	0	0	0	0	24
05:30	2	27	8	0	2	0	0	0	0	0	0	0	0	39
05:45	1	28	13	0	2	0	0	0	0	0	0	0	0	44
	3	78	33	0	7	0	0	0	0	0	0	0	0	121
06:00	2	33	8	0	5	0	0	0	0	0	0	0	0	48
06:15	0	39	12	0	2	0	0	0	0	0	0	0	0	53
06:30	2	43	17	0	3	0	0	0	0	0	0	0	0	65
06:45	0	63	15	0	1	0	0	0	0	0	0	0	0	79
	4	178	52	0	11	0	0	0	0	0	0	0	0	245
07:00	0	85	24	0	2	0	0	0	0	0	0	0	0	111
07:15	1	93	20	0	4	0	0	0	0	0	0	0	0	118
07:30	0	104	24	0	1	0	0	0	1	0	1	0	0	131
07:45	1	80	22	0	5	0	0	1	0	0	0	0	0	109
	2	362	90	0	12	0	0	1	1	0	1	0	0	469
08:00	1	53	17	0	3	0	0	1	1	0	0	0	0	76
08:15	0	54	13	0	5	0	0	2	0	0	0	0	0	74
08:30	1	54	11	0	3	2	0	0	0	0	0	0	0	71
08:45	2	49	9	1	5	0	0	0	0	0	0	0	0	66
	4	210	50	1	16	2	0	3	1	0	0	0	0	287
09:00	0	51	14	0	0	0	0	1	0	0	0	0	0	66
09:15	1	41	3	0	2	0	0	0	0	0	0	0	0	47
09:30	1	31	9	0	2	1	0	0	0	0	0	0	0	44
09:45	0	29	9	0	1	0	0	0	1	0	0	0	0	40
	2	152	35	0	5	1	0	1	1	0	0	0	0	197
10:00	0	40	9	0	2	0	0	0	0	0	0	0	0	51
10:15	0	30	6	0	3	0	0	0	0	0	0	0	0	39
10:30	0	25	10	0	2	0	0	0	0	0	0	0	0	37
10:45	0	24	10	0	1	0	0	0	0	0	0	0	0	35
	0	119	35	0	8	0	0	0	0	0	0	0	0	162
11:00	0	19	6	0	2	0	0	0	0	0	0	0	0	27
11:15	0	27	10	0	2	0	0	1	0	0	0	0	0	40
11:30	0	22	10	0	2	0	0	0	0	0	0	0	0	34
11:45	0	31	7	0	2	0	0	0	0	0	0	0	0	40
	0	99	33	0	8	0	0	1	0	0	0	0	0	141
Total	19	1289	349	1	73	3	0	7	3	0	1	0	0	1745
Percent	1.1%	73.9%	20.0%	0.1%	4.2%	0.2%	0.0%	0.4%	0.2%	0.0%	0.1%	0.0%	0.0%	

City of Moreno Valley
Redlands Boulevard
B/ Bay Avenue - Cottonwood Avenue
24 Hour Directional Classification Count
Northbound

MRVRDBACO
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	20	8	0	1	0	0	0	0	0	0	0	0	30
12:15	0	24	8	0	1	0	0	0	0	0	0	0	0	33
12:30	0	18	11	0	0	0	0	0	0	0	0	0	0	29
12:45	0	23	7	0	0	0	0	0	0	0	0	0	0	30
	1	85	34	0	2	0	0	0	0	0	0	0	0	122
13:00	1	34	7	0	0	0	0	0	0	0	0	0	0	42
13:15	1	30	14	0	2	0	0	0	0	0	0	0	0	47
13:30	0	22	5	0	3	0	0	0	0	0	0	0	0	30
13:45	0	32	5	0	1	0	0	0	0	0	0	0	0	38
	2	118	31	0	6	0	0	0	0	0	0	0	0	157
14:00	0	23	3	0	2	0	0	1	0	0	0	0	0	29
14:15	0	36	7	0	4	0	0	0	0	0	0	0	0	47
14:30	2	42	18	2	2	0	0	0	0	0	0	0	0	66
14:45	2	21	14	0	4	0	0	0	0	0	0	0	0	41
	4	122	42	2	12	0	0	1	0	0	0	0	0	183
15:00	0	31	10	0	1	0	0	0	0	0	0	0	0	42
15:15	0	38	6	1	0	0	0	0	0	0	0	0	0	45
15:30	0	40	21	0	4	0	0	2	0	0	0	0	0	67
15:45	2	47	21	0	2	0	0	0	0	0	0	0	0	72
	2	156	58	1	7	0	0	2	0	0	0	0	0	226
16:00	0	40	6	1	3	0	0	0	0	0	0	0	0	50
16:15	0	41	9	0	3	0	0	0	0	0	0	0	0	53
16:30	0	46	12	0	3	0	0	0	0	0	0	0	0	61
16:45	0	39	15	0	0	0	0	0	0	0	0	0	0	54
	0	166	42	1	9	0	0	0	0	0	0	0	0	218
17:00	2	39	8	1	1	0	0	0	0	0	0	0	0	51
17:15	0	49	11	0	4	0	0	0	0	0	0	0	0	64
17:30	0	53	17	0	2	0	0	0	0	0	0	0	0	72
17:45	1	34	13	0	3	0	0	0	0	0	0	0	0	51
	3	175	49	1	10	0	0	0	0	0	0	0	0	238
18:00	0	38	6	1	1	0	0	0	0	0	0	0	0	46
18:15	1	35	3	0	2	0	0	0	0	0	0	0	0	41
18:30	1	33	13	0	2	0	0	1	0	0	0	0	0	50
18:45	0	24	8	0	0	0	0	0	0	0	0	0	0	32
	2	130	30	1	5	0	0	1	0	0	0	0	0	169
19:00	1	20	9	0	0	0	0	0	0	0	0	0	0	30
19:15	0	23	7	0	0	0	0	0	0	0	0	0	0	30
19:30	0	25	5	0	0	0	0	0	0	0	0	0	0	30
19:45	0	28	8	0	0	0	0	0	0	0	0	0	0	36
	1	96	29	0	0	0	0	0	0	0	0	0	0	126
20:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
20:15	0	17	4	0	0	0	0	0	0	0	0	0	0	21
20:30	0	13	3	0	0	0	0	0	0	0	0	0	0	16
20:45	0	11	6	0	0	0	0	0	0	0	0	0	0	17
	0	58	19	0	1	0	0	0	0	0	0	0	0	78
21:00	0	17	2	1	1	0	0	0	0	0	0	0	0	21
21:15	0	13	7	0	0	0	0	0	0	0	0	0	0	20
21:30	0	7	4	0	1	0	0	0	1	0	0	0	0	13
21:45	0	10	3	0	1	0	0	0	0	0	0	0	0	14
	0	47	16	1	3	0	0	0	1	0	0	0	0	68
22:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
22:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
22:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	40	9	0	0	0	0	0	0	0	0	0	0	49
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7
23:30	1	7	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	1	23	7	0	1	0	0	0	0	0	0	0	0	32
Total	16	1216	366	7	56	0	0	4	1	0	0	0	0	1666
Percent	1.0%	73.0%	22.0%	0.4%	3.4%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	35	2505	715	8	129	3	0	11	4	0	1	0	0	3411
Percent	1.0%	73.4%	21.0%	0.2%	3.8%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

City of Moreno Valley
Redlands Boulevard
B/ Bay Avenue - Cottonwood Avenue
24 Hour Directional Classification Count
Southbound

MRVRDBACO
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	8	1	0	0	0	0	0	0	0	0	0	0	9
00:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	23	1	0	0	0	0	0	0	0	0	0	0	24
01:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	12	3	0	1	0	0	0	0	0	0	0	0	16
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	0	15	2	0	0	0	0	0	0	0	0	0	0	17
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	2	1	0	0	0	0	0	0	0	0	0	0	4
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	1	5	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	0	19	4	0	0	0	0	0	0	0	0	0	0	23
05:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
05:15	1	8	1	0	0	0	0	0	0	0	0	0	0	10
05:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19
05:45	1	11	5	0	1	0	0	0	0	0	0	0	0	18
	2	40	11	0	1	0	0	0	0	0	0	0	0	54
06:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
06:15	1	22	6	0	2	0	0	0	0	0	0	0	0	31
06:30	0	20	9	0	2	0	0	1	0	0	0	0	0	32
06:45	0	43	14	0	5	1	0	1	0	0	0	0	0	64
	1	98	32	0	10	1	0	2	0	0	0	0	0	144
07:00	0	27	10	1	2	0	0	0	0	0	0	0	0	40
07:15	0	25	9	0	0	0	0	0	0	0	0	0	0	34
07:30	0	35	14	2	2	0	0	0	0	0	0	0	0	53
07:45	2	50	23	0	3	0	0	0	0	0	0	0	0	78
	2	137	56	3	7	0	0	0	0	0	0	0	0	205
08:00	0	35	12	0	4	0	0	0	1	0	0	0	0	52
08:15	0	27	11	0	0	0	0	0	0	0	0	0	0	38
08:30	0	34	13	0	2	0	0	0	0	0	0	0	0	49
08:45	0	32	6	1	2	0	0	0	0	0	0	0	0	41
	0	128	42	1	8	0	0	0	1	0	0	0	0	180
09:00	0	19	8	1	0	0	0	0	0	0	0	0	0	28
09:15	0	23	6	0	3	0	0	0	0	0	0	0	0	32
09:30	0	19	7	0	0	0	0	0	0	0	0	0	0	26
09:45	0	17	4	0	3	0	0	0	0	0	0	0	0	24
	0	78	25	1	6	0	0	0	0	0	0	0	0	110
10:00	0	18	9	0	1	0	0	0	0	0	0	0	0	28
10:15	0	21	5	0	6	0	0	1	0	0	0	0	0	33
10:30	0	18	8	0	2	0	0	3	0	0	0	0	0	31
10:45	1	20	8	0	1	0	0	0	0	0	0	0	0	30
	1	77	30	0	10	0	0	4	0	0	0	0	0	122
11:00	1	17	6	0	2	0	0	0	0	0	0	0	0	26
11:15	0	19	7	0	2	0	0	1	0	0	0	0	0	29
11:30	0	14	9	0	1	0	0	0	0	0	0	0	0	24
11:45	0	20	8	0	2	0	0	0	0	0	0	0	0	30
	1	70	30	0	7	0	0	1	0	0	0	0	0	109
Total	8	702	237	5	50	1	0	7	1	0	0	0	0	1011
Percent	0.8%	69.4%	23.4%	0.5%	4.9%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

City of Moreno Valley
Redlands Boulevard
B/ Bay Avenue - Cottonwood Avenue
24 Hour Directional Classification Count
Southbound

MRVRDBACO
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	17	5	0	0	0	0	0	0	0	0	0	0	23
12:15	0	22	11	0	1	0	0	0	0	0	0	0	0	34
12:30	1	28	6	0	1	0	0	0	0	0	0	0	0	36
12:45	1	34	11	0	3	0	0	0	0	0	0	0	0	49
	3	101	33	0	5	0	0	0	0	0	0	0	0	142
13:00	0	27	14	0	2	0	0	0	0	0	0	0	0	43
13:15	0	17	9	0	3	0	0	0	0	0	0	0	0	29
13:30	0	38	9	0	2	0	0	0	0	0	0	0	0	49
13:45	1	35	12	0	2	0	0	0	0	0	0	0	0	50
	1	117	44	0	9	0	0	0	0	0	0	0	0	171
14:00	2	40	13	1	3	0	0	0	0	0	0	0	0	59
14:15	0	29	16	0	1	0	0	0	0	0	0	0	0	46
14:30	0	37	23	0	4	0	0	1	0	0	0	0	0	65
14:45	0	35	9	1	4	0	0	1	0	0	0	0	0	50
	2	141	61	2	12	0	0	2	0	0	0	0	0	220
15:00	0	45	12	0	4	0	0	0	0	0	0	0	0	61
15:15	1	34	13	0	5	0	0	1	0	0	0	0	0	54
15:30	0	63	15	0	5	0	0	0	0	0	0	0	0	83
15:45	0	52	15	1	3	0	0	0	0	0	0	0	0	71
	1	194	55	1	17	0	0	1	0	0	0	0	0	269
16:00	0	64	15	0	6	0	0	2	0	0	0	0	0	87
16:15	0	49	15	0	3	0	0	1	0	0	0	0	0	68
16:30	0	43	17	1	3	0	0	0	0	0	0	0	0	64
16:45	0	66	18	0	2	0	0	0	0	0	0	0	0	86
	0	222	65	1	14	0	0	3	0	0	0	0	0	305
17:00	0	51	16	1	1	0	0	0	0	0	0	0	0	69
17:15	3	54	25	0	2	0	0	2	0	0	0	0	0	86
17:30	1	98	31	1	2	0	0	1	0	0	0	0	0	134
17:45	0	66	23	0	2	0	0	0	0	0	0	0	0	91
	4	269	95	2	7	0	0	3	0	0	0	0	0	380
18:00	1	75	18	0	4	0	0	1	0	0	0	0	0	99
18:15	2	52	16	0	1	0	0	0	0	0	0	0	0	71
18:30	2	49	14	0	3	0	0	0	0	0	0	0	0	68
18:45	0	57	18	0	2	0	0	0	0	0	0	0	0	77
	5	233	66	0	10	0	0	1	0	0	0	0	0	315
19:00	0	45	15	0	3	0	0	0	0	0	0	0	0	63
19:15	0	39	10	0	2	0	0	0	0	0	0	0	0	51
19:30	1	47	7	0	1	0	0	0	0	0	0	0	0	56
19:45	1	34	9	0	3	0	0	0	0	0	0	0	0	47
	2	165	41	0	9	0	0	0	0	0	0	0	0	217
20:00	0	27	3	0	1	0	0	0	0	0	0	0	0	31
20:15	0	32	11	0	0	0	0	0	0	0	0	0	0	43
20:30	1	24	8	0	1	0	0	0	0	0	0	0	0	34
20:45	3	35	3	0	0	0	0	0	0	0	0	0	0	41
	4	118	25	0	2	0	0	0	0	0	0	0	0	149
21:00	0	18	10	0	1	0	0	0	0	0	0	0	0	29
21:15	0	25	9	0	2	0	0	0	0	0	0	0	0	36
21:30	0	22	8	0	1	0	0	0	0	0	0	0	0	31
21:45	0	22	5	0	1	0	0	0	0	0	0	0	0	28
	0	87	32	0	5	0	0	0	0	0	0	0	0	124
22:00	0	8	6	0	1	0	0	0	0	0	0	0	0	15
22:15	0	17	7	0	0	0	0	0	0	0	0	0	0	24
22:30	0	26	5	0	0	0	0	0	0	0	0	0	0	31
22:45	0	10	5	0	1	0	0	0	0	0	0	0	0	16
	0	61	23	0	2	0	0	0	0	0	0	0	0	86
23:00	1	6	4	0	0	0	0	0	0	0	0	0	0	11
23:15	0	18	2	0	0	0	0	0	0	0	0	0	0	20
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	1	43	8	0	0	0	0	0	0	0	0	0	0	52
Total	23	1751	548	6	92	0	0	10	0	0	0	0	0	2430
Percent	0.9%	72.1%	22.6%	0.2%	3.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	31	2453	785	11	142	1	0	17	1	0	0	0	0	3441
Percent	0.9%	71.3%	22.8%	0.3%	4.1%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc
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Corona, CA 92878
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City of Moreno Valley
Redlands Boulevard
B/ Bay Avenue - Cottonwood Avenue
24 Hour Directional Classification Count
Northbound, Southbound

MRVRDBACO
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	11	1	0	0	0	0	0	0	0	0	0	0	12
00:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
00:45	1	4	0	0	1	0	0	0	0	0	0	0	0	6
	1	36	3	0	1	0	0	0	0	0	0	0	0	41
01:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
01:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	21	4	0	2	0	0	0	0	0	0	0	0	27
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	6	0	0	1	0	0	0	0	0	0	0	0	7
02:45	1	6	5	0	0	0	0	0	0	0	0	0	0	12
	1	21	5	0	1	0	0	0	0	0	0	0	0	28
03:00	0	4	0	0	0	0	0	1	0	0	0	0	0	5
03:15	1	3	2	0	1	0	0	0	0	0	0	0	0	7
03:30	1	11	4	0	1	0	0	0	0	0	0	0	0	17
03:45	0	7	2	0	1	0	0	0	0	0	0	0	0	10
	2	25	8	0	3	0	0	1	0	0	0	0	0	39
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
04:30	1	20	6	0	0	0	0	0	0	0	0	0	0	27
04:45	0	26	4	0	0	0	0	0	0	0	0	0	0	30
	1	62	12	0	0	0	0	0	0	0	0	0	0	75
05:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
05:15	1	22	8	0	3	0	0	0	0	0	0	0	0	34
05:30	2	44	10	0	2	0	0	0	0	0	0	0	0	58
05:45	2	39	18	0	3	0	0	0	0	0	0	0	0	62
	5	118	44	0	8	0	0	0	0	0	0	0	0	175
06:00	2	46	11	0	6	0	0	0	0	0	0	0	0	65
06:15	1	61	18	0	4	0	0	0	0	0	0	0	0	84
06:30	2	63	26	0	5	0	0	1	0	0	0	0	0	97
06:45	0	106	29	0	6	1	0	1	0	0	0	0	0	143
	5	276	84	0	21	1	0	2	0	0	0	0	0	389
07:00	0	112	34	1	4	0	0	0	0	0	0	0	0	151
07:15	1	118	29	0	4	0	0	0	0	0	0	0	0	152
07:30	0	139	38	2	3	0	0	0	1	0	1	0	0	184
07:45	3	130	45	0	8	0	0	1	0	0	0	0	0	187
	4	499	146	3	19	0	0	1	1	0	1	0	0	674
08:00	1	88	29	0	7	0	0	1	2	0	0	0	0	128
08:15	0	81	24	0	5	0	0	2	0	0	0	0	0	112
08:30	1	88	24	0	5	2	0	0	0	0	0	0	0	120
08:45	2	81	15	2	7	0	0	0	0	0	0	0	0	107
	4	338	92	2	24	2	0	3	2	0	0	0	0	467
09:00	0	70	22	1	0	0	0	1	0	0	0	0	0	94
09:15	1	64	9	0	5	0	0	0	0	0	0	0	0	79
09:30	1	50	16	0	2	1	0	0	0	0	0	0	0	70
09:45	0	46	13	0	4	0	0	0	1	0	0	0	0	64
	2	230	60	1	11	1	0	1	1	0	0	0	0	307
10:00	0	58	18	0	3	0	0	0	0	0	0	0	0	79
10:15	0	51	11	0	9	0	0	1	0	0	0	0	0	72
10:30	0	43	18	0	4	0	0	3	0	0	0	0	0	68
10:45	1	44	18	0	2	0	0	0	0	0	0	0	0	65
	1	196	65	0	18	0	0	4	0	0	0	0	0	284
11:00	1	36	12	0	4	0	0	0	0	0	0	0	0	53
11:15	0	46	17	0	4	0	0	2	0	0	0	0	0	69
11:30	0	36	19	0	3	0	0	0	0	0	0	0	0	58
11:45	0	51	15	0	4	0	0	0	0	0	0	0	0	70
	1	169	63	0	15	0	0	2	0	0	0	0	0	250
Total	27	1991	586	6	123	4	0	14	4	0	1	0	0	2756
Percent	1.0%	72.2%	21.3%	0.2%	4.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

City of Moreno Valley
Redlands Boulevard
B/ Bay Avenue - Cottonwood Avenue
24 Hour Directional Classification Count
Northbound, Southbound

MRVRDBACO
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	2	37	13	0	1	0	0	0	0	0	0	0	0	53
12:15	0	46	19	0	2	0	0	0	0	0	0	0	0	67
12:30	1	46	17	0	1	0	0	0	0	0	0	0	0	65
12:45	1	57	18	0	3	0	0	0	0	0	0	0	0	79
	4	186	67	0	7	0	0	0	0	0	0	0	0	264
13:00	1	61	21	0	2	0	0	0	0	0	0	0	0	85
13:15	1	47	23	0	5	0	0	0	0	0	0	0	0	76
13:30	0	60	14	0	5	0	0	0	0	0	0	0	0	79
13:45	1	67	17	0	3	0	0	0	0	0	0	0	0	88
	3	235	75	0	15	0	0	0	0	0	0	0	0	328
14:00	2	63	16	1	5	0	0	1	0	0	0	0	0	88
14:15	0	65	23	0	5	0	0	0	0	0	0	0	0	93
14:30	2	79	41	2	6	0	0	1	0	0	0	0	0	131
14:45	2	56	23	1	8	0	0	1	0	0	0	0	0	91
	6	263	103	4	24	0	0	3	0	0	0	0	0	403
15:00	0	76	22	0	5	0	0	0	0	0	0	0	0	103
15:15	1	72	19	1	5	0	0	1	0	0	0	0	0	99
15:30	0	103	36	0	9	0	0	2	0	0	0	0	0	150
15:45	2	99	36	1	5	0	0	0	0	0	0	0	0	143
	3	350	113	2	24	0	0	3	0	0	0	0	0	495
16:00	0	104	21	1	9	0	0	2	0	0	0	0	0	137
16:15	0	90	24	0	6	0	0	1	0	0	0	0	0	121
16:30	0	89	29	1	6	0	0	0	0	0	0	0	0	125
16:45	0	105	33	0	2	0	0	0	0	0	0	0	0	140
	0	388	107	2	23	0	0	3	0	0	0	0	0	523
17:00	2	90	24	2	2	0	0	0	0	0	0	0	0	120
17:15	3	103	36	0	6	0	0	2	0	0	0	0	0	150
17:30	1	151	48	1	4	0	0	1	0	0	0	0	0	206
17:45	1	100	36	0	5	0	0	0	0	0	0	0	0	142
	7	444	144	3	17	0	0	3	0	0	0	0	0	618
18:00	1	113	24	1	5	0	0	1	0	0	0	0	0	145
18:15	3	87	19	0	3	0	0	0	0	0	0	0	0	112
18:30	3	82	27	0	5	0	0	1	0	0	0	0	0	118
18:45	0	81	26	0	2	0	0	0	0	0	0	0	0	109
	7	363	96	1	15	0	0	2	0	0	0	0	0	484
19:00	1	65	24	0	3	0	0	0	0	0	0	0	0	93
19:15	0	62	17	0	2	0	0	0	0	0	0	0	0	81
19:30	1	72	12	0	1	0	0	0	0	0	0	0	0	86
19:45	1	62	17	0	3	0	0	0	0	0	0	0	0	83
	3	261	70	0	9	0	0	0	0	0	0	0	0	343
20:00	0	44	9	0	2	0	0	0	0	0	0	0	0	55
20:15	0	49	15	0	0	0	0	0	0	0	0	0	0	64
20:30	1	37	11	0	1	0	0	0	0	0	0	0	0	50
20:45	3	46	9	0	0	0	0	0	0	0	0	0	0	58
	4	176	44	0	3	0	0	0	0	0	0	0	0	227
21:00	0	35	12	1	2	0	0	0	0	0	0	0	0	50
21:15	0	38	16	0	2	0	0	0	0	0	0	0	0	56
21:30	0	29	12	0	2	0	0	0	1	0	0	0	0	44
21:45	0	32	8	0	2	0	0	0	0	0	0	0	0	42
	0	134	48	1	8	0	0	0	1	0	0	0	0	192
22:00	0	16	9	0	1	0	0	0	0	0	0	0	0	26
22:15	0	27	11	0	0	0	0	0	0	0	0	0	0	38
22:30	0	43	7	0	0	0	0	0	0	0	0	0	0	50
22:45	0	15	5	0	1	0	0	0	0	0	0	0	0	21
	0	101	32	0	2	0	0	0	0	0	0	0	0	135
23:00	1	13	5	0	0	0	0	0	0	0	0	0	0	19
23:15	0	23	3	0	1	0	0	0	0	0	0	0	0	27
23:30	1	14	1	0	0	0	0	0	0	0	0	0	0	16
23:45	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	2	66	15	0	1	0	0	0	0	0	0	0	0	84
Total	39	2967	914	13	148	0	0	14	1	0	0	0	0	4096
Percent	1.0%	72.4%	22.3%	0.3%	3.6%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	66	4958	1500	19	271	4	0	28	5	0	1	0	0	6852
Percent	1.0%	72.4%	21.9%	0.3%	4.0%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

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

City of Moreno Valley
Cactus Avenue
E/ Redlands Bouleveard
24 Hour Directional Classification Count
Eastbound

MRVCAERE
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:30	0	0	1	0	0	0	0	1	0	0	0	0	0	2
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	2	0	0	0	0	1	0	0	0	0	0	6
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	6	3	0	0	0	0	0	0	0	0	0	0	9
08:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
08:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	11	1	0	1	0	0	0	0	0	0	0	0	13
09:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
09:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
09:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	9	1	0	1	0	0	0	0	0	0	0	0	11
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	4	0	0	0	0	0	0	0	0	0	0	10
Total	0	39	13	0	2	0	0	1	0	0	0	0	0	55
Percent	0.0%	70.9%	23.6%	0.0%	3.6%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

City of Moreno Valley
Cactus Avenue
E/ Redlands Bouleveard
24 Hour Directional Classification Count
Eastbound

MRVCAERE
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:30	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	1	11	0	0	0	0	0	0	0	0	0	0	0	12
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
13:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	6	5	0	0	0	0	0	0	0	0	0	0	11
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	11	1	0	0	0	0	0	0	0	0	0	0	12
15:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
15:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	16	4	0	1	0	0	0	0	0	0	0	0	21
16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
16:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
16:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	11	5	0	1	0	0	0	0	0	0	0	0	17
17:00	1	5	1	0	0	0	0	0	0	0	0	0	0	7
17:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	14	4	0	0	0	0	0	0	0	0	0	0	18
	1	27	5	0	0	0	0	0	0	0	0	0	0	33
18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
18:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
18:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	23	4	0	0	0	0	0	0	0	0	0	0	27
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
19:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
19:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	15	5	0	0	0	0	0	0	0	0	0	0	20
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	8	4	0	0	0	0	0	0	0	0	0	0	12
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
21:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	11	3	0	1	0	0	0	0	0	0	0	0	15
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	2	146	39	0	3	0	0	0	0	0	0	0	0	190
Percent	1.1%	76.8%	20.5%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	2	185	52	0	5	0	0	1	0	0	0	0	0	245
Percent	0.8%	75.5%	21.2%	0.0%	2.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

City of Moreno Valley
Cactus Avenue
E/ Redlands Bouleveard
24 Hour Directional Classification Count
Westbound

MRVCAERE
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
06:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	0	19	1	0	0	0	0	0	0	0	0	0	0	20
07:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
07:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
07:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
07:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	0	25	3	0	0	0	0	0	0	0	0	0	0	28
08:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
08:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	6	4	0	2	0	0	1	0	0	0	0	0	13
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
10:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	2	6	2	0	0	0	0	0	0	0	0	0	0	10
11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
11:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	12	3	0	1	0	0	0	0	0	0	0	0	16
Total	3	86	16	0	3	0	0	1	0	0	0	0	0	109
Percent	2.8%	78.9%	14.7%	0.0%	2.8%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	

City of Moreno Valley
Cactus Avenue
E/ Redlands Bouleveard
24 Hour Directional Classification Count
Westbound

MRVCAERE
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	9	2	0	0	0	0	0	0	0	0	0	0	11
13:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
13:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	0	9	4	0	0	0	0	0	0	0	0	0	0	13
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	8	1	0	0	0	0	0	0	0	0	0	0	9
15:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
15:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
15:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	11	3	0	0	0	0	0	0	0	0	0	0	14
16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
16:45	0	1	0	0	0	0	1	0	0	0	0	0	0	2
	0	11	0	0	0	0	1	0	0	0	0	0	0	12
17:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
17:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	13	3	0	0	0	0	0	0	0	0	0	0	16
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
18:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	17	2	0	0	0	0	0	0	0	0	0	0	19
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	11	2	0	0	0	0	0	0	0	0	0	0	13
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	1	2	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	99	23	0	0	0	1	0	0	0	0	0	0	123
Percent	0.0%	80.5%	18.7%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	3	185	39	0	3	0	1	1	0	0	0	0	0	232
Percent	1.3%	79.7%	16.8%	0.0%	1.3%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

City of Moreno Valley
Cactus Avenue
E/ Redlands Bouleveard
24 Hour Directional Classification Count
Eastbound, Westbound

MRVCAERE
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/08/12	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
06:30	0	3	1	0	0	0	0	1	0	0	0	0	0	5
06:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	0	22	3	0	0	0	0	1	0	0	0	0	0	26
07:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
07:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11
07:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
07:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	0	31	6	0	0	0	0	0	0	0	0	0	0	37
08:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
08:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
08:30	0	3	0	0	2	0	0	0	0	0	0	0	0	5
08:45	0	2	1	0	0	0	0	1	0	0	0	0	0	4
	0	17	5	0	3	0	0	1	0	0	0	0	0	26
09:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
09:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
09:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	15	2	0	1	0	0	0	0	0	0	0	0	18
10:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
10:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:45	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	2	8	4	0	0	0	0	0	0	0	0	0	0	14
11:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:15	0	6	2	0	1	0	0	0	0	0	0	0	0	9
11:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
11:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	0	18	7	0	1	0	0	0	0	0	0	0	0	26
Total	3	125	29	0	5	0	0	2	0	0	0	0	0	164
Percent	1.8%	76.2%	17.7%	0.0%	3.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

City of Moreno Valley
Cactus Avenue
E/ Redlands Bouleveard
24 Hour Directional Classification Count
Eastbound, Westbound

MRVCAERE
Site Code: 098-12158
Date Start: 08-May-12
Date End: 08-May-12

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:30	1	4	1	0	0	0	0	0	0	0	0	0	0	6
12:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	1	20	2	0	0	0	0	0	0	0	0	0	0	23
13:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
13:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
13:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
13:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	0	15	9	0	0	0	0	0	0	0	0	0	0	24
14:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
14:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
14:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
14:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	0	19	2	0	0	0	0	0	0	0	0	0	0	21
15:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
15:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
15:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
15:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	0	27	7	0	1	0	0	0	0	0	0	0	0	35
16:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
16:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
16:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
16:45	0	4	0	0	0	0	1	0	0	0	0	0	0	5
	0	22	5	0	1	0	1	0	0	0	0	0	0	29
17:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
17:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
17:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
17:45	0	16	5	0	0	0	0	0	0	0	0	0	0	21
	1	40	8	0	0	0	0	0	0	0	0	0	0	49
18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
18:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
18:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
18:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	40	6	0	0	0	0	0	0	0	0	0	0	46
19:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
19:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
19:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	26	7	0	0	0	0	0	0	0	0	0	0	33
20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
20:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	9	6	0	0	0	0	0	0	0	0	0	0	15
21:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
21:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	14	5	0	1	0	0	0	0	0	0	0	0	20
22:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	0	5	3	0	0	0	0	0	0	0	0	0	0	8
Total	2	245	62	0	3	0	1	0	0	0	0	0	0	313
Percent	0.6%	78.3%	19.8%	0.0%	1.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	5	370	91	0	8	0	1	2	0	0	0	0	0	477
Percent	1.0%	77.6%	19.1%	0.0%	1.7%	0.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Traffic Impact Analysis Report

for the World Logistics Center

Appendix B

Intersection LOS Worksheets
for Existing Conditions

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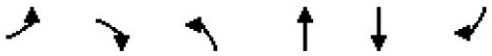
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	96	3	27	73	4	11
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	122	4	34	92	5	14
Pedestrians			5			5
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	85			127	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	85			127	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	100			100	
cM capacity (veh/h)	886	975			1472	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	125	127	19
Volume Left	122	0	5
Volume Right	4	92	0
cSH	888	1700	1472
Volume to Capacity	0.14	0.07	0.00
Queue Length 95th (ft)	12	0	0
Control Delay (s)	9.7	0.0	2.0
Lane LOS	A		A
Approach Delay (s)	9.7	0.0	2.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	69	102	578	240	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	78	115	649	270	1
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1154	275	271			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1154	275	271			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	90	91			
cM capacity (veh/h)	200	758	1287			

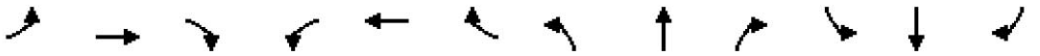
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	78	764	271
Volume Left	0	115	0
Volume Right	78	0	1
cSH	758	1287	1700
Volume to Capacity	0.10	0.09	0.16
Queue Length 95th (ft)	9	7	0
Control Delay (s)	10.3	2.2	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	2.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	0	18	1	0	1	9	592	0	0	397	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	32	0	20	1	0	1	10	673	0	0	451	16
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1155	1154	461	1175	1170	683	472			678		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1155	1154	461	1175	1170	683	472			678		
tC, single (s)	7.1	6.5	6.3	8.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	4.4	4.0	3.3	2.4			2.2		
p0 queue free %	81	100	97	99	100	100	99			100		
cM capacity (veh/h)	168	195	587	103	191	449	989			920		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	52	2	10	673	0	0	451	16
Volume Left	32	1	10	0	0	0	0	0
Volume Right	20	1	0	0	0	0	0	16
cSH	233	168	989	1700	1700	1700	1700	1700
Volume to Capacity	0.22	0.01	0.01	0.40	0.00	0.00	0.27	0.01
Queue Length 95th (ft)	21	1	1	0	0	0	0	0
Control Delay (s)	24.9	26.7	8.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	D	A					
Approach Delay (s)	24.9	26.7	0.1			0.0		
Approach LOS	C	D						

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	41.4%	ICU Level of Service	A	
Analysis Period (min)	15			



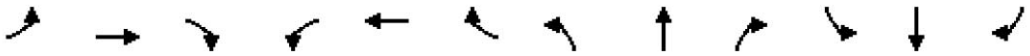
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	9	30	1	7	1	43	524	2	1	355	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.97			0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.97			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1753			1859		1805	1880		1805	1881	1561
Flt Permitted		0.97			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1753			1859		1805	1880		1805	1881	1561
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	108	11	36	1	8	1	51	624	2	1	423	93
RTOR Reduction (vph)	0	6	0	0	1	0	0	0	0	0	0	33
Lane Group Flow (vph)	0	149	0	0	9	0	51	626	0	1	423	60
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Turn Type	Split			Split			Prot			Prot		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)		56.2			1.5		7.7	44.9		1.4	38.6	38.6
Effective Green, g (s)		56.2			1.5		7.7	44.9		1.4	38.6	38.6
Actuated g/C Ratio		0.47			0.01		0.06	0.37		0.01	0.32	0.32
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)		821			23		116	703		21	605	502
v/s Ratio Prot		c0.09			c0.00		c0.03	c0.33		0.00	0.22	
v/s Ratio Perm												0.04
v/c Ratio		0.18			0.39		0.44	0.89		0.05	0.70	0.12
Uniform Delay, d1		18.5			58.8		54.1	35.2		58.6	35.6	28.7
Progression Factor		0.77			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.3			10.7		2.7	13.5		0.9	3.5	0.1
Delay (s)		14.6			69.5		56.7	48.7		59.6	39.2	28.8
Level of Service		B			E		E	D		E	D	C
Approach Delay (s)		14.6			69.5			49.3			37.3	
Approach LOS		B			E			D			D	

Intersection Summary			
HCM Average Control Delay	40.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	4	13	9	2	18	22
Sign Control	Yield			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	5	16	11	2	22	27
Pedestrians	5			5		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	82	5	68	54	5	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	82	5	68	54	5	
tC, single (s)	7.0	6.4	7.7	6.5	4.3	
tC, 2 stage (s)						
tF (s)	4.5	3.4	4.0	4.0	2.4	
p0 queue free %	99	98	99	100	99	
cM capacity (veh/h)	709	1037	774	821	1517	

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	5	16	14	22	27
Volume Left	0	0	11	22	0
Volume Right	0	16	0	0	27
cSH	709	1037	782	1517	1700
Volume to Capacity	0.01	0.02	0.02	0.01	0.02
Queue Length 95th (ft)	1	1	1	1	0
Control Delay (s)	10.1	8.5	9.7	7.4	0.0
Lane LOS	B	A	A	A	
Approach Delay (s)	8.9		9.7	3.3	
Approach LOS	A		A		

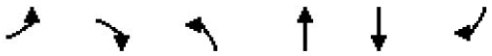
Intersection Summary				
Average Delay	5.8			
Intersection Capacity Utilization	17.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	2	1	2	46	6	491	112	213	173	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	5	2	1	2	55	7	585	133	254	206	1
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1378	1456	217	1393	1390	661	212			723		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1378	1456	217	1393	1390	661	212			723		
tC, single (s)	7.1	7.0	6.2	7.1	7.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.5	3.3	3.5	4.9	3.3	2.2			2.2		
p0 queue free %	100	93	100	99	96	88	99			71		
cM capacity (veh/h)	81	72	821	87	64	462	1365			880		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	58	7	718	254	207
Volume Left	0	1	7	0	254	0
Volume Right	2	55	0	133	0	1
cSH	104	344	1365	1700	880	1700
Volume to Capacity	0.07	0.17	0.01	0.42	0.29	0.12
Queue Length 95th (ft)	5	15	0	0	30	0
Control Delay (s)	42.2	17.6	7.7	0.0	10.7	0.0
Lane LOS	E	C	A		B	
Approach Delay (s)	42.2	17.6	0.1		5.9	
Approach LOS	E	C				

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	58.3%	ICU Level of Service	B	
Analysis Period (min)	15			



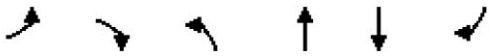
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	180	27	48	440	166	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1720		1703	1863	1900	1482
Flt Permitted	0.96		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1720		1703	1863	1900	1482
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	212	32	56	518	195	26
RTOR Reduction (vph)	10	0	0	0	0	9
Lane Group Flow (vph)	234	0	56	518	195	17
Confl. Peds. (#/hr)						
Heavy Vehicles (%)	4%	4%	6%	2%	0%	9%
Turn Type			Prot			pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases						6
Actuated Green, G (s)	10.8		2.4	22.0	15.6	26.4
Effective Green, g (s)	10.8		2.4	22.0	15.6	26.4
Actuated g/C Ratio	0.26		0.06	0.54	0.38	0.65
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)	455		100	1005	726	1104
v/s Ratio Prot	c0.14		0.03	c0.28	0.10	0.00
v/s Ratio Perm						0.01
v/c Ratio	0.52		0.56	0.52	0.27	0.02
Uniform Delay, d1	12.8		18.7	6.0	8.7	2.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		7.0	0.4	0.2	0.0
Delay (s)	13.8		25.7	6.4	8.9	2.6
Level of Service	B		C	A	A	A
Approach Delay (s)	13.8			8.3	8.1	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	40.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	9	29	21	13	13
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	16	10	31	23	14	14
Pedestrians			5			5
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	89	47			54	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	89	47			54	
tC, single (s)	6.5	6.2			4.6	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.6	
p0 queue free %	98	99			99	
cM capacity (veh/h)	886	1023			1312	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	26	54	28
Volume Left	16	0	14
Volume Right	10	23	0
cSH	933	1700	1312
Volume to Capacity	0.03	0.03	0.01
Queue Length 95th (ft)	2	0	1
Control Delay (s)	9.0	0.0	3.9
Lane LOS	A		A
Approach Delay (s)	9.0	0.0	3.9
Approach LOS	A		

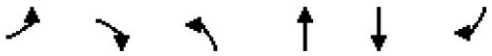
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	32	87	18	26	13	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	43	116	24	35	17	11
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)		4				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	110	28	28			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110	28	28			
tC, single (s)	6.9	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.9	3.4	2.3			
p0 queue free %	94	89	98			
cM capacity (veh/h)	773	1029	1529			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	159	24	35	28
Volume Left	43	24	0	0
Volume Right	116	0	0	11
cSH	1408	1529	1700	1700
Volume to Capacity	0.11	0.02	0.02	0.02
Queue Length 95th (ft)	10	1	0	0
Control Delay (s)	9.2	7.4	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.2	3.0		0.0
Approach LOS	A			

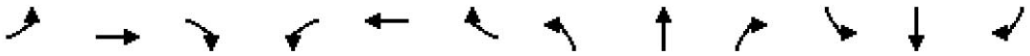
Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	17	1	7	29	11	91
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	20	1	8	33	13	105
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)		4				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	67	18	117			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67	18	117			
tC, single (s)	6.7	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.8	3.3	2.2			
p0 queue free %	98	100	99			
cM capacity (veh/h)	867	1062	1484			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	21	8	33	13	105
Volume Left	20	8	0	0	0
Volume Right	1	0	0	0	105
cSH	918	1484	1700	1700	1700
Volume to Capacity	0.02	0.01	0.02	0.01	0.06
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	9.2	7.4	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.2	1.4		0.0	
Approach LOS	A				

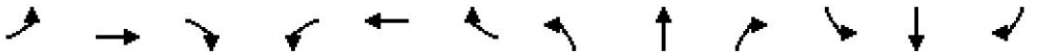
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	15.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	182	44	11	401	0	134	0	25	0	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	1	219	53	13	483	0	161	0	30	0	0	2
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	488			277			770	768	256	768	794	493
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	488			277			770	768	256	768	794	493
tC, single (s)	4.1			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			47	100	96	100	100	100
cM capacity (veh/h)	1081			1241			308	328	772	301	316	575

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	273	496	161	30	2
Volume Left	1	13	161	0	0
Volume Right	53	0	0	30	2
cSH	1081	1241	308	772	575
Volume to Capacity	0.00	0.01	0.53	0.04	0.00
Queue Length 95th (ft)	0	1	72	3	0
Control Delay (s)	0.0	0.3	28.9	9.9	11.3
Lane LOS	A	A	D	A	B
Approach Delay (s)	0.0	0.3	25.9		11.3
Approach LOS			D		B

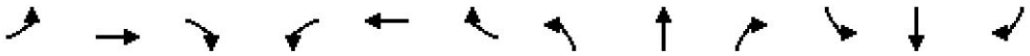
Intersection Summary				
Average Delay	5.4			
Intersection Capacity Utilization	49.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	79	49	27	165	11	81	550	26	11	385	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.99		1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1653		1626	1851		1719	1867		1421	1751	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1653		1626	1851		1719	1867		1421	1751	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	67	91	56	31	190	13	93	632	30	13	443	213
RTOR Reduction (vph)	0	31	0	0	3	0	0	1	0	0	18	0
Lane Group Flow (vph)	67	116	0	31	200	0	93	661	0	13	638	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	8%	6%	11%	1%	9%	5%	1%	0%	27%	3%	1%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.5	13.6		3.5	12.6		7.7	37.5		1.2	31.0	
Effective Green, g (s)	4.5	13.6		3.5	12.6		7.7	37.5		1.2	31.0	
Actuated g/C Ratio	0.06	0.19		0.05	0.18		0.11	0.52		0.02	0.43	
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)	113	313		79	325		184	975		24	756	
v/s Ratio Prot	c0.04	0.07		0.02	c0.11		0.05	c0.35		0.01	c0.36	
v/s Ratio Perm												
v/c Ratio	0.59	0.37		0.39	0.61		0.51	0.68		0.54	0.84	
Uniform Delay, d1	32.8	25.4		33.1	27.4		30.3	12.7		35.0	18.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.1	0.7		3.2	3.4		2.2	1.9		22.7	8.6	
Delay (s)	40.8	26.1		36.3	30.8		32.4	14.6		57.7	26.8	
Level of Service	D	C		D	C		C	B		E	C	
Approach Delay (s)		30.7			31.5			16.8			27.4	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	71.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
23: Alessandro Blvd & Redlands Blvd

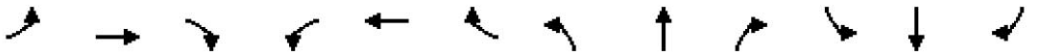


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	51	43	20	28	82	11	18	364	56	9	179	56
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	64	54	25	35	102	14	22	455	70	11	224	70

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	118	25	151	478	70	305
Volume Left (vph)	64	0	35	23	0	11
Volume Right (vph)	0	25	14	0	70	70
Hadj (s)	0.36	-0.53	0.02	0.04	-0.61	-0.12
Departure Headway (s)	7.7	6.8	7.4	6.2	5.5	6.4
Degree Utilization, x	0.25	0.05	0.31	0.82	0.11	0.54
Capacity (veh/h)	429	479	449	574	637	530
Control Delay (s)	12.1	9.0	13.6	29.6	7.9	16.7
Approach Delay (s)	11.6		13.6	26.9		16.7
Approach LOS	B		B	D		C

Intersection Summary				
Delay	20.5			
HCM Level of Service	C			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Signalized Intersection Capacity Analysis
24: Cactus Ave & Oliver St



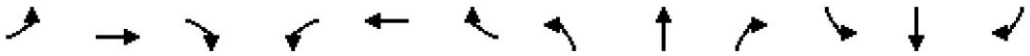
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	207	202	36	248	16	215	121	36	4	43	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.93		1.00	1.00	0.85		1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		1.00	
Satd. Flow (prot)	1805	3235		1752	1881	1482		1805	1590		1806	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.97	1.00		1.00	
Satd. Flow (perm)	1805	3235		1752	1881	1482		1805	1590		1806	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	6	269	262	47	322	21	279	157	47	5	56	1
RTOR Reduction (vph)	0	182	0	0	0	15	0	0	31	0	1	0
Lane Group Flow (vph)	6	349	0	47	322	6	0	436	16	0	61	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	3%	1%	3%	1%	6%	2%	2%	0%	0%	5%	0%
Turn Type	Prot			Prot		Perm	Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Actuated Green, G (s)	1.0	14.5		6.0	19.5	19.5		23.2	23.2		8.6	
Effective Green, g (s)	1.0	14.5		6.0	19.5	19.5		23.2	23.2		8.6	
Actuated g/C Ratio	0.01	0.21		0.09	0.29	0.29		0.34	0.34		0.13	
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)	26	687		154	537	423		613	540		227	
v/s Ratio Prot	0.00	0.11		c0.03	c0.17			c0.24			c0.03	
v/s Ratio Perm						0.00			0.01			
v/c Ratio	0.23	0.51		0.31	0.60	0.01		0.71	0.03		0.27	
Uniform Delay, d1	33.3	23.8		29.2	21.0	17.5		19.6	15.0		27.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	4.5	0.6		1.1	1.8	0.0		3.9	0.0		0.6	
Delay (s)	37.8	24.3		30.3	22.8	17.5		23.5	15.1		27.6	
Level of Service	D	C		C	C	B		C	B		C	
Approach Delay (s)		24.5			23.5			22.7			27.6	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	68.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
25: Cactus Ave & Moreno Beach Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	127	51	27	110	25	99	544	67	10	311	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3354		1736	3418		1770	3539	1580	1641	4834	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1787	3354		1736	3418		1770	3539	1580	1641	4834	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	109	149	60	32	129	29	116	640	79	12	366	118
RTOR Reduction (vph)	0	50	0	0	26	0	0	0	39	0	65	0
Lane Group Flow (vph)	109	159	0	32	132	0	116	640	40	12	419	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	2%	4%	4%	1%	8%	2%	2%	1%	10%	3%	3%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	7.5	8.2		5.3	6.0		11.9	20.6	25.9	1.1	9.8	
Effective Green, g (s)	7.5	8.2		5.3	6.0		11.9	20.6	25.9	1.1	9.8	
Actuated g/C Ratio	0.15	0.16		0.10	0.12		0.23	0.40	0.51	0.02	0.19	
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)	262	537		180	401		411	1424	923	35	925	
v/s Ratio Prot	c0.06	0.05		0.02	c0.04		0.07	c0.18	0.00	0.01	c0.09	
v/s Ratio Perm									0.02			
v/c Ratio	0.42	0.30		0.18	0.33		0.28	0.45	0.04	0.34	0.45	
Uniform Delay, d1	19.9	19.0		21.0	20.8		16.1	11.2	6.4	24.7	18.3	
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	0.3		0.5	0.5		0.4	0.2	0.0	5.8	0.4	
Delay (s)	20.9	19.3		21.4	21.2		16.5	11.4	6.4	30.5	18.7	
Level of Service	C	B		C	C		B	B	A	C	B	
Approach Delay (s)		19.8			21.3			11.6			19.0	
Approach LOS		B			C			B			B	

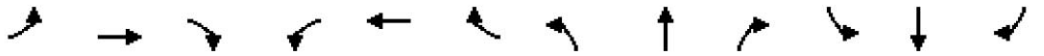
Intersection Summary			
HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	167	8	49	0	5	18	20	251	0	5	178	87
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	229	11	67	0	7	25	27	344	0	7	244	119

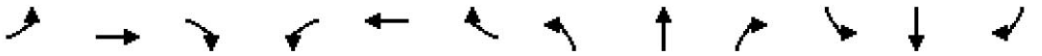
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	234	73	32	199	172	129	241
Volume Left (vph)	229	0	0	27	0	7	0
Volume Right (vph)	0	67	25	0	0	0	119
Hadj (s)	0.49	-0.60	-0.47	0.08	0.02	0.07	-0.30
Departure Headway (s)	6.9	5.8	6.5	6.2	6.1	6.2	5.8
Degree Utilization, x	0.45	0.12	0.06	0.34	0.29	0.22	0.39
Capacity (veh/h)	494	577	494	556	560	550	590
Control Delay (s)	14.3	8.4	9.9	11.2	10.5	9.8	11.3
Approach Delay (s)	12.9		9.9	10.9		10.8	
Approach LOS	B		A	B		B	

Intersection Summary				
Delay	11.4			
HCM Level of Service	B			
Intersection Capacity Utilization	43.2%	ICU Level of Service		A
Analysis Period (min)	15			



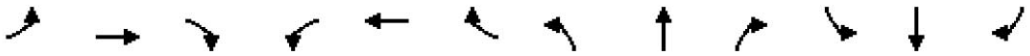
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	43	7	143	72	207	14	378	170	105	320	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.89		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1787	3528		1787	3128		1805	5036	1540	1752	4824	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1787	3528		1787	3128		1805	5036	1540	1752	4824	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	99	56	9	186	94	269	18	491	221	136	416	155
RTOR Reduction (vph)	0	8	0	0	221	0	0	0	117	0	55	0
Lane Group Flow (vph)	99	57	0	186	142	0	18	491	104	136	516	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	0%	1%	3%	1%	0%	3%	4%	3%	3%	2%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	6.7	5.1		11.2	9.6		1.2	13.9	25.1	7.2	19.9	
Effective Green, g (s)	6.7	5.1		11.2	9.6		1.2	13.9	25.1	7.2	19.9	
Actuated g/C Ratio	0.13	0.10		0.21	0.18		0.02	0.26	0.47	0.13	0.37	
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)	224	337		375	562		41	1311	839	236	1798	
v/s Ratio Prot	0.06	0.02		c0.10	c0.05		0.01	c0.10	0.03	c0.08	0.11	
v/s Ratio Perm									0.04			
v/c Ratio	0.44	0.17		0.50	0.25		0.44	0.37	0.12	0.58	0.29	
Uniform Delay, d1	21.6	22.2		18.6	18.8		25.8	16.2	8.0	21.7	11.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.2		1.0	0.2		7.3	0.2	0.1	3.4	0.1	
Delay (s)	23.0	22.4		19.6	19.1		33.1	16.4	8.0	25.1	11.9	
Level of Service	C	C		B	B		C	B	A	C	B	
Approach Delay (s)		22.8			19.3			14.3			14.4	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	53.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



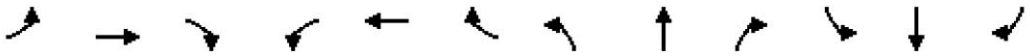
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	164	93	124	385	32	66	376	82	35	541	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3471	1583	1752	3460		1719	3505	1530	1805	3539	1544
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3471	1583	1752	3460		1719	3505	1530	1805	3539	1544
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	171	97	129	401	33	69	392	85	36	564	227
RTOR Reduction (vph)	0	0	75	0	7	0	0	0	26	0	0	88
Lane Group Flow (vph)	74	171	22	129	427	0	69	392	59	36	564	139
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	4%	1%	3%	3%	3%	5%	3%	4%	0%	2%	3%
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	9.1	16.6	27.3	13.3	20.8		10.7	69.9	83.2	4.2	63.4	72.5
Effective Green, g (s)	9.1	16.6	27.3	13.3	20.8		10.7	69.9	83.2	4.2	63.4	72.5
Actuated g/C Ratio	0.08	0.14	0.23	0.11	0.17		0.09	0.58	0.69	0.04	0.53	0.60
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	137	480	360	194	600		153	2042	1061	63	1870	933
v/s Ratio Prot	0.04	0.05	0.01	c0.07	c0.12		c0.04	0.11	0.01	0.02	c0.16	0.01
v/s Ratio Perm			0.01						0.03			0.08
v/c Ratio	0.54	0.36	0.06	0.66	0.71		0.45	0.19	0.06	0.57	0.30	0.15
Uniform Delay, d1	53.4	46.9	36.3	51.2	46.8		51.9	11.8	5.9	57.0	15.9	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.92	0.88	0.65	1.00	1.00	1.00
Incremental Delay, d2	4.3	0.5	0.1	8.3	4.0		2.1	0.2	0.0	11.9	0.4	0.1
Delay (s)	57.7	47.3	36.4	59.5	50.8		49.8	10.6	3.9	68.9	16.3	10.4
Level of Service	E	D	D	E	D		D	B	A	E	B	B
Approach Delay (s)		46.5			52.8			14.5			17.0	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	29.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



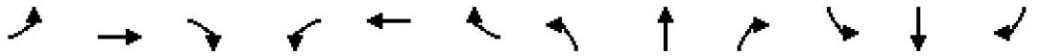
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	216	3	115	260	536	0	0	561	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes					1.00	0.98	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.95	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1811	1572	1787	3610			3333	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1811	1572	1787	3610			3333	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	225	3	120	271	558	0	0	584	305
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	0	0	41	0
Lane Group Flow (vph)	0	0	0	0	228	76	271	558	0	0	848	0
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	1%	4%
Turn Type				Split		Perm	Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases						8						
Actuated Green, G (s)					20.6	20.6	23.3	91.4			64.1	
Effective Green, g (s)					20.6	20.6	23.3	91.4			64.1	
Actuated g/C Ratio					0.17	0.17	0.19	0.76			0.53	
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)					311	270	347	2750			1780	
v/s Ratio Prot					c0.13		c0.15	0.15			c0.25	
v/s Ratio Perm						0.05						
v/c Ratio					0.73	0.28	0.78	0.20			0.48	
Uniform Delay, d1					47.1	43.3	45.9	4.0			17.5	
Progression Factor					1.00	1.00	1.00	1.00			0.66	
Incremental Delay, d2					8.6	0.6	10.9	0.2			0.9	
Delay (s)					55.7	43.8	56.8	4.2			12.4	
Level of Service					E	D	E	A			B	
Approach Delay (s)		0.0			51.6			21.4			12.4	
Approach LOS		A			D			C			B	

Intersection Summary			
HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.1%	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)	252	0	325	0	0	0	0	511	97	132	702	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.91		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99					1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00		1.00	1.00	
Frt	1.00	1.00	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1681	1531					4895		1805	3505	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1681	1681	1531					4895		1805	3505	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	277	0	357	0	0	0	0	562	107	145	771	0
RTOR Reduction (vph)	0	0	77	0	0	0	0	36	0	0	0	0
Lane Group Flow (vph)	138	139	280	0	0	0	0	633	0	145	771	0
Confl. Peds. (#/hr)			5						5			
Heavy Vehicles (%)	2%	0%	4%	0%	0%	0%	0%	3%	3%	0%	3%	0%
Turn Type	Split		Perm							Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	16.0	16.0	16.0					14.1		6.8	24.9	
Effective Green, g (s)	16.0	16.0	16.0					14.1		6.8	24.9	
Actuated g/C Ratio	0.33	0.33	0.33					0.29		0.14	0.51	
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)	550	550	501					1411		251	1785	
v/s Ratio Prot	0.08	0.08						0.13		c0.08	c0.22	
v/s Ratio Perm			c0.18									
v/c Ratio	0.25	0.25	0.56					0.45		0.58	0.43	
Uniform Delay, d1	12.1	12.1	13.5					14.2		19.7	7.6	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.2	1.4					0.2		3.2	0.2	
Delay (s)	12.3	12.3	14.9					14.4		22.9	7.7	
Level of Service	B	B	B					B		C	A	
Approach Delay (s)		13.8			0.0			14.4			10.1	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	48.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

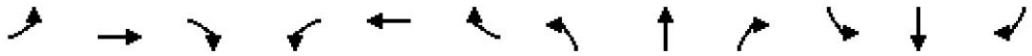


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	172	315	13	57	469	84	799	73	213	533	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.87		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3335	3574	1476	1805	3100		1687	4887		3433	3505	1594
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3335	3574	1476	1805	3100		1687	4887		3433	3505	1594
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	187	342	14	62	510	91	868	79	232	579	74
RTOR Reduction (vph)	0	0	137	0	202	0	0	8	0	0	0	31
Lane Group Flow (vph)	288	187	205	14	370	0	91	939	0	232	579	43
Confl. Peds. (#/hr)			5						5			5
Heavy Vehicles (%)	5%	1%	8%	0%	0%	1%	7%	4%	12%	2%	3%	0%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	15.2	34.6	46.1	2.8	22.2		11.5	54.0		12.6	55.1	70.3
Effective Green, g (s)	15.2	34.6	46.1	2.8	22.2		11.5	54.0		12.6	55.1	70.3
Actuated g/C Ratio	0.13	0.29	0.38	0.02	0.18		0.10	0.45		0.10	0.46	0.59
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)	422	1031	616	42	574		162	2199		360	1609	987
v/s Ratio Prot	c0.09	0.05	0.03	0.01	c0.12		0.05	c0.19		c0.07	0.17	0.01
v/s Ratio Perm			0.11									0.02
v/c Ratio	0.68	0.18	0.33	0.33	1.08dr		0.56	0.43		0.64	0.36	0.04
Uniform Delay, d1	50.1	32.1	26.1	57.7	45.2		51.8	22.5		51.5	21.0	10.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.24	0.47		1.37	0.37	0.03
Incremental Delay, d2	4.5	0.1	0.3	4.6	2.5		4.1	0.6		3.3	0.5	0.0
Delay (s)	54.6	32.2	26.4	62.3	47.7		68.4	11.2		73.9	8.3	0.4
Level of Service	D	C	C	E	D		E	B		E	A	A
Approach Delay (s)		37.7			48.1			16.2			24.8	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM Average Control Delay	29.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

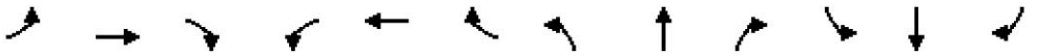
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	110	5	119	595	1039	0	0	786	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		0.97	0.95			0.91	
Frpb, ped/bikes					0.99		1.00	1.00			0.99	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.93		1.00	1.00			0.95	
Flt Protected					0.98		0.95	1.00			1.00	
Satd. Flow (prot)					1687		3433	3505			4784	
Flt Permitted					0.98		0.95	1.00			1.00	
Satd. Flow (perm)					1687		3433	3505			4784	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	115	5	124	620	1082	0	0	819	406
RTOR Reduction (vph)	0	0	0	0	34	0	0	0	0	0	66	0
Lane Group Flow (vph)	0	0	0	0	210	0	620	1082	0	0	1159	0
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	20%	1%	2%	3%	0%	0%	2%	3%
Turn Type				Split			Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					20.0		34.0	92.0			54.0	
Effective Green, g (s)					20.0		34.0	92.0			54.0	
Actuated g/C Ratio					0.17		0.28	0.77			0.45	
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)					281		973	2687			2153	
v/s Ratio Prot					c0.12		c0.18	0.31			c0.24	
v/s Ratio Perm												
v/c Ratio					0.75		0.64	0.40			0.54	
Uniform Delay, d1					47.6		37.6	4.7			24.0	
Progression Factor					1.00		0.92	0.50			1.00	
Incremental Delay, d2					10.3		1.2	0.4			1.0	
Delay (s)					57.9		35.9	2.7			24.9	
Level of Service					E		D	A			C	
Approach Delay (s)		0.0			57.9			14.8			24.9	
Approach LOS		A			E			B			C	

Intersection Summary			
HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



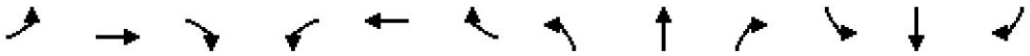
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	74	37	55	140	156	48	837	34	117	819	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1612	1881	1512	1770	1863	1556	1805	3505	1479	1752	3471	1463
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1612	1881	1512	1770	1863	1556	1805	3505	1479	1752	3471	1463
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	82	41	61	156	173	53	930	38	130	910	16
RTOR Reduction (vph)	0	0	36	0	0	146	0	0	8	0	0	3
Lane Group Flow (vph)	19	82	5	61	156	27	53	930	30	130	910	13
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	12%	1%	5%	2%	2%	2%	0%	3%	6%	3%	4%	7%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	2.8	14.5	14.5	7.0	18.7	18.7	7.2	68.4	68.4	14.1	75.3	75.3
Effective Green, g (s)	2.8	14.5	14.5	7.0	18.7	18.7	7.2	68.4	68.4	14.1	75.3	75.3
Actuated g/C Ratio	0.02	0.12	0.12	0.06	0.16	0.16	0.06	0.57	0.57	0.12	0.63	0.63
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	38	227	183	103	290	242	108	1998	843	206	2178	918
v/s Ratio Prot	0.01	0.04		c0.03	c0.08		0.03	c0.27		c0.07	0.26	
v/s Ratio Perm			0.00			0.02			0.02			0.01
v/c Ratio	0.50	0.36	0.03	0.59	0.54	0.11	0.49	0.47	0.04	0.63	0.42	0.01
Uniform Delay, d1	57.9	48.5	46.5	55.1	46.7	43.5	54.6	15.1	11.3	50.5	11.3	8.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.18	0.56	0.54
Incremental Delay, d2	10.0	1.0	0.1	8.8	1.9	0.2	3.5	0.8	0.1	5.9	0.6	0.0
Delay (s)	67.9	49.5	46.6	63.9	48.6	43.7	58.1	15.9	11.4	65.3	6.9	4.5
Level of Service	E	D	D	E	D	D	E	B	B	E	A	A
Approach Delay (s)		51.1			48.8			17.9			14.1	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	22.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	2	5	63	3	1	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	2	6	76	4	1	42
Pedestrians	5			5		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			8		166	10
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			8		166	10
tC, single (s)			4.2		6.4	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.4
p0 queue free %			95		100	96
cM capacity (veh/h)			1586		786	1046

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	8	80	1	42
Volume Left	0	76	1	0
Volume Right	6	0	0	42
cSH	1700	1586	786	1046
Volume to Capacity	0.00	0.05	0.00	0.04
Queue Length 95th (ft)	0	4	0	3
Control Delay (s)	0.0	7.1	9.6	8.6
Lane LOS		A	A	A
Approach Delay (s)	0.0	7.1	8.6	
Approach LOS			A	

Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		

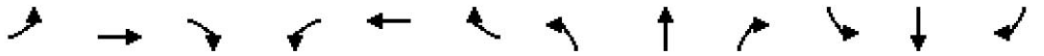


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	142	135	179	111	7	80	45	140	10	100	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00			0.98			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.93		1.00	0.99			0.93			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1805	1724		1805	1861			1693			1831	
Flt Permitted	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (perm)	1805	1724		1805	1861			1693			1831	
Peak-hour factor, PHF	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Adj. Flow (vph)	23	200	190	252	156	10	113	63	197	14	141	38
RTOR Reduction (vph)	0	27	0	0	2	0	0	34	0	0	8	0
Lane Group Flow (vph)	23	363	0	252	164	0	0	339	0	0	185	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	1%	0%	1%	0%	0%	2%	1%	0%	0%	0%
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	4.4	38.0		22.6	56.2			26.4			17.0	
Effective Green, g (s)	4.4	38.0		22.6	56.2			26.4			17.0	
Actuated g/C Ratio	0.04	0.32		0.19	0.47			0.22			0.14	
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)	66	546		340	872			372			259	
v/s Ratio Prot	0.01	c0.21		c0.14	0.09			c0.20			c0.10	
v/s Ratio Perm												
v/c Ratio	0.35	0.67		0.74	0.19			0.91			0.72	
Uniform Delay, d1	56.4	35.5		45.9	18.6			45.6			49.2	
Progression Factor	1.00	1.00		0.87	0.78			1.00			1.01	
Incremental Delay, d2	3.2	6.3		8.4	0.5			25.7			9.0	
Delay (s)	59.6	41.8		48.4	14.9			71.4			58.6	
Level of Service	E	D		D	B			E			E	
Approach Delay (s)		42.8			35.1			71.4			58.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	50.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

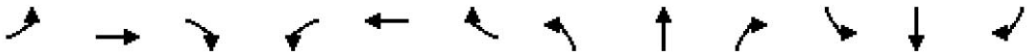
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	54	498	10	2	14	101	772	20	21	330	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1610		1641	1267	1590	1687	3574	1496	1805	5108	
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1610		1641	1267	1590	1687	3574	1496	1805	5108	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	92	64	586	12	2	16	119	908	24	25	388	29
RTOR Reduction (vph)	0	94	0	0	0	15	0	0	15	0	6	0
Lane Group Flow (vph)	0	648	0	12	2	1	119	908	9	25	411	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	2%	4%	10%	50%	0%	7%	1%	5%	0%	0%	4%
Turn Type	Split			Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		35.5		3.9	3.9	3.9	11.2	28.4	28.4	2.5	19.7	
Effective Green, g (s)		35.5		3.9	3.9	3.9	11.2	28.4	28.4	2.5	19.7	
Actuated g/C Ratio		0.41		0.05	0.05	0.05	0.13	0.33	0.33	0.03	0.23	
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)		662		74	57	72	219	1176	492	52	1166	
v/s Ratio Prot		c0.40		c0.01	0.00		c0.07	c0.25		0.01	0.08	
v/s Ratio Perm						0.00			0.01			
v/c Ratio		0.98		0.16	0.04	0.01	0.54	0.77	0.02	0.48	0.35	
Uniform Delay, d1		25.0		39.6	39.4	39.4	35.2	26.0	19.5	41.3	27.9	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		29.5		1.0	0.3	0.1	2.7	3.2	0.0	6.9	0.2	
Delay (s)		54.5		40.7	39.7	39.4	37.9	29.2	19.6	48.1	28.1	
Level of Service		D		D	D	D	D	C	B	D	C	
Approach Delay (s)		54.5			39.9			30.0			29.3	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	38.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	86.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.4%	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)	62	307	69	130	321	59	174	588	174	179	357	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3475		1770	3471		1787	3438	1511	1787	3471	1540
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3475		1770	3471		1787	3438	1511	1787	3471	1540
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	71	353	79	149	369	68	200	676	200	206	410	40
RTOR Reduction (vph)	0	19	0	0	15	0	0	0	116	0	0	23
Lane Group Flow (vph)	71	413	0	149	422	0	200	676	84	206	410	17
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	4%	2%	1%	3%	1%	5%	5%	1%	4%	3%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.7	20.8		13.6	26.7		18.6	50.6	50.6	19.0	51.0	51.0
Effective Green, g (s)	7.7	20.8		13.6	26.7		18.6	50.6	50.6	19.0	51.0	51.0
Actuated g/C Ratio	0.06	0.17		0.11	0.22		0.16	0.42	0.42	0.16	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)	116	602		201	772		277	1450	637	283	1475	655
v/s Ratio Prot	0.04	c0.12		c0.08	0.12		0.11	c0.20		c0.12	0.12	
v/s Ratio Perm									0.06			0.01
v/c Ratio	0.61	0.69		0.74	0.55		0.72	0.47	0.13	0.73	0.28	0.03
Uniform Delay, d1	54.7	46.5		51.5	41.3		48.2	25.0	21.3	48.0	22.5	20.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.59	0.90	1.22
Incremental Delay, d2	9.2	3.2		13.7	0.8		8.9	1.1	0.4	7.4	0.4	0.1
Delay (s)	63.9	49.8		65.2	42.1		57.2	26.1	21.7	36.0	20.6	24.4
Level of Service	E	D		E	D		E	C	C	D	C	C
Approach Delay (s)		51.8			48.0			31.0			25.7	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.7%	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)	68	333	99	196	515	131	221	430	168	160	254	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	3407		1703	3393		1752	4988	1511	1719	4832	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	3407		1703	3393		1752	4988	1511	1719	4832	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	79	387	115	228	599	152	257	500	195	186	295	55
RTOR Reduction (vph)	0	26	0	0	21	0	0	0	125	0	21	0
Lane Group Flow (vph)	79	476	0	228	730	0	257	500	70	186	329	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	4%	1%	5%	6%	2%	6%	3%	4%	5%	5%	5%	2%
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.8	26.5		17.0	34.7		23.3	42.8	42.8	17.7	37.2	
Effective Green, g (s)	8.8	26.5		17.0	34.7		23.3	42.8	42.8	17.7	37.2	
Actuated g/C Ratio	0.07	0.22		0.14	0.29		0.19	0.36	0.36	0.15	0.31	
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)	127	752		241	981		340	1779	539	254	1498	
v/s Ratio Prot	0.05	0.14		c0.13	c0.22		c0.15	c0.10		0.11	0.07	
v/s Ratio Perm									0.05			
v/c Ratio	0.62	0.63		0.95	0.74		0.76	0.28	0.13	0.73	0.22	
Uniform Delay, d1	54.0	42.3		51.0	38.6		45.7	27.6	26.0	48.9	30.7	
Progression Factor	1.00	1.00		1.00	1.00		0.93	0.57	0.70	1.00	1.00	
Incremental Delay, d2	9.1	1.8		42.8	3.1		8.5	0.4	0.5	10.4	0.3	
Delay (s)	63.1	44.1		93.9	41.7		50.9	16.0	18.5	59.3	31.0	
Level of Service	E	D		F	D		D	B	B	E	C	
Approach Delay (s)		46.7			53.9			25.9			40.8	
Approach LOS		D			D			C			D	

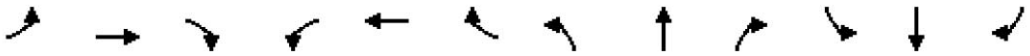
Intersection Summary			
HCM Average Control Delay	41.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	541	64	107	548	54	132	174	85	46	162	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.95		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3485		1787	3574	1491	1770	3404		1736	3330	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	3485		1787	3574	1491	1770	3404		1736	3330	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	85	629	74	124	637	63	153	202	99	53	188	122
RTOR Reduction (vph)	0	7	0	0	0	37	0	60	0	0	101	0
Lane Group Flow (vph)	85	696	0	124	637	26	153	241	0	53	209	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	2%	0%	1%	1%	7%	2%	0%	1%	4%	1%	2%
Turn Type	Prot			Prot		pm+ov	Prot			Prot		
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	7.2	21.4		8.6	22.8	28.8	12.5	18.5		6.0	12.0	
Effective Green, g (s)	7.2	21.4		8.6	22.8	28.8	12.5	18.5		6.0	12.0	
Actuated g/C Ratio	0.10	0.30		0.12	0.32	0.41	0.18	0.26		0.09	0.17	
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)	183	1058		218	1156	694	314	893		148	567	
v/s Ratio Prot	0.05	c0.20		c0.07	0.18	0.00	c0.09	0.07		0.03	c0.06	
v/s Ratio Perm						0.01						
v/c Ratio	0.46	0.66		0.57	0.55	0.04	0.49	0.27		0.36	0.37	
Uniform Delay, d1	29.8	21.4		29.2	19.6	12.5	26.1	20.6		30.4	25.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.9	1.5		3.4	0.6	0.0	1.2	0.2		1.5	0.4	
Delay (s)	31.7	22.9		32.6	20.2	12.5	27.3	20.8		31.9	26.3	
Level of Service	C	C		C	C	B	C	C		C	C	
Approach Delay (s)		23.8			21.5			23.0			27.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	70.5	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			

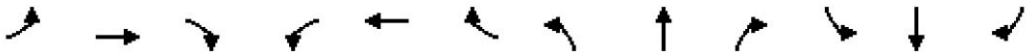
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	311	299	426	419	117	316	446	333	114	454	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	4700		3467	4913		3467	3574	1586	3400	3490	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	4700		3467	4913		3467	3574	1586	3400	3490	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	338	325	463	455	127	343	485	362	124	493	82
RTOR Reduction (vph)	0	169	0	0	46	0	0	0	107	0	13	0
Lane Group Flow (vph)	148	494	0	463	536	0	343	485	255	124	562	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	2%	1%	2%	1%	1%	1%	1%	3%	1%	1%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.3	14.0		15.1	20.8		11.1	21.1	36.2	7.7	17.7	
Effective Green, g (s)	8.3	14.0		15.1	20.8		11.1	21.1	36.2	7.7	17.7	
Actuated g/C Ratio	0.11	0.19		0.20	0.28		0.15	0.29	0.49	0.10	0.24	
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)	393	890		708	1383		521	1020	863	354	836	
v/s Ratio Prot	0.04	c0.11		c0.13	0.11		c0.10	c0.14	0.06	0.04	c0.16	
v/s Ratio Perm									0.10			
v/c Ratio	0.38	0.56		0.65	0.39		0.66	0.48	0.30	0.35	0.67	
Uniform Delay, d1	30.4	27.1		27.0	21.4		29.6	21.8	11.2	30.8	25.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.8		2.2	0.2		3.0	0.4	0.2	0.6	2.1	
Delay (s)	31.0	27.9		29.2	21.6		32.6	22.2	11.4	31.4	27.6	
Level of Service	C	C		C	C		C	C	B	C	C	
Approach Delay (s)		28.5			25.0			21.9			28.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.1%	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)	159	453	12	20	523	6	42	94	40	3	30	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.97			0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1787	5163		1719	5126			1772			1641	
Flt Permitted	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (perm)	1787	5163		1719	5126			1772			1641	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	181	515	14	23	594	7	48	107	45	3	34	141
RTOR Reduction (vph)	0	2	0	0	1	0	0	10	0	0	121	0
Lane Group Flow (vph)	181	527	0	23	600	0	0	190	0	0	57	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	0%	5%	1%	0%	5%	1%	3%	0%	3%	2%
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	7.2	22.5		1.1	16.4			12.0			8.4	
Effective Green, g (s)	7.2	22.5		1.1	16.4			12.0			8.4	
Actuated g/C Ratio	0.12	0.38		0.02	0.27			0.20			0.14	
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)	214	1936		32	1401			354			230	
v/s Ratio Prot	c0.10	0.10		0.01	c0.12			c0.11			c0.03	
v/s Ratio Perm												
v/c Ratio	0.85	0.27		0.72	0.43			0.54			0.25	
Uniform Delay, d1	25.9	13.1		29.3	17.9			21.5			23.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	25.2	0.1		55.4	0.2			1.6			0.6	
Delay (s)	51.0	13.1		84.7	18.2			23.1			23.5	
Level of Service	D	B		F	B			C			C	
Approach Delay (s)		22.8			20.6			23.1			23.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



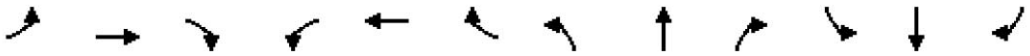
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	451	5	16	520	6	13	0	31	19	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00		1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00		1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00		1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00		0.85	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)	1805	5178		1805	5177		1805		1615	1805	1593	
Flt Permitted	0.95	1.00		0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (perm)	1805	5178		1805	5177		1805		1615	1805	1593	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	13	550	6	20	634	7	16	0	38	23	0	24
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	36	0	24	0
Lane Group Flow (vph)	13	556	0	20	641	0	16	0	2	23	0	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	0.8	20.4		2.5	22.1		0.8		2.5	5.6	0.8	
Effective Green, g (s)	0.8	20.4		2.5	22.1		0.8		2.5	5.6	0.8	
Actuated g/C Ratio	0.02	0.50		0.06	0.55		0.02		0.06	0.14	0.02	
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)	36	2608		111	2825		36		100	250	31	
v/s Ratio Prot	0.01	0.11		c0.01	c0.12		c0.01		0.00	c0.01	0.00	
v/s Ratio Perm												
v/c Ratio	0.36	0.21		0.18	0.23		0.44		0.02	0.09	0.02	
Uniform Delay, d1	19.6	5.6		18.0	4.8		19.6		17.9	15.2	19.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00		1.00	1.00	1.00	
Incremental Delay, d2	6.1	0.0		0.8	0.0		8.5		0.1	0.2	0.2	
Delay (s)	25.7	5.6		18.8	4.8		28.1		17.9	15.4	19.7	
Level of Service	C	A		B	A		C		B	B	B	
Approach Delay (s)		6.1			5.2			21.0			17.6	
Approach LOS		A			A			C			B	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	40.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

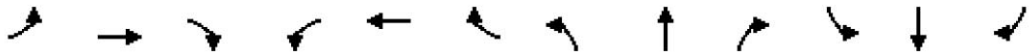
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	160	55	153	186	137	40	608	190	77	415	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		0.97		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1794		1687	1881	1556	1719	3341		1752	1776	1555
Flt Permitted		1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1794		1687	1881	1556	1719	3341		1752	1776	1555
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	170	59	163	198	146	43	647	202	82	441	13
RTOR Reduction (vph)	0	10	0	0	0	123	0	20	0	0	0	7
Lane Group Flow (vph)	0	240	0	163	198	23	43	829	0	82	441	6
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	2%	0%	7%	1%	2%	5%	4%	3%	3%	7%	0%
Turn Type	Split			Split		Perm	Prot			Prot		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)		21.2		18.8	18.8	18.8	7.3	53.0		11.0	56.7	56.7
Effective Green, g (s)		21.2		18.8	18.8	18.8	7.3	53.0		11.0	56.7	56.7
Actuated g/C Ratio		0.18		0.16	0.16	0.16	0.06	0.44		0.09	0.47	0.47
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)		317		264	295	244	105	1476		161	839	735
v/s Ratio Prot		c0.13		0.10	c0.11		0.03	c0.25		c0.05	c0.25	
v/s Ratio Perm						0.01						0.00
v/c Ratio		0.76		0.62	0.67	0.09	0.41	0.56		0.51	0.53	0.01
Uniform Delay, d1		47.0		47.2	47.7	43.3	54.3	24.9		51.9	22.2	16.8
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00		1.01	0.57	0.59
Incremental Delay, d2		9.9		4.3	5.9	0.2	2.6	1.6		2.2	2.0	0.0
Delay (s)		56.9		51.5	53.6	43.5	56.9	26.4		54.7	14.7	9.8
Level of Service		E		D	D	D	E	C		D	B	A
Approach Delay (s)		56.9			50.0			27.9			20.7	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	34.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



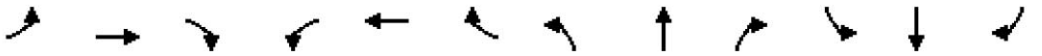
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	344	98	77	317	116	121	140	40	186	167	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.96		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3388		1736	3375		1736	3428		1787	3385	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	3388		1736	3375		1736	3428		1787	3385	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	111	420	120	94	387	141	148	171	49	227	204	83
RTOR Reduction (vph)	0	29	0	0	42	0	0	34	0	0	57	0
Lane Group Flow (vph)	111	511	0	94	486	0	148	186	0	227	230	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	2%	5%	4%	2%	3%	4%	1%	3%	1%	1%	3%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.1	16.9		5.5	15.3		10.0	9.4		11.1	10.5	
Effective Green, g (s)	7.1	16.9		5.5	15.3		10.0	9.4		11.1	10.5	
Actuated g/C Ratio	0.12	0.29		0.09	0.26		0.17	0.16		0.19	0.18	
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)	215	972		162	877		295	547		337	603	
v/s Ratio Prot	c0.06	c0.15		0.05	0.14		0.09	0.05		c0.13	c0.07	
v/s Ratio Perm												
v/c Ratio	0.52	0.53		0.58	0.55		0.50	0.34		0.67	0.38	
Uniform Delay, d1	24.3	17.6		25.6	18.8		22.2	22.0		22.2	21.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.1	0.5		5.2	0.8		1.3	0.4		5.2	0.4	
Delay (s)	26.4	18.1		30.8	19.6		23.5	22.4		27.5	21.7	
Level of Service	C	B		C	B		C	C		C	C	
Approach Delay (s)		19.6			21.3			22.8			24.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	58.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



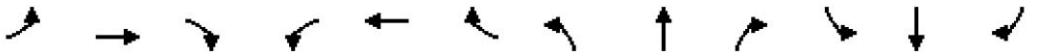
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	272	258	215	150	148	116	215	751	199	107	552	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3308		1805	3324		1787	3574	1599	1736	3432	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3308		1805	3324		1787	3574	1599	1736	3432	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	309	293	244	170	168	132	244	853	226	122	627	132
RTOR Reduction (vph)	0	187	0	0	112	0	0	0	127	0	17	0
Lane Group Flow (vph)	309	350	0	170	188	0	244	853	99	122	742	0
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	2%	1%	1%	0%	1%	2%	1%	1%	1%	4%	2%	3%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	10.7	13.8		7.2	10.3		7.2	23.1	30.3	9.4	25.3	
Effective Green, g (s)	10.7	13.8		7.2	10.3		7.2	23.1	30.3	9.4	25.3	
Actuated g/C Ratio	0.15	0.20		0.10	0.15		0.10	0.33	0.44	0.14	0.36	
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)	529	657		187	493		185	1188	789	235	1249	
v/s Ratio Prot	0.09	c0.11		c0.09	0.06		c0.14	c0.24	0.01	0.07	0.22	
v/s Ratio Perm									0.05			
v/c Ratio	0.58	0.53		0.91	0.38		1.32	0.72	0.12	0.52	0.59	
Uniform Delay, d1	27.3	25.0		30.8	26.7		31.1	20.3	11.7	27.9	17.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.6	0.8		40.6	0.5		176.3	2.1	0.1	1.9	0.8	
Delay (s)	29.0	25.8		71.4	27.2		207.4	22.4	11.8	29.9	18.7	
Level of Service	C	C		E	C		F	C	B	C	B	
Approach Delay (s)		27.0			43.2			54.7			20.2	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM Average Control Delay	37.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



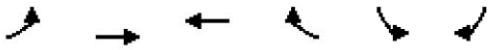
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	403	109	26	544	30	182	194	37	62	155	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3505	1544	1736	3505	1445	3400	1805		1770	3341	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3505	1544	1736	3505	1445	3400	1805		1770	3341	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	64	469	127	30	633	35	212	226	43	72	180	107
RTOR Reduction (vph)	0	0	45	0	0	14	0	7	0	0	88	0
Lane Group Flow (vph)	64	469	82	30	633	21	212	262	0	72	199	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	3%	3%	4%	3%	10%	3%	2%	5%	2%	1%	2%
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot			Prot		
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	8.5	65.7	77.6	5.2	62.4	71.4	11.9	24.1		9.0	21.2	
Effective Green, g (s)	8.5	65.7	77.6	5.2	62.4	71.4	11.9	24.1		9.0	21.2	
Actuated g/C Ratio	0.07	0.55	0.65	0.04	0.52	0.60	0.10	0.20		0.08	0.18	
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)	125	1919	1050	75	1823	860	337	363		133	590	
v/s Ratio Prot	c0.04	c0.13	0.01	0.02	c0.18	0.00	0.06	c0.15		c0.04	0.06	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.51	0.24	0.08	0.40	0.35	0.02	0.63	0.72		0.54	0.34	
Uniform Delay, d1	53.8	14.2	7.9	55.9	16.9	10.0	51.9	44.8		53.5	43.2	
Progression Factor	0.95	1.20	2.65	1.00	1.00	1.00	0.71	0.73		1.00	1.00	
Incremental Delay, d2	3.4	0.3	0.0	3.5	0.5	0.0	3.5	6.6		4.4	0.3	
Delay (s)	54.2	17.3	20.9	59.4	17.4	10.0	40.5	39.5		58.0	43.6	
Level of Service	D	B	C	E	B	A	D	D		E	D	
Approach Delay (s)		21.6			18.8			39.9			46.5	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	65.0%	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 (vph)	23	253	147	78	368	16	158	254	115	20	239	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	1845	1499	1736	1845	1576	1787	1827	1524	1719	1799	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1736	1845	1499	1736	1845	1576	1787	1827	1524	1719	1799	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	29	324	188	100	472	21	203	326	147	26	306	53
RTOR Reduction (vph)	0	0	80	0	0	4	0	0	74	0	5	0
Lane Group Flow (vph)	29	324	108	100	472	17	203	326	73	26	354	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	4%	3%	6%	4%	3%	0%	1%	4%	4%	5%	3%	2%
Turn Type	Prot		Perm	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	3.6	22.5	22.5	14.3	33.2	40.7	15.6	31.5	45.8	7.5	23.4	
Effective Green, g (s)	3.6	22.5	22.5	14.3	33.2	40.7	15.6	31.5	45.8	7.5	23.4	
Actuated g/C Ratio	0.04	0.25	0.25	0.16	0.36	0.44	0.17	0.34	0.50	0.08	0.25	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	68	452	367	270	667	767	304	627	760	140	459	
v/s Ratio Prot	0.02	c0.18		0.06	c0.26	0.00	c0.11	0.18	0.02	0.02	c0.20	
v/s Ratio Perm			0.07			0.01			0.03			
v/c Ratio	0.43	0.72	0.29	0.37	0.71	0.02	0.67	0.52	0.10	0.19	0.77	
Uniform Delay, d1	43.1	31.7	28.2	34.7	25.1	14.4	35.7	24.1	12.1	39.3	31.7	
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	4.3	5.4	0.4	0.9	3.4	0.0	5.5	0.7	0.1	0.6	7.8	
Delay (s)	47.4	37.1	28.6	35.6	28.6	14.4	41.1	24.8	12.2	39.9	39.5	
Level of Service	D	D	C	D	C	B	D	C	B	D	D	
Approach Delay (s)		34.7			29.3			27.0			39.6	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	31.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	91.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

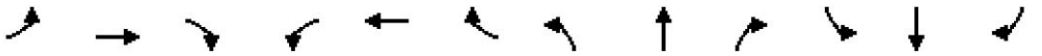


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	100	312	354	58	59	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1719	1776	3471	1547	1752	1556
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1719	1776	3471	1547	1752	1556
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	115	359	407	67	68	99
RTOR Reduction (vph)	0	0	0	48	0	61
Lane Group Flow (vph)	115	359	407	19	68	38
Confl. Peds. (#/hr)				5	5	5
Heavy Vehicles (%)	5%	7%	4%	2%	3%	3%
Turn Type	Prot			Perm		pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases				8		6
Actuated Green, G (s)	6.2	20.4	10.2	10.2	7.8	14.0
Effective Green, g (s)	6.2	20.4	10.2	10.2	7.8	14.0
Actuated g/C Ratio	0.17	0.56	0.28	0.28	0.22	0.39
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)	294	1001	978	436	378	774
v/s Ratio Prot	0.07	c0.20	0.12		c0.04	0.01
v/s Ratio Perm				0.01		0.02
v/c Ratio	0.39	0.36	0.42	0.04	0.18	0.05
Uniform Delay, d1	13.3	4.3	10.6	9.5	11.6	6.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.2	0.3	0.0	0.2	0.0
Delay (s)	14.2	4.5	10.9	9.5	11.8	7.0
Level of Service	B	A	B	A	B	A
Approach Delay (s)		6.9	10.7		8.9	
Approach LOS		A	B		A	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	36.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.9%	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)	63	162	144	171	285	77	70	198	35	29	262	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1792	1545	1752	1845	1592	1736	3386		1687	3471	1529
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1752	1792	1545	1752	1845	1592	1736	3386		1687	3471	1529
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	74	191	169	201	335	91	82	233	41	34	308	75
RTOR Reduction (vph)	0	0	135	0	0	58	0	16	0	0	0	61
Lane Group Flow (vph)	74	191	34	201	335	33	82	258	0	34	308	14
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	6%	3%	3%	3%	0%	4%	4%	3%	7%	4%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	4.9	12.1	12.1	14.8	22.0	22.0	6.8	15.1		2.8	11.1	11.1
Effective Green, g (s)	4.9	12.1	12.1	14.8	22.0	22.0	6.8	15.1		2.8	11.1	11.1
Actuated g/C Ratio	0.08	0.20	0.20	0.24	0.36	0.36	0.11	0.25		0.05	0.18	0.18
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	141	357	307	426	668	576	194	841		78	634	279
v/s Ratio Prot	0.04	0.11		c0.11	c0.18		c0.05	0.08		0.02	c0.09	
v/s Ratio Perm			0.02			0.02						0.01
v/c Ratio	0.52	0.54	0.11	0.47	0.50	0.06	0.42	0.31		0.44	0.49	0.05
Uniform Delay, d1	26.8	21.8	19.9	19.7	15.1	12.6	25.2	18.6		28.2	22.3	20.5
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	3.5	1.5	0.2	0.8	0.6	0.0	1.5	0.2		3.9	0.6	0.1
Delay (s)	30.3	23.4	20.1	20.5	15.7	12.7	26.7	18.8		32.1	22.9	20.6
Level of Service	C	C	C	C	B	B	C	B		C	C	C
Approach Delay (s)		23.3			16.8			20.6			23.2	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	60.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.4%	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)	91	507	145	20	518	26	179	275	31	34	210	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	3415		1719	3482		1752	3506		1805	1881	1570
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1752	3415		1719	3482		1752	3506		1805	1881	1570
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	114	634	181	25	648	32	224	344	39	42	262	85
RTOR Reduction (vph)	0	18	0	0	2	0	0	8	0	0	0	69
Lane Group Flow (vph)	114	797	0	25	678	0	224	375	0	42	262	16
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	2%	1%	5%	3%	0%	3%	1%	3%	0%	1%	1%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	12.5	57.0		4.5	49.0		20.0	36.9		5.6	22.5	22.5
Effective Green, g (s)	12.5	57.0		4.5	49.0		20.0	36.9		5.6	22.5	22.5
Actuated g/C Ratio	0.10	0.48		0.04	0.41		0.17	0.31		0.05	0.19	0.19
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)	183	1622		64	1422		292	1078		84	353	294
v/s Ratio Prot	c0.07	c0.23		0.01	0.19		c0.13	0.11		0.02	c0.14	
v/s Ratio Perm												0.01
v/c Ratio	0.62	0.49		0.39	0.48		0.77	0.35		0.50	0.74	0.05
Uniform Delay, d1	51.5	21.6		56.4	26.1		47.8	32.2		55.8	46.0	40.0
Progression Factor	0.61	1.18		1.14	0.95		1.00	1.00		0.85	0.79	0.89
Incremental Delay, d2	6.3	1.0		3.5	1.0		11.4	0.2		4.6	8.1	0.1
Delay (s)	37.7	26.5		68.1	25.8		59.2	32.4		52.2	44.4	35.5
Level of Service	D	C		E	C		E	C		D	D	D
Approach Delay (s)		27.8			27.3			42.3			43.3	
Approach LOS		C			C			D			D	

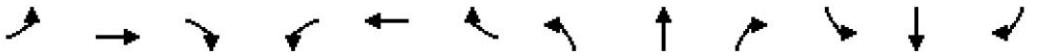
Intersection Summary			
HCM Average Control Delay	33.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	63	345	222	264	349	39	170	582	325	62	512	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	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	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1586	1770	3416		1787	3574	1567	1770	3517	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	1845	1586	1770	3416		1787	3574	1567	1770	3517	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	77	421	271	322	426	48	207	710	396	76	624	52
RTOR Reduction (vph)	0	0	196	0	7	0	0	0	278	0	5	0
Lane Group Flow (vph)	77	421	75	322	467	0	207	710	118	76	671	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	0%	2%	4%	3%	1%	1%	0%	2%	1%	5%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	8.3	33.0	33.0	26.8	51.5		17.7	35.9	35.9	8.3	26.5	
Effective Green, g (s)	8.3	33.0	33.0	26.8	51.5		17.7	35.9	35.9	8.3	26.5	
Actuated g/C Ratio	0.07	0.28	0.28	0.22	0.43		0.15	0.30	0.30	0.07	0.22	
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)	121	507	436	395	1466		264	1069	469	122	777	
v/s Ratio Prot	0.04	c0.23		c0.18	0.14		c0.12	0.20		0.04	c0.19	
v/s Ratio Perm			0.05						0.08			
v/c Ratio	0.64	0.83	0.17	0.82	0.32		0.78	0.66	0.25	0.62	0.86	
Uniform Delay, d1	54.4	40.9	33.1	44.2	22.6		49.3	36.8	31.9	54.3	45.0	
Progression Factor	0.60	0.78	2.73	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.7	13.6	0.8	12.2	0.6		14.1	1.6	0.3	9.5	9.8	
Delay (s)	42.2	45.4	91.1	56.4	23.2		63.4	38.3	32.2	63.8	54.8	
Level of Service	D	D	F	E	C		E	D	C	E	D	
Approach Delay (s)		61.2			36.7			40.4			55.7	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM Average Control Delay	47.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.3%	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 (vph)	122	291	14	0	349	107	36	21	3	109	9	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99			0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1827			1791		1805	1810	1573	1719	1900	1486
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	1827			1791		1805	1810	1573	1719	1900	1486
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	147	351	17	0	420	129	43	25	4	131	11	177
RTOR Reduction (vph)	0	1	0	0	11	0	0	0	4	0	0	141
Lane Group Flow (vph)	147	367	0	0	538	0	43	25	0	131	11	36
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	7%	0%	2%	2%	0%	5%	0%	5%	0%	7%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	9.1	38.2			25.1		3.9	7.3	7.3	10.4	13.8	13.8
Effective Green, g (s)	9.1	38.2			25.1		3.9	7.3	7.3	10.4	13.8	13.8
Actuated g/C Ratio	0.13	0.56			0.37		0.06	0.11	0.11	0.15	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)	235	1028			662		104	195	169	263	386	302
v/s Ratio Prot	c0.08	0.20			c0.30		c0.02	0.01		c0.08	0.01	
v/s Ratio Perm									0.00			c0.02
v/c Ratio	0.63	0.36			0.81		0.41	0.13	0.00	0.50	0.03	0.12
Uniform Delay, d1	27.8	8.1			19.3		30.9	27.4	27.0	26.4	21.7	22.1
Progression Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.1	0.2			7.5		2.7	0.3	0.0	1.5	0.0	0.2
Delay (s)	32.9	8.3			26.8		33.6	27.7	27.1	27.8	21.7	22.3
Level of Service	C	A			C		C	C	C	C	C	C
Approach Delay (s)		15.4			26.8			31.2			24.5	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	67.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

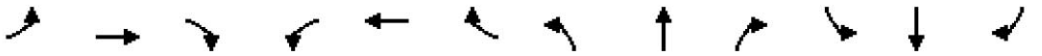


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	562	41	50	892	93	57	183	31	104	190	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3505	1511	1770	4952		3502	3421		3502	3539	1573
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3505	1511	1770	4952		3502	3421		3502	3539	1573
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	89	585	43	52	929	97	59	191	32	108	198	122
RTOR Reduction (vph)	0	0	17	0	7	0	0	15	0	0	0	105
Lane Group Flow (vph)	89	585	26	52	1019	0	59	208	0	108	198	17
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	3%	5%	2%	3%	4%	0%	3%	3%	0%	2%	1%
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	12.8	73.6	73.6	7.8	68.6		5.6	12.7		9.9	17.0	17.0
Effective Green, g (s)	12.8	73.6	73.6	7.8	68.6		5.6	12.7		9.9	17.0	17.0
Actuated g/C Ratio	0.11	0.61	0.61	0.06	0.57		0.05	0.11		0.08	0.14	0.14
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)	189	2150	927	115	2831		163	362		289	501	223
v/s Ratio Prot	c0.05	0.17		c0.03	c0.21		0.02	c0.06		0.03	c0.06	
v/s Ratio Perm			0.02									0.01
v/c Ratio	0.47	0.27	0.03	0.45	0.36		0.36	0.57		0.37	0.40	0.08
Uniform Delay, d1	50.4	10.8	9.1	54.0	13.9		55.5	51.1		52.1	46.8	44.7
Progression Factor	0.70	0.66	0.32	0.72	0.63		1.02	0.46		1.00	1.00	1.00
Incremental Delay, d2	1.8	0.3	0.1	2.7	0.3		1.3	2.1		0.8	0.5	0.1
Delay (s)	37.1	7.4	3.0	41.5	9.0		57.7	25.5		52.9	47.3	44.8
Level of Service	D	A	A	D	A		E	C		D	D	D
Approach Delay (s)		10.8			10.6			32.3			48.0	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	120.0	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			

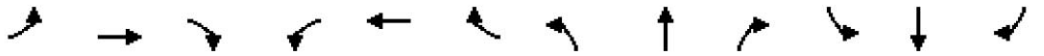
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	602	73	44	914	56	61	148	38	75	118	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3539	1539	1805	5036		1671	3432		1752	3338	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	3539	1539	1805	5036		1671	3432		1752	3338	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	32	627	76	46	952	58	64	154	40	78	123	54
RTOR Reduction (vph)	0	0	28	0	3	0	0	27	0	0	49	0
Lane Group Flow (vph)	32	627	48	46	1007	0	64	167	0	78	128	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	2%	3%	0%	2%	2%	8%	2%	0%	3%	3%	2%
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	4.8	76.3	76.3	7.3	78.8		10.3	11.2		9.2	10.1	
Effective Green, g (s)	4.8	76.3	76.3	7.3	78.8		10.3	11.2		9.2	10.1	
Actuated g/C Ratio	0.04	0.64	0.64	0.06	0.66		0.09	0.09		0.08	0.08	
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)	70	2250	979	110	3307		143	320		134	281	
v/s Ratio Prot	c0.02	0.18		c0.03	c0.20		0.04	c0.05		c0.04	0.04	
v/s Ratio Perm			0.03									
v/c Ratio	0.46	0.28	0.05	0.42	0.30		0.45	0.52		0.58	0.45	
Uniform Delay, d1	56.3	9.7	8.2	54.3	8.8		52.1	51.8		53.5	52.3	
Progression Factor	0.90	0.56	0.99	0.96	0.69		1.20	1.21		1.00	1.00	
Incremental Delay, d2	4.6	0.3	0.1	2.4	0.2		2.2	1.5		6.3	1.2	
Delay (s)	55.1	5.7	8.2	54.2	6.3		65.0	64.3		59.8	53.5	
Level of Service	E	A	A	D	A		E	E		E	D	
Approach Delay (s)		8.1			8.4			64.5			55.4	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



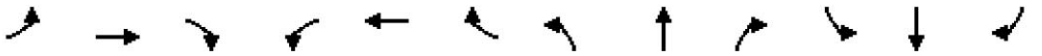
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	447	24	35	844	141	134	280	39	136	160	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	5036	1476	1805	4936		1787	3426		1736	3471	1555
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	5036	1476	1805	4936		1787	3426		1736	3471	1555
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	486	26	38	917	153	146	304	42	148	174	97
RTOR Reduction (vph)	0	0	7	0	13	0	0	12	0	0	0	79
Lane Group Flow (vph)	90	486	19	38	1057	0	146	334	0	148	174	18
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	3%	8%	0%	2%	6%	1%	3%	5%	4%	4%	3%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	11.3	67.7	88.4	4.2	60.6		20.7	17.3		14.8	11.4	22.7
Effective Green, g (s)	11.3	67.7	88.4	4.2	60.6		20.7	17.3		14.8	11.4	22.7
Actuated g/C Ratio	0.09	0.56	0.74	0.04	0.51		0.17	0.14		0.12	0.10	0.19
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)	168	2841	1137	63	2493		308	494		214	330	294
v/s Ratio Prot	c0.05	0.10	0.00	0.02	c0.21		c0.08	c0.10		c0.09	0.05	0.01
v/s Ratio Perm			0.01									0.01
v/c Ratio	0.54	0.17	0.02	0.60	0.42		0.47	0.68		0.69	0.53	0.06
Uniform Delay, d1	51.8	12.6	4.2	57.1	18.7		44.7	48.7		50.4	51.7	39.9
Progression Factor	0.64	0.60	1.02	1.03	1.08		0.51	0.53		1.00	1.00	1.00
Incremental Delay, d2	3.2	0.1	0.0	14.5	0.5		1.1	3.5		9.3	1.5	0.1
Delay (s)	36.1	7.7	4.3	73.6	20.6		24.0	29.4		59.7	53.3	40.0
Level of Service	D	A	A	E	C		C	C		E	D	D
Approach Delay (s)		11.8			22.5			27.8			52.5	
Approach LOS		B			C			C			D	

Intersection Summary			
HCM Average Control Delay	25.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



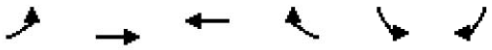
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	432	59	58	779	62	138	229	60	63	195	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	4934		1770	4974		1787	3396		1752	3375	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	4934		1770	4974		1787	3396		1752	3375	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	42	480	66	64	866	69	153	254	67	70	217	88
RTOR Reduction (vph)	0	9	0	0	5	0	0	30	0	0	50	0
Lane Group Flow (vph)	42	537	0	64	930	0	153	291	0	70	255	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	3%	2%	3%	3%	1%	2%	5%	3%	1%	4%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.2	65.3		8.0	66.1		16.3	18.3		12.4	14.4	
Effective Green, g (s)	7.2	65.3		8.0	66.1		16.3	18.3		12.4	14.4	
Actuated g/C Ratio	0.06	0.54		0.07	0.55		0.14	0.15		0.10	0.12	
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)	105	2685		118	2740		243	518		181	405	
v/s Ratio Prot	c0.02	0.11		c0.04	c0.19		c0.09	0.09		0.04	c0.08	
v/s Ratio Perm												
v/c Ratio	0.40	0.20		0.54	0.34		0.63	0.56		0.39	0.63	
Uniform Delay, d1	54.3	14.0		54.2	14.9		49.0	47.1		50.2	50.3	
Progression Factor	1.13	0.52		0.64	0.24		0.63	0.27		1.00	1.00	
Incremental Delay, d2	2.4	0.2		4.6	0.3		4.7	1.3		1.4	3.1	
Delay (s)	63.9	7.5		39.4	3.9		35.6	14.2		51.6	53.3	
Level of Service	E	A		D	A		D	B		D	D	
Approach Delay (s)		11.5			6.2			21.1			53.0	
Approach LOS		B			A			C			D	

Intersection Summary			
HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



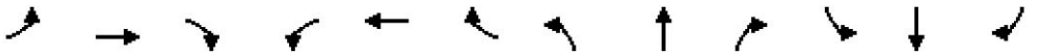
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	277	75	78	593	74	197	519	62	156	381	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	3505	1541	1752	4916		1770	3471	1589	1752	3406	1542
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	3505	1541	1752	4916		1770	3471	1589	1752	3406	1542
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	155	318	86	90	682	85	226	597	71	179	438	178
RTOR Reduction (vph)	0	0	51	0	11	0	0	0	55	0	0	146
Lane Group Flow (vph)	155	318	35	90	756	0	226	597	16	179	438	32
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	3%	3%	3%	3%	8%	2%	4%	0%	3%	6%	3%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.0	48.6	48.6	10.4	46.0		23.4	27.3	27.3	17.7	21.6	21.6
Effective Green, g (s)	13.0	48.6	48.6	10.4	46.0		23.4	27.3	27.3	17.7	21.6	21.6
Actuated g/C Ratio	0.11	0.41	0.41	0.09	0.38		0.19	0.23	0.23	0.15	0.18	0.18
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	194	1420	624	152	1884		345	790	361	258	613	278
v/s Ratio Prot	c0.09	0.09		c0.05	c0.15		c0.13	c0.17		0.10	0.13	
v/s Ratio Perm			0.02						0.01			0.02
v/c Ratio	0.80	0.22	0.06	0.59	0.40		0.66	0.76	0.04	0.69	0.71	0.12
Uniform Delay, d1	52.2	23.4	21.7	52.8	27.0		44.6	43.2	36.2	48.6	46.3	41.2
Progression Factor	0.86	0.87	1.49	1.29	0.81		0.63	0.34	0.02	1.00	1.00	1.00
Incremental Delay, d2	19.9	0.4	0.2	5.7	0.6		3.8	3.5	0.0	7.8	4.0	0.2
Delay (s)	64.6	20.6	32.6	73.7	22.4		32.0	18.1	0.9	56.4	50.2	41.4
Level of Service	E	C	C	E	C		C	B	A	E	D	D
Approach Delay (s)		34.6			27.8			20.2			49.7	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	32.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



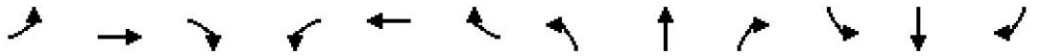
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	123	887	1441	149	118	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	3505	3539	1574	3467	1557
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	3505	3539	1574	3467	1557
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	131	944	1533	159	126	72
RTOR Reduction (vph)	0	0	0	34	0	16
Lane Group Flow (vph)	131	944	1533	125	126	56
Confl. Peds. (#/hr)				5		5
Heavy Vehicles (%)	1%	3%	2%	1%	1%	3%
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Actuated Green, G (s)	14.0	102.3	84.3	94.0	9.7	23.7
Effective Green, g (s)	14.0	102.3	84.3	94.0	9.7	23.7
Actuated g/C Ratio	0.12	0.85	0.70	0.78	0.08	0.20
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)	208	2988	2486	1285	280	359
v/s Ratio Prot	c0.07	0.27	c0.43	0.01	c0.04	0.02
v/s Ratio Perm				0.07		0.02
v/c Ratio	0.63	0.32	0.62	0.10	0.45	0.16
Uniform Delay, d1	50.5	1.8	9.4	3.0	52.6	39.9
Progression Factor	0.86	1.00	0.98	1.94	0.48	0.29
Incremental Delay, d2	5.6	0.3	1.0	0.0	1.1	0.2
Delay (s)	48.9	2.0	10.2	5.9	26.6	11.7
Level of Service	D	A	B	A	C	B
Approach Delay (s)		7.8	9.8		21.2	
Approach LOS		A	A		C	

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



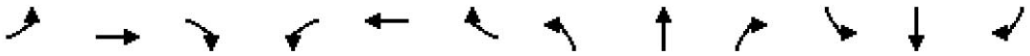
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	724	181	12	1404	63	160	36	11	54	51	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1703	3539	1571	1671	5047		3400	3322		1770	3539	1541
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1703	3539	1571	1671	5047		3400	3322		1770	3539	1541
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	72	770	193	13	1494	67	170	38	12	57	54	56
RTOR Reduction (vph)	0	0	62	0	3	0	0	11	0	0	0	15
Lane Group Flow (vph)	72	770	131	13	1558	0	170	39	0	57	54	41
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	6%	2%	1%	8%	2%	3%	3%	0%	18%	2%	2%	4%
Turn Type	Prot		Perm	Prot			Prot			Prot		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	9.4	81.5	81.5	2.8	74.9		12.1	9.8		9.9	7.6	17.0
Effective Green, g (s)	9.4	81.5	81.5	2.8	74.9		12.1	9.8		9.9	7.6	17.0
Actuated g/C Ratio	0.08	0.68	0.68	0.02	0.62		0.10	0.08		0.08	0.06	0.14
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)	133	2404	1067	39	3150		343	271		146	224	270
v/s Ratio Prot	c0.04	0.22		0.01	c0.31		c0.05	0.01		0.03	c0.02	0.01
v/s Ratio Perm			0.08									0.01
v/c Ratio	0.54	0.32	0.12	0.33	0.49		0.50	0.14		0.39	0.24	0.15
Uniform Delay, d1	53.2	7.9	6.7	57.7	12.3		51.1	51.2		52.2	53.5	45.2
Progression Factor	1.11	0.59	0.64	0.78	0.45		1.00	1.00		1.13	0.89	0.81
Incremental Delay, d2	4.3	0.3	0.2	3.8	0.4		1.1	0.2		1.7	0.6	0.3
Delay (s)	63.2	5.0	4.6	48.5	5.9		52.2	51.4		60.5	48.0	37.0
Level of Service	E	A	A	D	A		D	D		E	D	D
Approach Delay (s)		8.9			6.3			52.0			48.6	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.4%	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)	57	544	220	14	801	65	691	369	9	40	183	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3505	1581	1492	3501		3467	3527		1752	3483	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3505	1581	1492	3501		3467	3527		1752	3483	
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)	60	573	232	15	843	68	727	388	9	42	193	29
RTOR Reduction (vph)	0	0	61	0	4	0	0	2	0	0	13	0
Lane Group Flow (vph)	60	573	171	15	907	0	727	395	0	42	209	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	3%	1%	21%	1%	12%	1%	2%	0%	3%	1%	4%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	7.1	56.2	88.2	3.2	52.3		32.0	39.0		5.6	12.6	
Effective Green, g (s)	7.1	56.2	88.2	3.2	52.3		32.0	39.0		5.6	12.6	
Actuated g/C Ratio	0.06	0.47	0.74	0.03	0.44		0.27	0.32		0.05	0.10	
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)	105	1642	1162	40	1526		925	1146		82	366	
v/s Ratio Prot	c0.03	0.16	0.04	0.01	c0.26		c0.21	0.11		0.02	c0.06	
v/s Ratio Perm			0.07									
v/c Ratio	0.57	0.35	0.15	0.38	0.59		0.79	0.34		0.51	0.57	
Uniform Delay, d1	55.0	20.3	4.7	57.4	25.8		40.8	30.8		55.9	51.1	
Progression Factor	0.84	0.76	2.86	1.08	1.21		1.00	1.00		0.29	0.24	
Incremental Delay, d2	7.1	0.6	0.1	5.4	1.6		4.5	0.2		5.3	2.2	
Delay (s)	53.0	16.0	13.5	67.3	32.7		45.3	31.0		21.5	14.5	
Level of Service	D	B	B	E	C		D	C		C	B	
Approach Delay (s)		17.9			33.2			40.2			15.6	
Approach LOS		B			C			D			B	

Intersection Summary			
HCM Average Control Delay	30.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



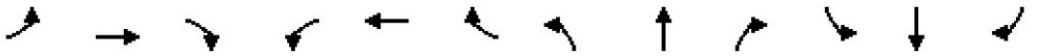
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	487	80	39	726	43	90	327	52	42	243	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3436		1752	3500		1787	3458		1770	3450	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	3436		1752	3500		1787	3458		1770	3450	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	45	547	90	44	816	48	101	367	58	47	273	25
RTOR Reduction (vph)	0	8	0	0	3	0	0	12	0	0	7	0
Lane Group Flow (vph)	45	629	0	44	861	0	101	413	0	47	291	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	3%	0%	3%	2%	5%	1%	2%	2%	2%	3%	5%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.4	67.7		7.2	67.5		13.7	21.6		7.5	15.4	
Effective Green, g (s)	7.4	67.7		7.2	67.5		13.7	21.6		7.5	15.4	
Actuated g/C Ratio	0.06	0.56		0.06	0.56		0.11	0.18		0.06	0.13	
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)	108	1938		105	1969		204	622		111	443	
v/s Ratio Prot	c0.03	0.18		0.03	c0.25		c0.06	c0.12		0.03	0.08	
v/s Ratio Perm												
v/c Ratio	0.42	0.32		0.42	0.44		0.50	0.66		0.42	0.66	
Uniform Delay, d1	54.2	14.0		54.4	15.2		49.9	45.8		54.2	49.8	
Progression Factor	0.64	1.71		0.61	0.52		1.00	1.00		0.65	0.36	
Incremental Delay, d2	2.5	0.4		2.4	0.6		1.9	2.7		2.5	3.4	
Delay (s)	37.0	24.2		35.4	8.6		51.8	48.5		37.7	21.1	
Level of Service	D	C		D	A		D	D		D	C	
Approach Delay (s)		25.1			9.9			49.1			23.4	
Approach LOS		C			A			D			C	

Intersection Summary			
HCM Average Control Delay	24.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
65: Cactus Ave & Perris Blvd

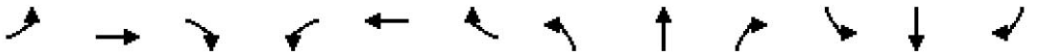
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	448	107	62	620	68	171	627	64	78	462	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3398		1703	3457		1752	3505	1509	1787	3406	1539
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3398		1703	3457		1752	3505	1509	1787	3406	1539
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	56	492	118	68	681	75	188	689	70	86	508	43
RTOR Reduction (vph)	0	16	0	0	7	0	0	0	48	0	0	33
Lane Group Flow (vph)	56	594	0	68	749	0	188	689	22	86	508	10
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	3%	2%	6%	3%	0%	3%	3%	5%	1%	6%	3%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.2	48.3		7.9	49.0		19.8	38.3	38.3	9.5	28.0	28.0
Effective Green, g (s)	7.2	48.3		7.9	49.0		19.8	38.3	38.3	9.5	28.0	28.0
Actuated g/C Ratio	0.06	0.40		0.07	0.41		0.17	0.32	0.32	0.08	0.23	0.23
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)	106	1368		112	1412		289	1119	482	141	795	359
v/s Ratio Prot	0.03	c0.17		0.04	c0.22		c0.11	c0.20		0.05	0.15	
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.53	0.43		0.61	0.53		0.65	0.62	0.05	0.61	0.64	0.03
Uniform Delay, d1	54.8	26.0		54.5	26.8		46.9	34.6	28.2	53.5	41.4	35.5
Progression Factor	0.62	0.42		1.21	0.72		0.76	0.64	0.18	1.09	0.87	1.41
Incremental Delay, d2	4.5	1.0		8.1	1.3		4.9	2.4	0.2	6.9	3.7	0.1
Delay (s)	38.6	12.0		74.2	20.5		40.3	24.4	5.4	65.4	39.6	50.2
Level of Service	D	B		E	C		D	C	A	E	D	D
Approach Delay (s)		14.2			24.9			26.1			43.8	
Approach LOS		B			C			C			D	

Intersection Summary			
HCM Average Control Delay	26.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



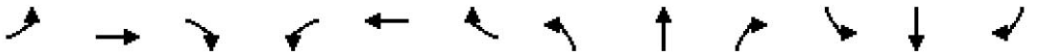
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	186	920	66	23	1526	429	281	224	2	41	18	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	5136	1583	3502	5136	1545	3467	3471	2796	3273	3252	1530
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	5136	1583	3502	5136	1545	3467	3471	2796	3273	3252	1530
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	202	1000	72	25	1659	466	305	243	2	45	20	62
RTOR Reduction (vph)	0	0	31	0	0	109	0	0	2	0	0	58
Lane Group Flow (vph)	202	1000	41	25	1659	357	305	243	0	45	20	4
Confl. Peds. (#/hr)	5					5	5		5	5		5
Heavy Vehicles (%)	1%	1%	2%	0%	1%	3%	1%	4%	0%	7%	11%	4%
Turn Type	Prot		Perm	Prot		Perm	Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.1	45.3	45.3	2.6	40.8	40.8	10.8	12.4	15.0	3.9	5.5	5.5
Effective Green, g (s)	7.1	45.3	45.3	2.6	40.8	40.8	10.8	12.4	15.0	3.9	5.5	5.5
Actuated g/C Ratio	0.09	0.56	0.56	0.03	0.51	0.51	0.13	0.15	0.19	0.05	0.07	0.07
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	158	2901	894	114	2613	786	467	537	662	159	223	105
v/s Ratio Prot	c0.11	0.19		0.01	c0.32		c0.09	0.07	0.00	c0.01	0.01	
v/s Ratio Perm			0.03			0.23			0.00			0.00
v/c Ratio	1.28	0.34	0.05	0.22	0.63	0.45	0.65	0.45	0.00	0.28	0.09	0.04
Uniform Delay, d1	36.6	9.4	7.8	37.8	14.3	12.6	32.9	30.8	26.5	36.8	35.0	34.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	165.0	0.1	0.0	1.0	0.5	0.4	3.3	0.6	0.0	1.0	0.2	0.2
Delay (s)	201.6	9.5	7.8	38.8	14.8	13.0	36.2	31.4	26.5	37.8	35.2	35.0
Level of Service	F	A	A	D	B	B	D	C	C	D	D	D
Approach Delay (s)		39.9			14.7			34.0			36.0	
Approach LOS		D			B			C			D	

Intersection Summary			
HCM Average Control Delay	25.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



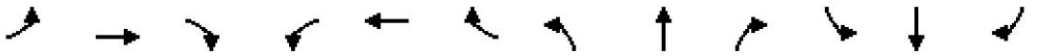
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	701	314	0	1643	0	0	0	0	172	0	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0
Lane Util. Factor		0.91			0.91					0.95	0.91	0.95
Frpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Frt		0.95			1.00					1.00	0.87	0.85
Flt Protected		1.00			1.00					0.95	0.99	1.00
Satd. Flow (prot)		4882			5136					1531	1397	1447
Flt Permitted		0.94			1.00					0.95	0.99	1.00
Satd. Flow (perm)		4585			5136					1531	1397	1447
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	770	345	0	1805	0	0	0	0	189	0	312
RTOR Reduction (vph)	0	92	0	0	0	0	0	0	0	0	16	16
Lane Group Flow (vph)	0	1024	0	0	1805	0	0	0	0	170	150	149
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	0%	0%	12%	0%	6%
Turn Type	Perm									Perm		Perm
Protected Phases		4			8						6	
Permitted Phases	4									6		6
Actuated Green, G (s)		48.4			48.4					13.6	13.6	13.6
Effective Green, g (s)		48.4			48.4					13.6	13.6	13.6
Actuated g/C Ratio		0.69			0.69					0.19	0.19	0.19
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)		3170			3551					297	271	281
v/s Ratio Prot					c0.35							
v/s Ratio Perm		0.22								c0.11	0.11	0.10
v/c Ratio		0.32			0.51					0.57	0.55	0.53
Uniform Delay, d1		4.3			5.1					25.6	25.5	25.3
Progression Factor		1.00			0.24					1.00	1.00	1.00
Incremental Delay, d2		0.3			0.4					2.7	2.4	1.8
Delay (s)		4.6			1.7					28.2	27.9	27.1
Level of Service		A			A					C	C	C
Approach Delay (s)		4.6			1.7			0.0			27.8	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM Average Control Delay	6.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



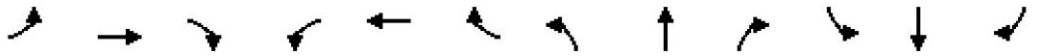
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	740	0	0	956	156	753	1	294	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0	4.0			
Lane Util. Factor	1.00	0.91			0.91		0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.98		1.00	0.99	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.96	1.00			
Satd. Flow (prot)	1719	5036			4967		1681	1601	1490			
Flt Permitted	0.95	1.00			1.00		0.95	0.96	1.00			
Satd. Flow (perm)	1719	5036			4967		1681	1601	1490			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	804	0	0	1039	170	818	1	320	0	0	0
RTOR Reduction (vph)	0	0	0	0	30	0	0	4	106	0	0	0
Lane Group Flow (vph)	123	804	0	0	1179	0	425	422	182	0	0	0
Confl. Peds. (#/hr)	5					5						
Heavy Vehicles (%)	5%	3%	0%	0%	2%	2%	2%	0%	3%	0%	0%	0%
Turn Type	Prot						Split		Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases									2			
Actuated Green, G (s)	6.4	39.5			29.1		22.5	22.5	22.5			
Effective Green, g (s)	6.4	39.5			29.1		22.5	22.5	22.5			
Actuated g/C Ratio	0.09	0.56			0.42		0.32	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)	157	2842			2065		540	515	479			
v/s Ratio Prot	c0.07	0.16			c0.24		0.25	c0.26				
v/s Ratio Perm									0.12			
v/c Ratio	0.78	0.28			0.57		0.79	0.82	0.38			
Uniform Delay, d1	31.1	7.9			15.7		21.6	21.9	18.4			
Progression Factor	0.98	0.86			1.00		1.00	1.00	1.00			
Incremental Delay, d2	21.1	0.2			1.2		7.5	9.8	0.5			
Delay (s)	51.6	7.0			16.8		29.0	31.7	18.9			
Level of Service	D	A			B		C	C	B			
Approach Delay (s)		12.9			16.8			27.5			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	19.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



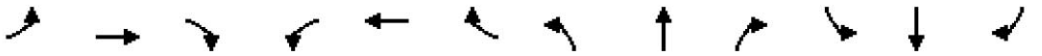
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	311	725	7	0	928	92	48	155	1	21	11	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95			0.95	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3496			3539	1599	3367	3571		1719	3312	1599
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3496			3539	1599	3367	3571		1719	3312	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	331	771	7	0	987	98	51	165	1	22	12	165
RTOR Reduction (vph)	0	0	0	0	0	45	0	0	0	0	0	153
Lane Group Flow (vph)	331	778	0	0	987	53	51	166	0	22	12	12
Confl. Peds. (#/hr)			5									
Heavy Vehicles (%)	2%	3%	14%	0%	2%	1%	4%	1%	0%	5%	9%	1%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	22.0	90.6			64.6	64.6	8.8	12.6		4.8	8.6	8.6
Effective Green, g (s)	22.0	90.6			64.6	64.6	8.8	12.6		4.8	8.6	8.6
Actuated g/C Ratio	0.18	0.75			0.54	0.54	0.07	0.10		0.04	0.07	0.07
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)	629	2639			1905	861	247	375		69	237	115
v/s Ratio Prot	c0.10	0.22			c0.28		c0.02	c0.05		c0.01	0.00	
v/s Ratio Perm						0.03						0.01
v/c Ratio	0.53	0.29			0.52	0.06	0.21	0.44		0.32	0.05	0.10
Uniform Delay, d1	44.3	4.6			17.7	13.2	52.3	50.4		56.0	51.9	52.1
Progression Factor	1.00	1.00			0.34	0.05	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.3			1.0	0.1	0.4	0.8		2.7	0.1	0.4
Delay (s)	45.1	4.9			6.9	0.7	52.7	51.2		58.7	52.0	52.5
Level of Service	D	A			A	A	D	D		E	D	D
Approach Delay (s)		16.9			6.4			51.6			53.1	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



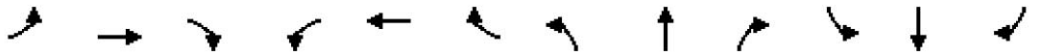
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	701	18	7	992	25	4	3	14	10	2	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.88		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	4989		1583	3574	1349	1027	1473		1798	1480	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.74	1.00		0.75	1.00	
Satd. Flow (perm)	1752	4989		1583	3574	1349	802	1473		1412	1480	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	30	723	19	7	1023	26	4	3	14	10	2	21
RTOR Reduction (vph)	0	1	0	0	0	2	0	13	0	0	20	0
Lane Group Flow (vph)	30	741	0	7	1023	24	4	4	0	10	3	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	3%	3%	22%	14%	1%	16%	75%	0%	14%	0%	0%	10%
Turn Type	Prot			Prot		Perm	Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	6.6	99.3		1.4	94.1	94.1	7.3	7.3		7.3	7.3	
Effective Green, g (s)	6.6	99.3		1.4	94.1	94.1	7.3	7.3		7.3	7.3	
Actuated g/C Ratio	0.05	0.83		0.01	0.78	0.78	0.06	0.06		0.06	0.06	
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)	96	4128		18	2803	1058	49	90		86	90	
v/s Ratio Prot	c0.02	0.15		0.00	c0.29			0.00			0.00	
v/s Ratio Perm						0.02	0.00			c0.01		
v/c Ratio	0.31	0.18		0.39	0.36	0.02	0.08	0.04		0.12	0.04	
Uniform Delay, d1	54.5	2.1		58.9	3.9	2.8	53.2	53.1		53.3	53.0	
Progression Factor	0.90	0.97		1.15	0.42	0.27	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.1		13.0	0.4	0.0	0.7	0.2		0.6	0.2	
Delay (s)	50.9	2.1		80.5	2.0	0.8	53.9	53.3		53.9	53.2	
Level of Service	D	A		F	A	A	D	D		D	D	
Approach Delay (s)		4.0			2.5			53.4			53.4	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	4.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



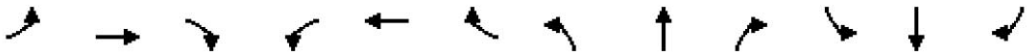
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	649	72	97	873	71	63	88	35	39	119	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	5005		1805	5070		1770	1797		1752	1845	1542
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1752	5005		1805	5070		1770	1797		1752	1845	1542
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	40	662	73	99	891	72	64	90	36	40	121	70
RTOR Reduction (vph)	0	7	0	0	4	0	0	18	0	0	0	62
Lane Group Flow (vph)	40	728	0	99	959	0	64	108	0	40	121	8
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	2%	1%	0%	1%	0%	2%	1%	0%	3%	3%	3%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	6.6	68.9		13.6	75.9		8.2	12.7		8.8	13.3	13.3
Effective Green, g (s)	6.6	68.9		13.6	75.9		8.2	12.7		8.8	13.3	13.3
Actuated g/C Ratio	0.05	0.57		0.11	0.63		0.07	0.11		0.07	0.11	0.11
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)	96	2874		205	3207		121	190		128	204	171
v/s Ratio Prot	0.02	0.15		c0.05	c0.19		0.04	c0.06		0.02	c0.07	
v/s Ratio Perm												0.01
v/c Ratio	0.42	0.25		0.48	0.30		0.53	0.57		0.31	0.59	0.05
Uniform Delay, d1	54.8	12.7		49.9	10.0		54.0	51.0		52.7	50.8	47.7
Progression Factor	1.09	0.66		0.66	0.30		1.45	1.58		1.00	1.00	1.00
Incremental Delay, d2	2.9	0.2		1.7	0.2		3.4	3.2		1.4	4.6	0.1
Delay (s)	62.6	8.6		34.7	3.2		81.5	83.6		54.1	55.3	47.8
Level of Service	E	A		C	A		F	F		D	E	D
Approach Delay (s)		11.4			6.1			82.9			52.8	
Approach LOS		B			A			F			D	

Intersection Summary			
HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



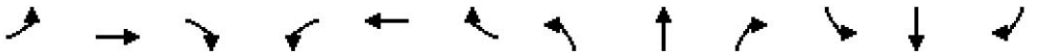
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Volume (vph)	0	105	35	466	623	0	0	0	0	0	0	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		2959	1379	1770	3539							1370
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		2959	1379	1770	3539							1370
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	114	38	507	677	0	0	0	0	0	0	143
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	0	0	0	134
Lane Group Flow (vph)	0	114	15	507	677	0	0	0	0	0	0	9
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	22%	14%	2%	2%	0%	0%	0%	0%	0%	0%	20%
Turn Type			Perm	Prot								custom
Protected Phases		4		3 6	8							6
Permitted Phases			4									
Actuated Green, G (s)		46.3	46.3	65.7	104.3							7.7
Effective Green, g (s)		46.3	46.3	65.7	104.3							7.7
Actuated g/C Ratio		0.39	0.39	0.55	0.87							0.06
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)		1142	532	969	3076							88
v/s Ratio Prot		0.04		c0.29	c0.19							0.01
v/s Ratio Perm			0.01									
v/c Ratio		0.10	0.03	0.52	0.22							0.10
Uniform Delay, d1		23.5	22.9	17.2	1.3							52.9
Progression Factor		1.00	1.00	0.63	1.06							1.00
Incremental Delay, d2		0.2	0.1	0.4	0.1							0.5
Delay (s)		23.7	23.0	11.2	1.5							53.4
Level of Service		C	C	B	A							D
Approach Delay (s)		23.5			5.7			0.0			53.4	
Approach LOS		C			A			A			D	

Intersection Summary			
HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.8%	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)	10	564	20	0	1399	117	216	87	6	10	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99			0.99		1.00	0.99		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1289	3376			3467		1770	1798		1805	1056	
Flt Permitted	0.11	1.00			1.00		0.75	1.00		0.65	1.00	
Satd. Flow (perm)	148	3376			3467		1392	1798		1237	1056	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	11	600	21	0	1488	124	230	93	6	11	0	16
RTOR Reduction (vph)	0	2	0	0	4	0	0	2	0	0	13	0
Lane Group Flow (vph)	11	619	0	0	1608	0	230	97	0	11	3	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	40%	4%	75%	0%	2%	11%	2%	5%	0%	0%	0%	53%
Turn Type	Perm						Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	86.8	86.8			86.8		25.2	25.2		25.2	25.2	
Effective Green, g (s)	86.8	86.8			86.8		25.2	25.2		25.2	25.2	
Actuated g/C Ratio	0.72	0.72			0.72		0.21	0.21		0.21	0.21	
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)	107	2442			2508		292	378		260	222	
v/s Ratio Prot		0.18			c0.46			0.05			0.00	
v/s Ratio Perm	0.07						c0.17			0.01		
v/c Ratio	0.10	0.25			0.64		0.79	0.26		0.04	0.02	
Uniform Delay, d1	5.0	5.6			8.6		44.9	39.6		37.8	37.6	
Progression Factor	0.87	0.85			0.38		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.9	0.3			1.2		13.1	0.4		0.1	0.0	
Delay (s)	6.2	5.0			4.5		58.0	39.9		37.8	37.6	
Level of Service	A	A			A		E	D		D	D	
Approach Delay (s)		5.0			4.5			52.5			37.7	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

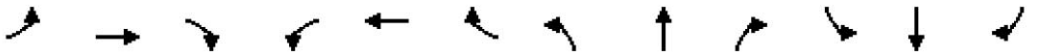


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	861	248	117	1190	54	44	21	27	57	111	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3574	1585	1787	5085	1564	1633	1604		1715	1784	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	3574	1585	1787	5085	1564	1633	1604		1715	1784	1556
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	105	916	264	124	1266	57	47	22	29	61	118	87
RTOR Reduction (vph)	0	0	88	0	0	17	0	27	0	0	0	77
Lane Group Flow (vph)	105	916	176	124	1266	40	42	29	0	55	124	10
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	1%	0%	1%	2%	0%	5%	5%	0%	0%	1%	2%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	7.0	74.4	74.4	7.0	74.4	74.4	8.9	8.9		13.7	13.7	13.7
Effective Green, g (s)	7.0	74.4	74.4	7.0	74.4	74.4	8.9	8.9		13.7	13.7	13.7
Actuated g/C Ratio	0.06	0.62	0.62	0.06	0.62	0.62	0.07	0.07		0.11	0.11	0.11
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	104	2216	983	104	3153	970	121	119		196	204	178
v/s Ratio Prot	0.06	c0.26		c0.07	0.25		c0.03	0.02		0.03	c0.07	
v/s Ratio Perm			0.11			0.03						0.01
v/c Ratio	1.01	0.41	0.18	1.19	0.40	0.04	0.35	0.24		0.28	0.61	0.06
Uniform Delay, d1	56.5	11.6	9.7	56.5	11.5	8.9	52.8	52.4		48.6	50.6	47.4
Progression Factor	0.92	1.02	1.19	0.83	0.34	0.14	1.00	1.00		1.01	1.02	2.28
Incremental Delay, d2	90.8	0.6	0.4	139.9	0.3	0.1	1.7	1.1		0.8	4.9	0.1
Delay (s)	142.6	12.4	12.0	186.9	4.2	1.3	54.5	53.5		49.7	56.7	108.3
Level of Service	F	B	B	F	A	A	D	D		D	E	F
Approach Delay (s)		23.0			19.7			53.9			72.1	
Approach LOS		C			B			D			E	

Intersection Summary			
HCM Average Control Delay	26.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

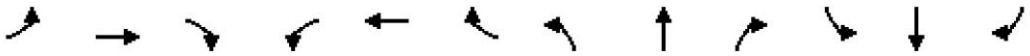
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	514	59	5	525	270	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3441		1805	3539	1770	1521
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3441		1805	3539	1770	1521
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	612	70	6	625	321	67
RTOR Reduction (vph)	11	0	0	0	0	40
Lane Group Flow (vph)	671	0	6	625	321	27
Confl. Peds. (#/hr)		5	5			5
Heavy Vehicles (%)	2%	12%	0%	2%	2%	5%
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	15.4		3.4	22.8	14.8	18.2
Effective Green, g (s)	15.4		3.4	22.8	14.8	18.2
Actuated g/C Ratio	0.34		0.07	0.50	0.32	0.40
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)	1162		135	1770	574	740
v/s Ratio Prot	c0.19		0.00	c0.18	c0.18	0.00
v/s Ratio Perm						0.01
v/c Ratio	0.58		0.04	0.35	0.56	0.04
Uniform Delay, d1	12.4		19.6	6.9	12.7	8.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		0.1	0.1	1.2	0.0
Delay (s)	13.1		19.7	7.0	13.9	8.4
Level of Service	B		B	A	B	A
Approach Delay (s)	13.1			7.2	12.9	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	45.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	40.0%	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)	6	484	116	24	218	26	436	275	720	53	18	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91	1.00	0.97	0.95		1.00	1.00	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5085	1552	3502	3416		1770	1900	1599	1805	3252	1590
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5085	1552	3502	3416		1770	1900	1599	1805	3252	1590
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	7	532	127	26	240	29	479	302	791	58	20	7
RTOR Reduction (vph)	0	0	103	0	8	0	0	0	134	0	0	7
Lane Group Flow (vph)	7	532	24	26	261	0	479	302	657	58	20	0
Confl. Peds. (#/hr)			5	5			5					5
Heavy Vehicles (%)	0%	2%	2%	0%	3%	12%	2%	0%	1%	0%	11%	0%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	1.6	16.0	16.0	2.1	16.5		48.5	45.1	45.1	5.5	2.1	2.1
Effective Green, g (s)	1.6	16.0	16.0	2.1	16.5		48.5	45.1	45.1	5.5	2.1	2.1
Actuated g/C Ratio	0.02	0.19	0.19	0.02	0.19		0.57	0.53	0.53	0.06	0.02	0.02
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	34	961	293	87	665		1014	1012	851	117	81	39
v/s Ratio Prot	0.00	c0.10		0.01	c0.08		c0.27	0.16		c0.03	0.01	
v/s Ratio Perm			0.02						c0.41			0.00
v/c Ratio	0.21	0.55	0.08	0.30	0.39		0.47	0.30	0.77	0.50	0.25	0.00
Uniform Delay, d1	40.9	31.1	28.3	40.6	29.7		10.6	11.0	15.7	38.3	40.5	40.3
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	3.0	0.7	0.1	1.9	0.4		0.3	0.2	4.4	3.3	1.6	0.0
Delay (s)	43.9	31.8	28.4	42.5	30.1		11.0	11.2	20.1	41.5	42.1	40.3
Level of Service	D	C	C	D	C		B	B	C	D	D	D
Approach Delay (s)		31.3			31.2			15.6			41.6	
Approach LOS		C			C			B			D	

Intersection Summary			
HCM Average Control Delay	22.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	84.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.4%	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)	18	5	46	0	0	0	0	1039	271	78	192	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.95					0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Frt	1.00	0.88	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1543	1532	1475					3574	1599	3467	3505	
Flt Permitted	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1543	1532	1475					3574	1599	3467	3505	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	20	5	51	0	0	0	0	1142	298	86	211	0
RTOR Reduction (vph)	0	21	26	0	0	0	0	0	122	0	0	0
Lane Group Flow (vph)	20	7	2	0	0	0	0	1142	176	86	211	0
Confl. Peds. (#/hr)							5					5
Heavy Vehicles (%)	17%	0%	4%	0%	0%	0%	0%	1%	1%	1%	3%	0%
Turn Type	Split		Perm						Perm	Prot		
Protected Phases	6	6						4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	4.2	4.2	4.2					29.6	29.6	4.2	37.8	
Effective Green, g (s)	4.2	4.2	4.2					29.6	29.6	4.2	37.8	
Actuated g/C Ratio	0.08	0.08	0.08					0.59	0.59	0.08	0.76	
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)	130	129	124					2116	947	291	2650	
v/s Ratio Prot	c0.01	0.00						c0.32		c0.02	0.06	
v/s Ratio Perm			0.00						0.11			
v/c Ratio	0.15	0.05	0.02					0.54	0.19	0.30	0.08	
Uniform Delay, d1	21.3	21.1	21.0					6.1	4.7	21.5	1.6	
Progression Factor	1.00	1.00	1.00					1.00	1.00	0.91	0.70	
Incremental Delay, d2	0.6	0.2	0.1					1.0	0.4	0.6	0.1	
Delay (s)	21.8	21.2	21.1					7.1	5.1	20.1	1.2	
Level of Service	C	C	C					A	A	C	A	
Approach Delay (s)		21.3			0.0			6.7			6.7	
Approach LOS		C			A			A			A	

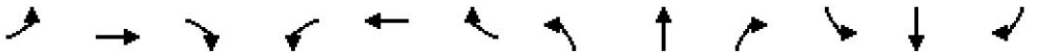
Intersection Summary			
HCM Average Control Delay	7.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	129	255	1005	0	0	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	1.00	0.95			0.95
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3433	1599	3539			3539
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3433	1599	3539			3539
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	152	300	1182	0	0	159
RTOR Reduction (vph)	0	43	0	0	0	0
Lane Group Flow (vph)	152	257	1182	0	0	159
Confl. Peds. (#/hr)				5		
Heavy Vehicles (%)	2%	1%	2%	0%	0%	2%
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Actuated Green, G (s)	12.1	12.1	29.9			29.9
Effective Green, g (s)	12.1	12.1	29.9			29.9
Actuated g/C Ratio	0.24	0.24	0.60			0.60
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)	831	387	2116			2116
v/s Ratio Prot	0.04		c0.33			0.04
v/s Ratio Perm		c0.16				
v/c Ratio	0.18	0.66	0.56			0.08
Uniform Delay, d1	15.0	17.1	6.1			4.2
Progression Factor	1.00	1.00	0.23			1.00
Incremental Delay, d2	0.1	4.2	1.0			0.1
Delay (s)	15.1	21.4	2.4			4.3
Level of Service	B	C	A			A
Approach Delay (s)	19.3		2.4			4.3
Approach LOS	B		A			A

Intersection Summary			
HCM Average Control Delay	6.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

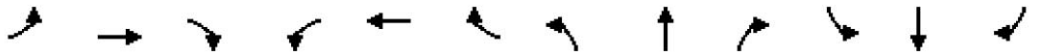
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	682	1	104	1783	1893	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.91		0.97	0.91	0.94	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	1.00	
Flt Protected	1.00		0.95	1.00	0.95	
Satd. Flow (prot)	5084		3335	5136	5047	
Flt Permitted	1.00		0.95	1.00	0.95	
Satd. Flow (perm)	5084		3335	5136	5047	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	741	1	113	1938	2058	9
RTOR Reduction (vph)	0	0	0	0	1	0
Lane Group Flow (vph)	742	0	113	1938	2066	0
Confl. Peds. (#/hr)		5	5			
Heavy Vehicles (%)	2%	0%	5%	1%	1%	13%
Turn Type			Prot			
Protected Phases	4		3	8	2	
Permitted Phases						
Actuated Green, G (s)	24.0		14.7	42.7	38.0	
Effective Green, g (s)	24.0		14.7	42.7	38.0	
Actuated g/C Ratio	0.27		0.17	0.48	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)	1376		553	2472	2162	
v/s Ratio Prot	0.15		0.03	c0.38	c0.41	
v/s Ratio Perm						
v/c Ratio	0.54		0.20	0.78	0.96	
Uniform Delay, d1	27.6		32.0	19.2	24.5	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.4		0.2	1.7	10.8	
Delay (s)	28.0		32.1	20.9	35.3	
Level of Service	C		C	C	D	
Approach Delay (s)	28.0			21.5	35.3	
Approach LOS	C			C	D	

Intersection Summary			
HCM Average Control Delay	28.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



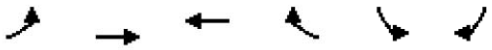
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	806	32	148	1618	12	118	109	178	90	98	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	5085	1407	3400	5076		3303	1863	1545	1787	3443	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	5085	1407	3400	5076		3303	1863	1545	1787	3443	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	44	857	34	157	1721	13	126	116	189	96	104	41
RTOR Reduction (vph)	0	0	19	0	1	0	0	0	162	0	36	0
Lane Group Flow (vph)	44	857	15	157	1733	0	126	116	27	96	109	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	2%	13%	3%	2%	8%	6%	2%	3%	1%	0%	0%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	3.7	30.8	30.8	7.3	34.4		9.3	10.2	10.2	7.3	8.2	
Effective Green, g (s)	3.7	30.8	30.8	7.3	34.4		9.3	10.2	10.2	7.3	8.2	
Actuated g/C Ratio	0.05	0.43	0.43	0.10	0.48		0.13	0.14	0.14	0.10	0.11	
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)	93	2187	605	347	2439		429	265	220	182	394	
v/s Ratio Prot	0.02	c0.17		0.05	c0.34		0.04	c0.06		c0.05	0.03	
v/s Ratio Perm			0.01						0.02			
v/c Ratio	0.47	0.39	0.02	0.45	0.71		0.29	0.44	0.12	0.53	0.28	
Uniform Delay, d1	33.0	14.0	11.7	30.3	14.7		28.2	28.1	26.8	30.5	29.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.8	0.1	0.0	0.9	1.0		0.4	1.2	0.3	2.7	0.4	
Delay (s)	36.8	14.1	11.8	31.2	15.7		28.6	29.2	27.0	33.3	29.4	
Level of Service	D	B	B	C	B		C	C	C	C	C	
Approach Delay (s)		15.1			17.0			28.1			30.9	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	71.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



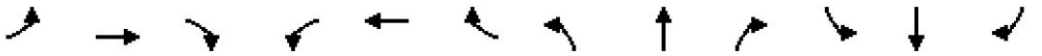
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	412	91	44	521	133	408	869	189	63	199	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3610	1566	3335	3539	1565	3467	3505	1564	3242	3223	1506
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1719	3610	1566	3335	3539	1565	3467	3505	1564	3242	3223	1506
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	118	468	103	50	592	151	464	988	215	72	226	112
RTOR Reduction (vph)	0	0	64	0	0	38	0	0	94	0	0	40
Lane Group Flow (vph)	118	468	39	50	592	113	464	988	121	72	226	72
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	5%	0%	2%	5%	2%	2%	1%	3%	2%	8%	12%	6%
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	9.7	22.9	32.1	7.2	20.4	27.6	9.2	30.9	38.1	7.2	28.9	38.6
Effective Green, g (s)	9.7	22.9	32.1	7.2	20.4	27.6	9.2	30.9	38.1	7.2	28.9	38.6
Actuated g/C Ratio	0.12	0.27	0.38	0.09	0.24	0.33	0.11	0.37	0.45	0.09	0.34	0.46
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	198	982	671	285	857	587	379	1286	782	277	1106	762
v/s Ratio Prot	c0.07	0.13	0.01	0.01	c0.17	0.02	c0.13	c0.28	0.01	0.02	0.07	0.01
v/s Ratio Perm			0.02			0.06			0.06			0.04
v/c Ratio	0.60	0.48	0.06	0.18	0.69	0.19	1.22	0.77	0.16	0.26	0.20	0.09
Uniform Delay, d1	35.4	25.6	16.5	35.7	29.0	20.3	37.5	23.5	13.6	36.0	19.5	12.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	0.4	0.0	0.3	2.4	0.2	122.3	2.8	0.1	0.5	0.1	0.1
Delay (s)	40.1	26.0	16.5	36.0	31.4	20.5	159.8	26.3	13.7	36.5	19.6	13.0
Level of Service	D	C	B	D	C	C	F	C	B	D	B	B
Approach Delay (s)		27.0			29.6			61.8			20.8	
Approach LOS		C			C			E			C	

Intersection Summary			
HCM Average Control Delay	43.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



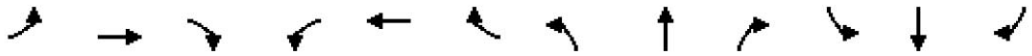
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	152	528	583	390	158	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.96	1.00
Satd. Flow (prot)	1770	3574	3539	1570	3345	1416
Flt Permitted	0.95	1.00	1.00	1.00	0.96	1.00
Satd. Flow (perm)	1770	3574	3539	1570	3345	1416
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	171	593	655	438	178	102
RTOR Reduction (vph)	0	0	0	38	11	49
Lane Group Flow (vph)	171	593	655	400	182	38
Confl. Peds. (#/hr)				5		5
Heavy Vehicles (%)	2%	1%	2%	2%	4%	3%
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Actuated Green, G (s)	7.1	24.5	13.4	21.8	8.4	15.5
Effective Green, g (s)	7.1	24.5	13.4	21.8	8.4	15.5
Actuated g/C Ratio	0.17	0.60	0.33	0.53	0.21	0.38
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)	307	2141	1159	990	687	675
v/s Ratio Prot	c0.10	0.17	c0.19	c0.08	0.05	0.01
v/s Ratio Perm				0.17		0.02
v/c Ratio	0.56	0.28	0.57	0.40	0.26	0.06
Uniform Delay, d1	15.5	3.9	11.3	5.7	13.7	8.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	0.1	0.6	0.3	0.2	0.0
Delay (s)	17.6	4.0	12.0	6.0	13.9	8.1
Level of Service	B	A	B	A	B	A
Approach Delay (s)		7.1	9.6		12.1	
Approach LOS		A	A		B	

Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	40.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	44.8%	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)	125	254	121	147	614	123	780	346	740	23	46	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	5136	1526	3400	3610	1591	3433	3574	1591	3367	3471	1395
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	5136	1526	3400	3610	1591	3433	3574	1591	3367	3471	1395
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	152	310	148	179	749	150	951	422	902	28	56	33
RTOR Reduction (vph)	0	0	63	0	0	106	0	0	370	0	0	25
Lane Group Flow (vph)	152	310	85	179	749	44	951	422	532	28	56	8
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	1%	5%	3%	0%	0%	2%	1%	0%	4%	4%	15%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	11.1	26.2	48.3	9.6	24.7	24.7	22.1	29.3	29.3	2.6	9.8	20.9
Effective Green, g (s)	11.1	26.2	48.3	9.6	24.7	24.7	22.1	29.3	29.3	2.6	9.8	20.9
Actuated g/C Ratio	0.13	0.31	0.58	0.11	0.30	0.30	0.26	0.35	0.35	0.03	0.12	0.25
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	237	1608	954	390	1065	470	906	1251	557	105	406	415
v/s Ratio Prot	c0.09	0.06	0.02	0.05	c0.21		c0.28	0.12		0.01	0.02	0.00
v/s Ratio Perm			0.03			0.03			c0.33			0.00
v/c Ratio	0.64	0.19	0.09	0.46	0.70	0.09	1.05	0.34	0.96	0.27	0.14	0.02
Uniform Delay, d1	34.4	21.0	7.9	34.6	26.2	21.4	30.8	20.0	26.6	39.6	33.2	23.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8	0.1	0.0	0.9	2.1	0.1	43.8	0.2	27.1	1.4	0.2	0.0
Delay (s)	40.2	21.1	7.9	35.5	28.4	21.5	74.6	20.2	53.7	41.0	33.3	23.7
Level of Service	D	C	A	D	C	C	E	C	D	D	C	C
Approach Delay (s)		22.7			28.6			56.2			32.4	
Approach LOS		C			C			E			C	

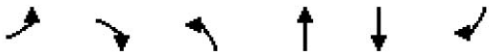
Intersection Summary			
HCM Average Control Delay	43.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	83.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	766	240	2	480	0	0	0	0	4	0	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lane Util. Factor		0.91	0.91	1.00	0.95					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3408	1455	1203	3574					1203	1599	
Flt Permitted		1.00	1.00	0.24	1.00					0.95	1.00	
Satd. Flow (perm)		3408	1455	303	3574					1203	1599	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	870	273	2	545	0	0	0	0	5	0	470
RTOR Reduction (vph)	0	4	132	0	0	0	0	0	0	0	144	0
Lane Group Flow (vph)	0	893	114	2	545	0	0	0	0	5	326	0
Heavy Vehicles (%)	0%	1%	1%	50%	1%	0%	0%	0%	0%	50%	0%	1%
Turn Type			Perm	Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Actuated Green, G (s)		18.0	18.0	18.0	18.0					13.0	13.0	
Effective Green, g (s)		18.0	18.0	18.0	18.0					13.0	13.0	
Actuated g/C Ratio		0.46	0.46	0.46	0.46					0.33	0.33	
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)		1573	672	140	1650					401	533	
v/s Ratio Prot		c0.26			0.15						c0.20	
v/s Ratio Perm			0.08	0.01						0.00		
v/c Ratio		0.57	0.17	0.01	0.33					0.01	0.61	
Uniform Delay, d1		7.7	6.1	5.7	6.7					8.7	10.9	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.5	0.1	0.0	0.1					0.0	2.1	
Delay (s)		8.1	6.3	5.7	6.8					8.7	13.0	
Level of Service		A	A	A	A					A	B	
Approach Delay (s)		7.7			6.8			0.0			12.9	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	39.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

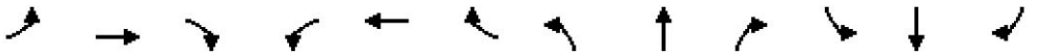
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	780	0	474	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	830	0	504	0	0	0

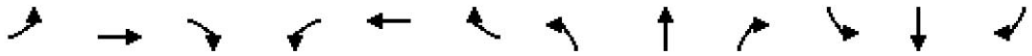
Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total (vph)	415	415	336	168
Volume Left (vph)	415	415	336	168
Volume Right (vph)	0	0	0	0
Hadj (s)	0.50	0.50	0.50	0.50
Departure Headway (s)	6.7	6.7	7.3	7.3
Degree Utilization, x	0.77	0.77	0.68	0.34
Capacity (veh/h)	533	529	482	481
Control Delay (s)	27.2	27.2	23.0	12.7
Approach Delay (s)	27.2		19.5	
Approach LOS	D		C	

Intersection Summary			
Delay	24.3		
HCM Level of Service	C		
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		



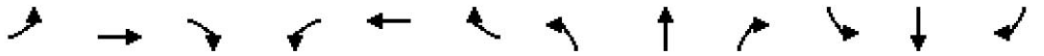
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1	0	534	9	433	5	1010	390	75	245	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1900		3467	1900	1583	1504	3539	1560	3273	3374	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1900		3467	1900	1583	1504	3539	1560	3273	3374	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	1	0	593	10	481	6	1122	433	83	272	1
RTOR Reduction (vph)	0	0	0	0	0	223	0	0	126	0	0	0
Lane Group Flow (vph)	6	1	0	593	10	258	6	1122	307	83	272	1
Confl. Peds. (#/hr)			5	5					5	5		
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	20%	2%	2%	7%	7%	0%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	0.9	4.1		14.1	17.3	17.3	0.9	33.4	33.4	5.2	37.7	37.7
Effective Green, g (s)	0.9	4.1		14.1	17.3	17.3	0.9	33.4	33.4	5.2	37.7	37.7
Actuated g/C Ratio	0.01	0.06		0.19	0.24	0.24	0.01	0.46	0.46	0.07	0.52	0.52
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	22	107		671	452	376	19	1624	716	234	1747	836
v/s Ratio Prot	0.00	0.00		c0.17	0.01		0.00	c0.32		c0.03	0.08	
v/s Ratio Perm						c0.16			0.20			0.00
v/c Ratio	0.27	0.01		0.88	0.02	0.69	0.32	0.69	0.43	0.35	0.16	0.00
Uniform Delay, d1	35.6	32.4		28.6	21.3	25.3	35.6	15.6	13.3	32.2	9.2	8.5
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	6.6	0.0		13.2	0.0	5.1	9.3	1.3	0.4	0.9	0.0	0.0
Delay (s)	42.2	32.5		41.7	21.3	30.4	45.0	16.9	13.7	33.1	9.2	8.5
Level of Service	D	C		D	C	C	D	B	B	C	A	A
Approach Delay (s)		40.8			36.5			16.1			14.8	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	72.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.0%	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 (vph)	117	327	12	7	693	31	68	64	21	26	8	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.98		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1770	3513		1805	3551			1773		1733	1590	
Flt Permitted	0.95	1.00		0.95	1.00			0.79		0.69	1.00	
Satd. Flow (perm)	1770	3513		1805	3551			1427		1254	1590	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	124	348	13	7	737	33	72	68	22	28	9	139
RTOR Reduction (vph)	0	2	0	0	3	0	0	9	0	0	115	0
Lane Group Flow (vph)	124	359	0	7	767	0	0	153	0	28	33	0
Confl. Peds. (#/hr)	5					5			5	5		
Heavy Vehicles (%)	2%	2%	8%	0%	1%	0%	3%	0%	10%	4%	13%	2%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	5.6	25.6		1.0	21.0			8.2		8.2	8.2	
Effective Green, g (s)	5.6	25.6		1.0	21.0			8.2		8.2	8.2	
Actuated g/C Ratio	0.12	0.55		0.02	0.45			0.18		0.18	0.18	
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)	212	1922		39	1593			250		220	279	
v/s Ratio Prot	c0.07	0.10		0.00	c0.22						0.02	
v/s Ratio Perm								c0.11		0.02		
v/c Ratio	0.58	0.19		0.18	0.48			0.61		0.13	0.12	
Uniform Delay, d1	19.5	5.3		22.5	9.1			17.8		16.3	16.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	4.1	0.0		2.2	0.2			4.4		0.3	0.2	
Delay (s)	23.6	5.4		24.7	9.3			22.2		16.5	16.5	
Level of Service	C	A		C	A			C		B	B	
Approach Delay (s)		10.0			9.4			22.2			16.5	
Approach LOS		B			A			C			B	

Intersection Summary			
HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	46.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

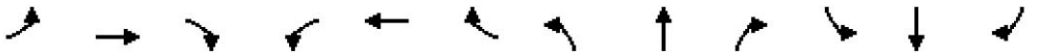


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	319	70	87	644	256	146	979	160	77	194	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3440		1719	3539	1564	1805	3574	1548	3467	3428	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	3440		1719	3539	1564	1805	3574	1548	3467	3428	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	354	78	97	716	284	162	1088	178	86	216	42
RTOR Reduction (vph)	0	21	0	0	0	60	0	0	42	0	15	0
Lane Group Flow (vph)	38	411	0	97	716	224	162	1088	136	86	243	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	1%	5%	2%	2%	0%	1%	3%	1%	2%	5%
Turn Type	Prot			Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			
Actuated Green, G (s)	3.7	22.7		7.3	26.3	33.6	9.3	31.5	38.8	7.3	29.5	
Effective Green, g (s)	3.7	22.7		7.3	26.3	33.6	9.3	31.5	38.8	7.3	29.5	
Actuated g/C Ratio	0.04	0.27		0.09	0.31	0.40	0.11	0.37	0.46	0.09	0.35	
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)	76	921		148	1098	693	198	1328	781	298	1193	
v/s Ratio Prot	0.02	0.12		c0.06	c0.20	0.03	c0.09	c0.30	0.01	0.02	0.07	
v/s Ratio Perm						0.12			0.07			
v/c Ratio	0.50	0.45		0.66	0.65	0.32	0.82	0.82	0.17	0.29	0.20	
Uniform Delay, d1	39.6	25.8		37.5	25.3	17.7	36.9	24.1	13.6	36.3	19.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.1	0.3		10.0	1.4	0.3	22.4	4.1	0.1	0.5	0.1	
Delay (s)	44.7	26.2		47.5	26.7	18.0	59.3	28.2	13.7	36.9	19.5	
Level of Service	D	C		D	C	B	E	C	B	D	B	
Approach Delay (s)		27.7			26.3			29.9			23.8	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	27.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	84.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

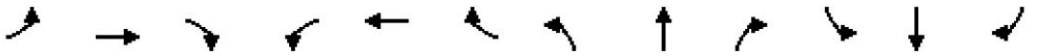
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	50	75	1361	37	13	766
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1765	1576	3505	1420	1570	3471
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1765	1576	3505	1420	1570	3471
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	56	84	1529	42	15	861
RTOR Reduction (vph)	0	75	0	6	0	0
Lane Group Flow (vph)	56	9	1529	36	15	861
Confl. Peds. (#/hr)	5	5		5	5	
Heavy Vehicles (%)	2%	1%	3%	11%	15%	4%
Turn Type		custom		Perm	Prot	
Protected Phases			2		1	6
Permitted Phases	8	8		2		
Actuated Green, G (s)	5.8	5.8	33.9	33.9	1.1	39.0
Effective Green, g (s)	5.8	5.8	33.9	33.9	1.1	39.0
Actuated g/C Ratio	0.11	0.11	0.64	0.64	0.02	0.74
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)	194	173	2250	912	33	2564
v/s Ratio Prot			c0.44		0.01	c0.25
v/s Ratio Perm	c0.03	0.01		0.03		
v/c Ratio	0.29	0.05	0.68	0.04	0.45	0.34
Uniform Delay, d1	21.6	21.0	6.0	3.5	25.6	2.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.1	0.8	0.0	9.6	0.1
Delay (s)	22.4	21.2	6.8	3.5	35.2	2.5
Level of Service	C	C	A	A	D	A
Approach Delay (s)	21.7		6.7			3.0
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



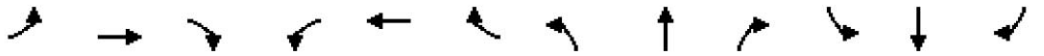
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	742	119	492	898	256	0	0	0	498	45	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97				1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1752	4988	1541	1787	3539	1525				1649	1671	1566
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1752	4988	1541	1787	3539	1525				1649	1671	1566
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	807	129	535	976	278	0	0	0	541	49	524
RTOR Reduction (vph)	0	0	79	0	0	127	0	0	0	0	0	23
Lane Group Flow (vph)	74	807	50	535	976	151	0	0	0	292	298	501
Confl. Peds. (#/hr)	5		5	5		5						5
Heavy Vehicles (%)	3%	4%	2%	1%	2%	3%	0%	0%	0%	4%	2%	2%
Turn Type	Prot		Perm	Prot		Perm				Split		pm+ov
Protected Phases	7	4		3	8					6	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	20.5	35.4	35.4	54.0	68.9	68.9				28.6	28.6	49.1
Effective Green, g (s)	20.5	35.4	35.4	54.0	68.9	68.9				28.6	28.6	49.1
Actuated g/C Ratio	0.16	0.27	0.27	0.42	0.53	0.53				0.22	0.22	0.38
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)	276	1358	420	742	1876	808				363	368	640
v/s Ratio Prot	0.04	c0.16		c0.30	0.28					0.18	0.18	c0.12
v/s Ratio Perm			0.03			0.10						0.20
v/c Ratio	0.27	0.59	0.12	0.72	0.52	0.19				0.80	0.81	0.78
Uniform Delay, d1	48.2	41.1	35.6	31.7	19.8	15.9				48.0	48.1	35.7
Progression Factor	1.00	1.00	1.00	0.56	0.49	0.09				1.00	1.00	1.00
Incremental Delay, d2	0.5	1.9	0.6	3.1	0.9	0.5				12.2	12.4	6.2
Delay (s)	48.7	43.0	36.1	21.0	10.6	1.9				60.2	60.5	42.0
Level of Service	D	D	D	C	B	A				E	E	D
Approach Delay (s)		42.5			12.4			0.0			51.7	
Approach LOS		D			B			A			D	

Intersection Summary			
HCM Average Control Delay	31.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



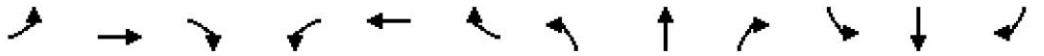
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	266	762	198	120	1408	388	207	407	419	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.86	1.00	0.91	0.91	0.88			
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1719	3471	1519	1787	6471	1496	1626	3384	2707			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1719	3471	1519	1787	6471	1496	1626	3384	2707			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	283	811	211	128	1498	413	220	433	446	0	0	0
RTOR Reduction (vph)	0	0	50	0	0	104	0	0	315	0	0	0
Lane Group Flow (vph)	283	811	161	128	1498	309	198	455	131	0	0	0
Confl. Peds. (#/hr)	5		5	5		5						
Heavy Vehicles (%)	5%	4%	5%	1%	1%	6%	1%	2%	5%	0%	0%	0%
Turn Type	Prot		pm+ov	Prot		Perm	Split		Perm			
Protected Phases	7	4	2	3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	26.7	71.9	99.0	19.0	64.2	64.2	27.1	27.1	27.1			
Effective Green, g (s)	26.7	71.9	99.0	19.0	64.2	64.2	27.1	27.1	27.1			
Actuated g/C Ratio	0.21	0.55	0.76	0.15	0.49	0.49	0.21	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)	353	1920	1204	261	3196	739	339	705	564			
v/s Ratio Prot	c0.16	0.23	0.03	0.07	c0.23		0.12	c0.13				
v/s Ratio Perm			0.08			0.21			0.05			
v/c Ratio	0.80	0.42	0.13	0.49	0.47	0.42	0.58	0.65	0.23			
Uniform Delay, d1	49.1	16.9	4.1	51.0	21.7	21.0	46.4	47.1	42.8			
Progression Factor	0.53	0.34	0.22	0.71	0.55	0.32	1.00	1.00	1.00			
Incremental Delay, d2	9.9	0.5	0.0	1.3	0.4	1.5	2.6	2.0	0.2			
Delay (s)	35.9	6.3	0.9	37.5	12.3	8.3	48.9	49.1	43.0			
Level of Service	D	A	A	D	B	A	D	D	D			
Approach Delay (s)		11.8			13.0			46.6			0.0	
Approach LOS		B			B			D			A	

Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



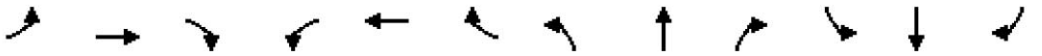
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	948	228	44	1542	5	259	4	146	1	4	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.85			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1805	4840		1719	5083		1752	1580			1762	
Flt Permitted	0.95	1.00		0.95	1.00		0.75	1.00			0.99	
Satd. Flow (perm)	1805	4840		1719	5083		1385	1580			1747	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	37	1019	245	47	1658	5	278	4	157	1	4	5
RTOR Reduction (vph)	0	24	0	0	0	0	0	118	0	0	4	0
Lane Group Flow (vph)	37	1240	0	47	1663	0	278	43	0	0	6	0
Confl. Peds. (#/hr)	5		5	5		5			5	5		
Heavy Vehicles (%)	0%	3%	5%	5%	2%	0%	3%	0%	1%	0%	0%	0%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	4.2	77.0		8.9	81.7		32.1	32.1			32.1	
Effective Green, g (s)	4.2	77.0		8.9	81.7		32.1	32.1			32.1	
Actuated g/C Ratio	0.03	0.59		0.07	0.63		0.25	0.25			0.25	
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)	58	2867		118	3194		342	390			431	
v/s Ratio Prot	0.02	0.26		c0.03	c0.33			0.03				
v/s Ratio Perm							c0.20				0.00	
v/c Ratio	0.64	0.43		0.40	0.52		0.81	0.11			0.01	
Uniform Delay, d1	62.1	14.5		58.0	13.3		46.1	37.9			37.0	
Progression Factor	0.95	0.32		0.63	0.56		1.00	1.00			1.00	
Incremental Delay, d2	19.3	0.4		1.8	0.5		13.7	0.1			0.0	
Delay (s)	78.4	5.1		38.6	8.0		59.8	38.0			37.0	
Level of Service	E	A		D	A		E	D			D	
Approach Delay (s)		7.2			8.9			51.8			37.0	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



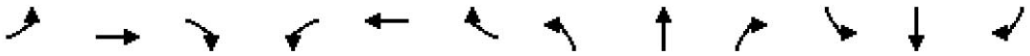
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	912	184	84	1292	2	203	79	31	4	35	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.97		1.00	1.00			0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			1.00	1.00
Satd. Flow (prot)	1736	3375		1684	3606			1633			1890	1571
Flt Permitted	0.13	1.00		0.18	1.00			0.78			0.97	1.00
Satd. Flow (perm)	232	3375		317	3606			1313			1847	1571
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	991	200	91	1404	2	221	86	34	4	38	88
RTOR Reduction (vph)	0	11	0	0	0	0	0	4	0	0	0	30
Lane Group Flow (vph)	27	1180	0	91	1406	0	0	337	0	0	42	58
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	4%	2%	12%	7%	0%	50%	13%	1%	19%	0%	0%	1%
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	84.1	84.1		84.1	84.1			37.9			37.9	37.9
Effective Green, g (s)	84.1	84.1		84.1	84.1			37.9			37.9	37.9
Actuated g/C Ratio	0.65	0.65		0.65	0.65			0.29			0.29	0.29
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)	150	2183		205	2333			383			538	458
v/s Ratio Prot		0.35			c0.39							
v/s Ratio Perm	0.12			0.29				c0.26			0.02	0.04
v/c Ratio	0.18	0.54		0.44	0.60			0.88			0.08	0.13
Uniform Delay, d1	9.2	12.5		11.4	13.3			43.9			33.4	33.9
Progression Factor	0.59	0.52		0.19	0.14			1.00			1.00	1.00
Incremental Delay, d2	2.5	0.9		3.3	0.6			20.4			0.1	0.1
Delay (s)	7.9	7.4		5.5	2.5			64.3			33.4	34.0
Level of Service	A	A		A	A			E			C	C
Approach Delay (s)		7.4			2.7			64.3			33.8	
Approach LOS		A			A			E			C	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.6%	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 (vph)	129	625	35	442	1199	264	28	349	395	142	279	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3471		1770	3431		1530	1827	1497	1805	1845	1540
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	3471		1770	3431		1530	1827	1497	1805	1845	1540
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)	136	658	37	465	1262	278	29	367	416	149	294	114
RTOR Reduction (vph)	0	3	0	0	14	0	0	0	24	0	0	73
Lane Group Flow (vph)	136	692	0	465	1526	0	29	367	392	149	294	41
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	3%	3%	2%	2%	1%	18%	4%	7%	0%	3%	3%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			6
Actuated Green, G (s)	11.0	30.7		38.3	58.0		4.2	34.0	72.3	11.0	40.8	40.8
Effective Green, g (s)	11.0	30.7		38.3	58.0		4.2	34.0	72.3	11.0	40.8	40.8
Actuated g/C Ratio	0.08	0.24		0.29	0.45		0.03	0.26	0.56	0.08	0.31	0.31
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)	148	820		521	1531		49	478	833	153	579	483
v/s Ratio Prot	0.08	c0.20		0.26	c0.44		0.02	c0.20	0.14	c0.08	0.16	
v/s Ratio Perm									0.12			0.03
v/c Ratio	0.92	0.84		0.89	1.00		0.59	0.77	0.47	0.97	0.51	0.09
Uniform Delay, d1	59.1	47.4		43.9	35.9		62.1	44.4	17.3	59.4	36.4	31.4
Progression Factor	1.27	0.85		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	44.8	6.8		17.4	22.0		17.7	11.2	0.4	64.4	3.2	0.3
Delay (s)	119.9	46.9		61.3	57.9		79.7	55.6	17.8	123.8	39.6	31.8
Level of Service	F	D		E	E		E	E	B	F	D	C
Approach Delay (s)		58.8			58.7			37.1			60.5	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM Average Control Delay	54.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

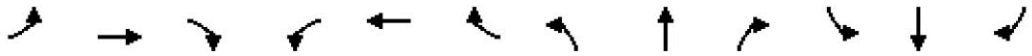


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	449	575	118	567	229	1153	1566	435	178	428	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3505	2770	3183	3539	1578	3467	3574	1530	3433	5085	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	3505	2770	3183	3539	1578	3467	3574	1530	3433	5085	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	39	499	639	131	630	254	1281	1740	483	198	476	24
RTOR Reduction (vph)	0	0	74	0	0	46	0	0	52	0	6	0
Lane Group Flow (vph)	39	499	565	131	630	208	1281	1740	431	198	494	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	3%	2%	10%	2%	1%	1%	1%	4%	2%	1%	5%
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	23.9	63.8	7.0	26.9	33.9	39.9	48.2	55.2	7.0	15.3	
Effective Green, g (s)	4.0	23.9	63.8	7.0	26.9	33.9	39.9	48.2	55.2	7.0	15.3	
Actuated g/C Ratio	0.04	0.23	0.62	0.07	0.26	0.33	0.39	0.47	0.54	0.07	0.15	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	69	820	1731	218	932	524	1355	1687	887	235	762	
v/s Ratio Prot	0.02	c0.14	0.13	0.04	c0.18	0.03	0.37	c0.49	0.03	c0.06	0.10	
v/s Ratio Perm			0.08			0.10			0.25			
v/c Ratio	0.57	0.61	0.33	0.60	0.68	0.40	0.95	1.03	0.49	0.84	0.65	
Uniform Delay, d1	48.2	34.9	9.0	46.2	33.7	26.2	30.0	26.9	14.6	47.0	40.9	
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	10.2	1.3	0.1	4.6	2.0	0.5	13.4	30.4	0.4	23.0	1.9	
Delay (s)	58.4	36.2	9.1	50.8	35.7	26.7	43.5	57.4	15.0	70.0	42.8	
Level of Service	E	D	A	D	D	C	D	E	B	E	D	
Approach Delay (s)		22.2			35.4			46.5			50.5	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	102.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	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)	35	19	6	28	15	106	9	3021	18	51	1005	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.91		1.00	0.91	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.90		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1784			1613		1805	5131		1805	5074	
Flt Permitted		0.46			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		850			1532		1805	5131		1805	5074	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	39	21	7	31	17	119	10	3394	20	57	1129	16
RTOR Reduction (vph)	0	4	0	0	98	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	63	0	0	69	0	10	3414	0	57	1144	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	0%	0%	0%	0%	6%	0%	1%	0%	0%	2%	0%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		9.9			9.9		1.3	64.7		5.4	68.8	
Effective Green, g (s)		9.9			9.9		1.3	64.7		5.4	68.8	
Actuated g/C Ratio		0.11			0.11		0.01	0.70		0.06	0.75	
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)		91			165		26	3608		106	3794	
v/s Ratio Prot							0.01	c0.67		c0.03	0.23	
v/s Ratio Perm		c0.07			0.04							
v/c Ratio		0.69			0.42		0.38	0.95		0.54	0.30	
Uniform Delay, d1		39.6			38.4		45.0	12.1		42.1	3.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		19.4			1.7		9.2	6.3		5.2	0.0	
Delay (s)		59.0			40.1		54.2	18.4		47.3	3.8	
Level of Service		E			D		D	B		D	A	
Approach Delay (s)		59.0			40.1			18.5			5.9	
Approach LOS		E			D			B			A	

Intersection Summary			
HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	92.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



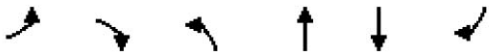
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	151	31	46	15	21	98	50	2791	14	19	839	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1801	1845	1615	1805	1810	1542	1770	5126		1719	4959	
Flt Permitted	0.54	1.00	1.00	0.73	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1015	1845	1615	1395	1810	1542	1770	5126		1719	4959	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	170	35	52	17	24	110	56	3136	16	21	943	40
RTOR Reduction (vph)	0	0	44	0	0	98	0	0	0	0	3	0
Lane Group Flow (vph)	170	35	8	17	24	12	56	3152	0	21	980	0
Confl. Peds. (#/hr)	5					5	5		5	5		5
Heavy Vehicles (%)	0%	3%	0%	0%	5%	3%	2%	1%	21%	5%	4%	0%
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)	21.4	14.8	14.8	13.0	10.4	10.4	6.5	56.3		2.6	52.4	
Effective Green, g (s)	21.4	14.8	14.8	13.0	10.4	10.4	6.5	56.3		2.6	52.4	
Actuated g/C Ratio	0.23	0.16	0.16	0.14	0.11	0.11	0.07	0.61		0.03	0.57	
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)	295	296	259	208	204	174	125	3127		48	2815	
v/s Ratio Prot	c0.04	0.02		0.00	0.01		0.03	c0.61		0.01	c0.20	
v/s Ratio Perm	c0.09		0.01	0.01		0.01						
v/c Ratio	0.58	0.12	0.03	0.08	0.12	0.07	0.45	1.01		0.44	0.35	
Uniform Delay, d1	30.4	33.2	32.7	34.4	36.8	36.6	41.2	18.0		44.1	10.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.7	0.2	0.1	0.2	0.3	0.2	2.5	18.0		6.3	0.1	
Delay (s)	33.1	33.3	32.8	34.6	37.1	36.8	43.7	36.0		50.4	10.8	
Level of Service	C	C	C	C	D	D	D	D		D	B	
Approach Delay (s)		33.0			36.6			36.2			11.7	
Approach LOS		C			D			D			B	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	92.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
98: Canyon Crest Dr & Alessandro Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	13	2	271	4	81	4	2854	822	22	927	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		0.94	1.00		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.86		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3536		5040	1575		1805	5136	1579	1656	5077	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3536		5040	1575		1805	5136	1579	1656	5077	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	14	2	288	4	86	4	3036	874	23	986	4
RTOR Reduction (vph)	0	2	0	0	76	0	0	0	149	0	0	0
Lane Group Flow (vph)	21	14	0	288	14	0	4	3036	725	23	990	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	1%	1%	9%	2%	25%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	3.0	1.2		10.6	8.8		4.1	45.6	56.2	2.4	43.9	
Effective Green, g (s)	3.0	1.2		10.6	8.8		4.1	45.6	56.2	2.4	43.9	
Actuated g/C Ratio	0.04	0.02		0.14	0.12		0.05	0.60	0.74	0.03	0.58	
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)	71	56		705	183		98	3090	1254	52	2940	
v/s Ratio Prot	c0.01	0.00		0.06	0.01		0.00	c0.59	c0.08	0.01	c0.19	
v/s Ratio Perm									0.38			
v/c Ratio	0.30	0.25		0.41	0.08		0.04	0.98	0.58	0.44	0.34	
Uniform Delay, d1	35.4	36.9		29.7	29.9		34.0	14.7	4.4	36.0	8.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.3	2.3		0.4	0.2		0.2	12.3	0.7	5.9	0.1	
Delay (s)	37.7	39.2		30.1	30.1		34.2	27.1	5.1	41.9	8.4	
Level of Service	D	D		C	C		C	C	A	D	A	
Approach Delay (s)		38.3			30.1			22.2			9.2	
Approach LOS		D			C			C			A	

Intersection Summary			
HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	75.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

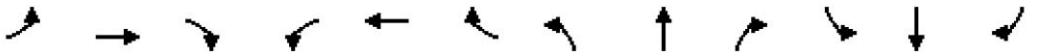


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	130	56	84	774	477	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1670	1234	1641	1810	1776	1516
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1670	1234	1641	1810	1776	1516
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	151	65	98	900	555	131
RTOR Reduction (vph)	0	56	0	0	0	19
Lane Group Flow (vph)	151	9	98	900	555	112
Confl. Peds. (#/hr)	5	5	5			5
Heavy Vehicles (%)	7%	27%	10%	5%	7%	4%
Turn Type		custom	Prot			Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	15.3	15.3	13.0	86.7	69.7	69.7
Effective Green, g (s)	15.3	15.3	13.0	86.7	69.7	69.7
Actuated g/C Ratio	0.14	0.14	0.12	0.79	0.63	0.63
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)	232	172	194	1427	1125	961
v/s Ratio Prot			0.06	c0.50	0.31	
v/s Ratio Perm	c0.09	0.01				0.07
v/c Ratio	0.65	0.05	0.51	0.63	0.49	0.12
Uniform Delay, d1	44.8	41.1	45.5	4.9	10.7	8.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.1	2.1	2.1	1.5	0.2
Delay (s)	51.2	41.2	47.5	7.0	12.3	8.2
Level of Service	D	D	D	A	B	A
Approach Delay (s)	48.2			11.0	11.5	
Approach LOS	D			B	B	

Intersection Summary			
HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

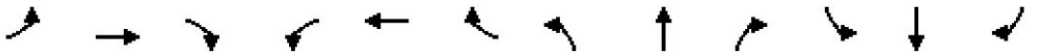
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	891	52	53	1637	0	33	0	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		4.0	6.0		4.0	4.6				
Lane Util. Factor		0.91		1.00	0.91		1.00	0.95				
Frpb, ped/bikes		1.00		1.00	1.00		1.00	0.98				
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00				
Frt		0.99		1.00	1.00		1.00	0.85				
Flt Protected		1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)		4804		1671	4988		1188	2820				
Flt Permitted		1.00		0.95	1.00		0.95	1.00				
Satd. Flow (perm)		4804		1671	4988		1188	2820				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	919	54	55	1688	0	34	0	14	0	0	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	971	0	55	1688	0	34	1	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	6%	23%	8%	4%	0%	52%	0%	7%	0%	0%	0%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												4
Actuated Green, G (s)		83.1		7.9	95.0		5.0	4.4				
Effective Green, g (s)		83.1		7.9	95.0		5.0	4.4				
Actuated g/C Ratio		0.76		0.07	0.86		0.05	0.04				
Clearance Time (s)		6.0		4.0	6.0		4.0	4.6				
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)		3629		120	4308		54	113				
v/s Ratio Prot		0.20		0.03	c0.34		c0.03	0.00				
v/s Ratio Perm												
v/c Ratio		0.27		0.46	0.39		0.63	0.00				
Uniform Delay, d1		4.1		49.0	1.5		51.6	50.7				
Progression Factor		0.07		0.85	1.06		1.00	1.00				
Incremental Delay, d2		0.2		2.2	0.2		20.8	0.0				
Delay (s)		0.5		43.7	1.8		72.4	50.7				
Level of Service		A		D	A		E	D				
Approach Delay (s)		0.5			3.2			66.0			0.0	
Approach LOS		A			A			E			A	

Intersection Summary			
HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



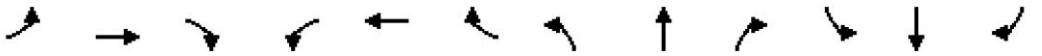
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	257	533	108	106	1192	184	307	356	96	88	200	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	5.3	5.3	4.0	5.3	5.3
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91		0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	4848	1483	3502	4916		3335	3438	1526	3400	3343	1484
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	4848	1483	3502	4916		3335	3438	1526	3400	3343	1484
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	265	549	111	109	1229	190	316	367	99	91	206	195
RTOR Reduction (vph)	0	0	56	0	15	0	0	0	78	0	0	159
Lane Group Flow (vph)	265	549	55	109	1404	0	316	367	21	91	206	36
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	8%	7%	7%	0%	3%	4%	5%	5%	4%	3%	8%	7%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	16.1	54.2	54.2	8.8	46.9		14.6	22.9	22.9	4.8	13.1	13.1
Effective Green, g (s)	16.1	54.2	54.2	8.8	46.9		14.6	22.9	22.9	4.8	13.1	13.1
Actuated g/C Ratio	0.15	0.49	0.49	0.08	0.43		0.13	0.21	0.21	0.04	0.12	0.12
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	475	2389	731	280	2096		443	716	318	148	398	177
v/s Ratio Prot	c0.08	0.11		0.03	c0.29		c0.09	c0.11		0.03	0.06	
v/s Ratio Perm			0.04						0.01			0.02
v/c Ratio	0.56	0.23	0.07	0.39	0.67		0.71	0.51	0.06	0.61	0.52	0.20
Uniform Delay, d1	43.6	16.0	14.7	48.0	25.3		45.7	38.6	35.0	51.7	45.5	43.7
Progression Factor	1.24	1.03	1.44	1.34	0.64		0.96	1.12	1.76	1.00	1.00	1.00
Incremental Delay, d2	1.4	0.2	0.2	0.2	0.4		5.3	0.6	0.1	7.4	1.1	0.6
Delay (s)	55.4	16.7	21.4	64.6	16.7		49.0	43.9	61.6	59.1	46.6	44.3
Level of Service	E	B	C	E	B		D	D	E	E	D	D
Approach Delay (s)		28.4			20.1			48.2			48.0	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	31.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



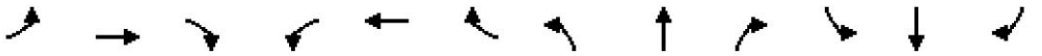
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	345	358	140	7	834	386	364	734	21	277	629	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	4848	1532	1805	3505	1570	3433	3515		3467	3539	1572
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	4848	1532	1805	3505	1570	3433	3515		3467	3539	1572
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	401	416	163	8	970	449	423	853	24	322	731	570
RTOR Reduction (vph)	0	0	0	0	0	196	0	2	0	0	0	134
Lane Group Flow (vph)	401	416	163	8	970	253	423	875	0	322	731	436
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	2%	7%	4%	0%	3%	1%	2%	2%	10%	1%	2%	1%
Turn Type	Prot		Free	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Actuated Green, G (s)	13.0	42.8	110.0	1.2	31.0	31.0	13.0	33.3		12.7	33.0	33.0
Effective Green, g (s)	13.0	42.8	110.0	1.2	31.0	31.0	13.0	33.3		12.7	33.0	33.0
Actuated g/C Ratio	0.12	0.39	1.00	0.01	0.28	0.28	0.12	0.30		0.12	0.30	0.30
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
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)	406	1886	1532	20	988	442	406	1064		400	1062	472
v/s Ratio Prot	c0.12	0.09		0.00	c0.28		c0.12	0.25		0.09	0.21	
v/s Ratio Perm			c0.11			0.16						c0.28
v/c Ratio	0.99	0.22	0.11	0.40	0.98	0.57	1.04	0.82		0.81	0.69	0.92
Uniform Delay, d1	48.4	22.5	0.0	54.0	39.2	33.8	48.5	35.6		47.4	34.0	37.3
Progression Factor	0.86	1.42	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	40.8	0.3	0.1	12.6	24.6	5.3	56.0	7.2		11.2	3.6	26.1
Delay (s)	82.5	32.2	0.1	66.7	63.8	39.1	104.5	42.8		58.6	37.6	63.3
Level of Service	F	C	A	E	E	D	F	D		E	D	E
Approach Delay (s)		47.5			56.0			62.9			50.8	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM Average Control Delay	54.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	87.4%	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)	24	10	35	12	5	8	64	670	10	26	343	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.2		4.0	4.1	4.1	4.0	5.3		4.0	5.3	5.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1543	3030		1805	1900	1265	1770	3464		1570	3374	1461
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1543	3030		1805	1900	1265	1770	3464		1570	3374	1461
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	26	11	38	13	5	9	69	720	11	28	369	47
RTOR Reduction (vph)	0	36	0	0	0	9	0	1	0	0	0	15
Lane Group Flow (vph)	26	13	0	13	5	0	69	730	0	28	369	32
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	17%	10%	0%	0%	0%	25%	2%	4%	0%	15%	7%	9%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	5.1	6.4		2.4	3.8	3.8	8.4	78.5		5.2	75.3	75.3
Effective Green, g (s)	5.1	6.4		2.4	3.8	3.8	8.4	78.5		5.2	75.3	75.3
Actuated g/C Ratio	0.05	0.06		0.02	0.03	0.03	0.08	0.71		0.05	0.68	0.68
Clearance Time (s)	4.0	4.2		4.0	4.1	4.1	4.0	5.3		4.0	5.3	5.3
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)	72	176		39	66	44	135	2472		74	2310	1000
v/s Ratio Prot	c0.02	c0.00		0.01	0.00		c0.04	c0.21		0.02	0.11	
v/s Ratio Perm						0.00						0.02
v/c Ratio	0.36	0.08		0.33	0.08	0.01	0.51	0.30		0.38	0.16	0.03
Uniform Delay, d1	50.9	49.0		53.0	51.4	51.3	48.8	5.7		50.8	6.1	5.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.08	0.86		1.19	0.47	0.23
Incremental Delay, d2	3.1	0.2		5.0	0.5	0.1	3.2	0.3		3.2	0.1	0.1
Delay (s)	53.9	49.2		58.0	51.9	51.3	56.1	5.2		63.9	3.0	1.4
Level of Service	D	D		E	D	D	E	A		E	A	A
Approach Delay (s)		50.8			54.7			9.6			6.7	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	42.2%	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)	148	86	108	59	115	46	98	323	27	25	204	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1863	1572	1752	1863	1556	1770	3453		1736	3539	1586
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	1863	1572	1752	1863	1556	1770	3453		1736	3539	1586
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	174	101	127	69	135	54	115	380	32	29	240	106
RTOR Reduction (vph)	0	0	101	0	0	47	0	4	0	0	0	56
Lane Group Flow (vph)	174	101	26	69	135	7	115	408	0	29	240	50
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	1%	2%	1%	3%	2%	2%	2%	3%	4%	4%	2%	0%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	15.1	22.2	22.2	7.0	14.1	14.1	12.4	59.8		5.0	52.4	52.4
Effective Green, g (s)	15.1	22.2	22.2	7.0	14.1	14.1	12.4	59.8		5.0	52.4	52.4
Actuated g/C Ratio	0.14	0.20	0.20	0.06	0.13	0.13	0.11	0.54		0.05	0.48	0.48
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	245	376	317	111	239	199	200	1877		79	1686	756
v/s Ratio Prot	c0.10	0.05		0.04	c0.07		c0.06	c0.12		0.02	0.07	
v/s Ratio Perm			0.02			0.00						0.03
v/c Ratio	0.71	0.27	0.08	0.62	0.56	0.03	0.57	0.22		0.37	0.14	0.07
Uniform Delay, d1	45.4	37.0	35.6	50.2	45.1	42.0	46.3	13.0		51.0	16.2	15.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.22	1.09		1.00	1.00	1.00
Incremental Delay, d2	9.3	0.4	0.1	10.3	3.0	0.1	3.6	0.2		2.9	0.2	0.2
Delay (s)	54.7	37.4	35.7	60.6	48.1	42.1	60.1	14.4		53.8	16.4	15.7
Level of Service	D	D	D	E	D	D	E	B		D	B	B
Approach Delay (s)		44.4			50.2			24.4			19.1	
Approach LOS		D			D			C			B	

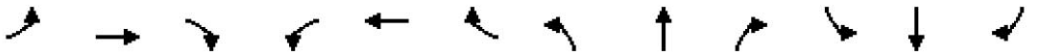
Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	105	18	125	159	256	22	408	59	38	267	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3		5.3	5.3	5.3	4.0	5.3		4.0	5.3	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1561	1807		1726	1881	1583	1805	3360		1752	3354	
Flt Permitted	0.49	1.00		0.59	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	800	1807		1075	1881	1583	1805	3360		1752	3354	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	15	118	20	140	179	288	25	458	66	43	300	21
RTOR Reduction (vph)	0	7	0	0	0	237	0	6	0	0	3	0
Lane Group Flow (vph)	15	131	0	140	179	51	25	518	0	43	318	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	15%	3%	0%	4%	1%	0%	0%	5%	5%	3%	6%	11%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	19.3	19.3		19.3	19.3	19.3	4.8	70.4		5.7	71.3	
Effective Green, g (s)	19.3	19.3		19.3	19.3	19.3	4.8	70.4		5.7	71.3	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.04	0.64		0.05	0.65	
Clearance Time (s)	5.3	5.3		5.3	5.3	5.3	4.0	5.3		4.0	5.3	
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)	140	317		189	330	278	79	2150		91	2174	
v/s Ratio Prot		0.07			0.10		0.01	c0.15		c0.02	0.09	
v/s Ratio Perm	0.02			c0.13		0.03						
v/c Ratio	0.11	0.41		0.74	0.54	0.18	0.32	0.24		0.47	0.15	
Uniform Delay, d1	38.1	40.3		43.0	41.3	38.6	51.0	8.4		50.7	7.5	
Progression Factor	1.00	1.00		0.72	0.70	1.22	0.96	0.91		1.40	0.33	
Incremental Delay, d2	0.3	0.9		12.6	1.6	0.3	2.3	0.3		3.8	0.1	
Delay (s)	38.4	41.2		43.6	30.5	47.3	51.3	8.0		75.0	2.6	
Level of Service	D	D		D	C	D	D	A		E	A	
Approach Delay (s)		40.9			41.5			9.9			11.2	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

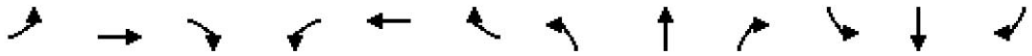
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	281	29	12	440	136	106	202	13	150	126	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.99		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3489		1671	3408		1805	3429		1787	3203	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	3489		1671	3408		1805	3429		1787	3203	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	155	327	34	14	512	158	123	235	15	174	147	198
RTOR Reduction (vph)	0	7	0	0	28	0	0	4	0	0	134	0
Lane Group Flow (vph)	155	354	0	14	642	0	123	246	0	174	211	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	2%	0%	8%	2%	1%	0%	4%	8%	1%	2%	2%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	14.7	41.3		3.0	29.6		13.9	33.1		16.6	35.8	
Effective Green, g (s)	14.7	41.3		3.0	29.6		13.9	33.1		16.6	35.8	
Actuated g/C Ratio	0.13	0.38		0.03	0.27		0.13	0.30		0.15	0.33	
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)	234	1310		46	917		228	1032		270	1042	
v/s Ratio Prot	c0.09	0.10		0.01	c0.19		0.07	c0.07		c0.10	c0.07	
v/s Ratio Perm												
v/c Ratio	0.66	0.27		0.30	0.70		0.54	0.24		0.64	0.20	
Uniform Delay, d1	45.3	23.9		52.5	36.2		45.0	29.0		43.9	26.8	
Progression Factor	0.85	0.95		1.00	1.00		1.00	1.00		0.92	0.90	
Incremental Delay, d2	6.9	0.1		3.7	2.4		2.4	0.5		5.2	0.4	
Delay (s)	45.5	22.8		56.2	38.6		47.5	29.5		45.4	24.5	
Level of Service	D	C		E	D		D	C		D	C	
Approach Delay (s)		29.6			39.0			35.4			31.5	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM Average Control Delay	34.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.1%	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)	20	75	25	24	110	132	55	372	21	38	383	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9		4.0	4.9	4.9	4.0	5.3		4.0	5.3	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1641	1801		1805	1881	1555	1805	3447		1719	3420	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1641	1801		1805	1881	1555	1805	3447		1719	3420	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	25	94	31	30	138	165	69	465	26	48	479	19
RTOR Reduction (vph)	0	14	0	0	0	145	0	2	0	0	2	0
Lane Group Flow (vph)	25	111	0	30	138	20	69	489	0	48	496	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	10%	0%	4%	0%	1%	2%	0%	4%	0%	5%	5%	0%
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	4.6	13.4		4.6	13.4	13.4	8.4	66.4		7.4	65.4	
Effective Green, g (s)	4.6	13.4		4.6	13.4	13.4	8.4	66.4		7.4	65.4	
Actuated g/C Ratio	0.04	0.12		0.04	0.12	0.12	0.08	0.60		0.07	0.59	
Clearance Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	5.3		4.0	5.3	
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)	69	219		75	229	189	138	2081		116	2033	
v/s Ratio Prot	0.02	0.06		c0.02	c0.07		c0.04	0.14		0.03	c0.15	
v/s Ratio Perm						0.01						
v/c Ratio	0.36	0.51		0.40	0.60	0.11	0.50	0.23		0.41	0.24	
Uniform Delay, d1	51.3	45.2		51.4	45.8	43.0	48.8	10.1		49.2	10.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.86	2.48		0.92	1.33	
Incremental Delay, d2	3.2	1.8		3.5	4.4	0.2	2.7	0.3		2.4	0.3	
Delay (s)	54.5	47.0		54.8	50.2	43.2	44.7	25.2		47.5	14.3	
Level of Service	D	D		D	D	D	D	C		D	B	
Approach Delay (s)		48.3			47.2			27.6			17.2	
Approach LOS		D			D			C			B	

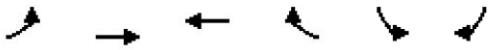
Intersection Summary			
HCM Average Control Delay	30.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	48	181	30	57	179	18	52	134	37	11	102	72
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	53	199	33	63	197	20	57	147	41	12	112	79

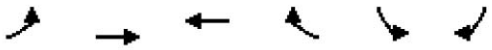
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	285	279	57	188	12	191
Volume Left (vph)	53	63	57	0	12	0
Volume Right (vph)	33	20	0	41	0	79
Hadj (s)	0.00	0.03	0.50	-0.12	0.50	-0.25
Departure Headway (s)	5.8	5.8	7.1	6.4	7.2	6.4
Degree Utilization, x	0.46	0.45	0.11	0.34	0.02	0.34
Capacity (veh/h)	581	577	469	504	456	504
Control Delay (s)	13.5	13.5	9.8	11.5	9.1	11.4
Approach Delay (s)	13.5	13.5	11.1		11.3	
Approach LOS	B	B	B		B	

Intersection Summary				
Delay	12.5			
HCM Level of Service	B			
Intersection Capacity Utilization	42.7%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	131	271	388	70	27	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1827	1863	1523	1805	1548
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1827	1863	1523	1805	1548
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	146	301	431	78	30	309
RTOR Reduction (vph)	0	0	0	38	0	230
Lane Group Flow (vph)	146	301	431	40	30	79
Confl. Peds. (#/hr)	5			5	5	5
Heavy Vehicles (%)	1%	4%	2%	3%	0%	1%
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Actuated Green, G (s)	14.2	74.0	55.8	55.8	28.0	28.0
Effective Green, g (s)	14.2	74.0	55.8	55.8	28.0	28.0
Actuated g/C Ratio	0.13	0.67	0.51	0.51	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)	231	1229	945	773	459	394
v/s Ratio Prot	c0.08	0.16	c0.23		0.02	
v/s Ratio Perm				0.03		c0.05
v/c Ratio	0.63	0.24	0.46	0.05	0.07	0.20
Uniform Delay, d1	45.4	7.1	17.4	13.7	31.1	32.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5	0.5	1.6	0.1	0.3	1.1
Delay (s)	51.0	7.5	19.0	13.8	31.4	33.3
Level of Service	D	A	B	B	C	C
Approach Delay (s)		21.7	18.2		33.2	
Approach LOS		C	B		C	

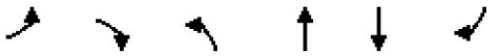
Intersection Summary			
HCM Average Control Delay	23.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	43	422	583	54	27	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	459	634	59	29	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						2
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	692				1215	663
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	692				1215	663
tC, single (s)	4.1				6.6	6.5
tC, 2 stage (s)						
tF (s)	2.2				3.7	3.6
p0 queue free %	95				83	94
cM capacity (veh/h)	889				175	417

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	47	459	692	55
Volume Left	47	0	0	29
Volume Right	0	0	59	26
cSH	889	1700	1700	331
Volume to Capacity	0.05	0.27	0.41	0.17
Queue Length 95th (ft)	4	0	0	15
Control Delay (s)	9.3	0.0	0.0	22.4
Lane LOS	A			C
Approach Delay (s)	0.9		0.0	22.4
Approach LOS				C

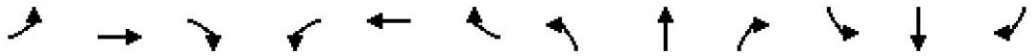
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	73	12	12	611	312	32
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	81	13	13	679	347	36
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1075	369	382			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1075	369	382			
tC, single (s)	6.4	6.4	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.5	2.3			
p0 queue free %	66	98	99			
cM capacity (veh/h)	236	641	1144			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	94	13	679	382
Volume Left	81	13	0	0
Volume Right	13	0	0	36
cSH	259	1144	1700	1700
Volume to Capacity	0.36	0.01	0.40	0.22
Queue Length 95th (ft)	40	1	0	0
Control Delay (s)	26.6	8.2	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	26.6	0.2		0.0
Approach LOS	D			

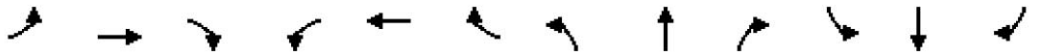
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	272	0	0	323	230	243	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	12	283	0	0	336	240	253	0	0	0	0	0
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)									10			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	581			288			655	894	293	655	655	346
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	581			288			655	894	293	655	655	346
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			31	100	100	100	100	100
cM capacity (veh/h)	964			1280			369	278	744	376	382	698

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	12	283	336	240	253
Volume Left	12	0	0	0	253
Volume Right	0	0	0	240	0
cSH	964	1700	1700	1700	363
Volume to Capacity	0.01	0.17	0.20	0.14	0.70
Queue Length 95th (ft)	1	0	0	0	126
Control Delay (s)	8.8	0.0	0.0	0.0	34.7
Lane LOS	A				D
Approach Delay (s)	0.4		0.0		34.7
Approach LOS					D

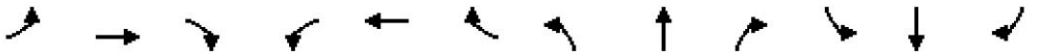
Intersection Summary			
Average Delay	7.9		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	187	162	2	606	0	0	0	0	123	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	199	172	2	645	0	0	0	0	131	0	12
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												7
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	650			376			864	858	209	858	1030	655
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	650			376			864	858	209	858	1030	655
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.5
p0 queue free %	100			100			100	100	100	51	100	97
cM capacity (veh/h)	942			1193			267	295	833	268	234	436

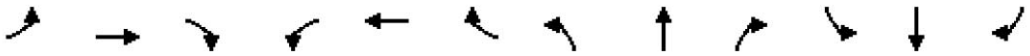
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	199	172	2	645	143
Volume Left	0	0	2	0	131
Volume Right	0	172	0	0	12
cSH	1700	1700	1193	1700	292
Volume to Capacity	0.12	0.10	0.00	0.38	0.49
Queue Length 95th (ft)	0	0	0	0	63
Control Delay (s)	0.0	0.0	8.0	0.0	29.2
Lane LOS			A		D
Approach Delay (s)	0.0		0.0		29.2
Approach LOS					D

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	268	231	43	24	323	396	113	654	26	236	390	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3335	3312	1492	3502	3438	1553	3213	3471	1595	3273	3374	1366
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3335	3312	1492	3502	3438	1553	3213	3471	1595	3273	3374	1366
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	295	254	47	26	355	435	124	719	29	259	429	167
RTOR Reduction (vph)	0	0	25	0	0	45	0	0	20	0	0	95
Lane Group Flow (vph)	295	254	22	26	355	390	124	719	9	259	429	72
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	5%	9%	7%	0%	5%	4%	9%	4%	0%	7%	7%	17%
Turn Type	Prot		pm+ov	Prot		pt+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	8 1	5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	11.4	31.5	39.9	3.8	23.9	38.2	8.4	23.4	27.2	10.3	25.3	36.7
Effective Green, g (s)	11.4	31.5	39.9	3.8	23.9	38.2	8.4	23.4	27.2	10.3	25.3	36.7
Actuated g/C Ratio	0.13	0.37	0.47	0.04	0.28	0.45	0.10	0.28	0.32	0.12	0.30	0.43
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	447	1227	771	157	967	698	318	956	585	397	1004	654
v/s Ratio Prot	c0.09	0.08	0.00	0.01	0.10	c0.25	0.04	c0.21	0.00	0.08	0.13	0.01
v/s Ratio Perm			0.01						0.01			0.04
v/c Ratio	0.66	0.21	0.03	0.17	0.37	0.56	0.39	0.75	0.02	0.65	0.43	0.11
Uniform Delay, d1	35.0	18.2	12.1	39.1	24.5	17.2	35.9	28.1	19.8	35.6	24.0	14.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.1	0.0	0.5	0.2	1.0	0.8	3.4	0.0	3.8	0.3	0.1
Delay (s)	38.5	18.3	12.1	39.6	24.7	18.2	36.7	31.5	19.8	39.5	24.3	14.5
Level of Service	D	B	B	D	C	B	D	C	B	D	C	B
Approach Delay (s)		27.8			21.7			31.9			27.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	27.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.5%	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												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	180	106	37	214	5	275	23	45	25	45	3
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	5	209	123	43	249	6	320	27	52	29	52	3

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	5	333	43	255	320	79	85
Volume Left (vph)	5	0	43	0	320	0	29
Volume Right (vph)	0	123	0	6	0	52	3
Hadj (s)	0.50	-0.17	0.50	-0.02	0.57	-0.29	0.04
Departure Headway (s)	7.2	6.5	7.3	6.8	7.2	6.3	7.4
Degree Utilization, x	0.01	0.60	0.09	0.48	0.64	0.14	0.17
Capacity (veh/h)	467	521	464	496	479	537	424
Control Delay (s)	9.1	17.9	9.8	14.7	20.9	9.2	11.9
Approach Delay (s)	17.7		14.0		18.6		11.9
Approach LOS	C		B		C		B

Intersection Summary			
Delay	16.6		
HCM Level of Service	C		
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
130: 6th St & Beaumont Ave

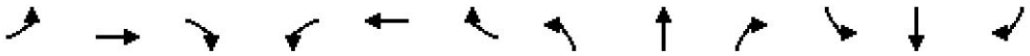
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	67	178	39	83	169	84	39	169	56	119	249	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1733	3364		1767	1644	1335	1719	3345		1736	3394	
Flt Permitted	0.65	1.00		0.61	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1181	3364		1138	1644	1335	1719	3345		1736	3394	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	69	184	40	86	174	87	40	174	58	123	257	70
RTOR Reduction (vph)	0	31	0	0	0	57	0	38	0	0	29	0
Lane Group Flow (vph)	69	193	0	86	174	30	40	194	0	123	298	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	4%	4%	5%	2%	4%	8%	5%	3%	5%	4%	2%	4%
Parking (#/hr)					0	0						
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	7.1	7.1		7.1	7.1	13.0	1.1	13.1		5.9	17.9	
Effective Green, g (s)	7.1	7.1		7.1	7.1	13.0	1.1	13.1		5.9	17.9	
Actuated g/C Ratio	0.19	0.19		0.19	0.19	0.34	0.03	0.34		0.15	0.47	
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)	220	627		212	306	596	50	1150		269	1595	
v/s Ratio Prot		0.06			c0.11	0.01	0.02	0.06		c0.07	c0.09	
v/s Ratio Perm	0.06			0.08		0.01						
v/c Ratio	0.31	0.31		0.41	0.57	0.05	0.80	0.17		0.46	0.19	
Uniform Delay, d1	13.4	13.4		13.6	14.1	8.4	18.4	8.7		14.6	5.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.3		1.3	2.4	0.0	59.1	0.1		1.2	0.1	
Delay (s)	14.2	13.7		14.9	16.5	8.4	77.5	8.8		15.9	5.9	
Level of Service	B	B		B	B	A	E	A		B	A	
Approach Delay (s)		13.8			14.1			18.9			8.6	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	38.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	6	153	5	6	1065	5
Ideal Flow (vphpl)	1800	1800	1800	1800	1700	1800
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1200	1499		1490	1599	1275
Flt Permitted	1.00	1.00		0.85	0.95	1.00
Satd. Flow (perm)	1200	1499		1294	1599	1275
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	7	189	6	7	1315	6
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	7	189	0	13	1315	6
Confl. Peds. (#/hr)		5	5			5
Heavy Vehicles (%)	50%	2%	0%	33%	1%	20%
Turn Type		pm+ov	Perm			Prot
Protected Phases	4	2		8	2	2
Permitted Phases		4	8			
Actuated Green, G (s)	4.1	88.3		4.1	84.2	84.2
Effective Green, g (s)	4.1	88.3		4.1	84.2	84.2
Actuated g/C Ratio	0.04	0.90		0.04	0.86	0.86
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	50	1499		54	1370	1092
v/s Ratio Prot	0.01	c0.11			c0.82	0.00
v/s Ratio Perm		0.02		0.01		
v/c Ratio	0.14	0.13		0.24	0.96	0.01
Uniform Delay, d1	45.4	0.6		45.6	5.7	1.0
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3	0.0		2.3	15.5	0.0
Delay (s)	46.7	0.6		47.9	21.2	1.0
Level of Service	D	A		D	C	A
Approach Delay (s)	2.3			47.9	21.1	
Approach LOS	A			D	C	

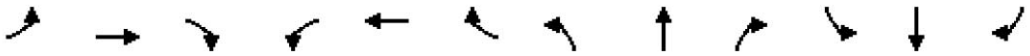
Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	98.3	Sum of lost time (s)	5.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	19	128	0	4	483	186	3	19	0	169	1	35
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	24	160	0	5	604	232	4	24	0	211	1	44

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	184	841	28	256
Volume Left (vph)	24	5	4	211
Volume Right (vph)	0	233	0	44
Hadj (s)	0.15	-0.15	0.03	0.10
Departure Headway (s)	6.0	5.0	6.9	6.3
Degree Utilization, x	0.31	1.18	0.05	0.45
Capacity (veh/h)	575	705	484	552
Control Delay (s)	11.6	112.8	10.3	14.4
Approach Delay (s)	11.6	112.8	10.3	14.4
Approach LOS	B	F	B	B

Intersection Summary			
Delay	77.2		
HCM Level of Service	F		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	13	245	4	1	641	70	6	4	2	144	1	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	14	263	4	1	689	75	6	4	2	155	1	37

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	282	766	13	192
Volume Left (vph)	14	1	6	155
Volume Right (vph)	4	75	2	37
Hadj (s)	0.06	-0.02	0.00	0.08
Departure Headway (s)	5.6	5.0	6.9	6.4
Degree Utilization, x	0.44	1.07	0.02	0.34
Capacity (veh/h)	623	706	476	538
Control Delay (s)	12.9	75.1	10.1	12.7
Approach Delay (s)	12.9	75.1	10.1	12.7
Approach LOS	B	F	B	B

Intersection Summary			
Delay	50.9		
HCM Level of Service	F		
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	16	384	56	88	676	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	417	61	96	735	18

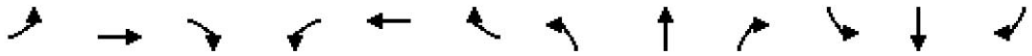
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	435	157	753
Volume Left (vph)	0	61	735
Volume Right (vph)	417	0	18
Hadj (s)	-0.55	0.12	0.18
Departure Headway (s)	5.6	6.7	5.8
Degree Utilization, x	0.67	0.29	1.22
Capacity (veh/h)	630	521	627
Control Delay (s)	19.4	12.5	132.3
Approach Delay (s)	19.4	12.5	132.3
Approach LOS	C	B	F

Intersection Summary			
Delay	81.8		
HCM Level of Service	F		
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	33	12	146	101	98	256
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	13	162	112	109	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			50		480	43
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			50		480	43
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		78	72
cM capacity (veh/h)			1563		488	1033

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	50	274	393
Volume Left	0	162	109
Volume Right	13	0	284
cSH	1700	1563	789
Volume to Capacity	0.03	0.10	0.50
Queue Length 95th (ft)	0	9	71
Control Delay (s)	0.0	4.8	14.0
Lane LOS		A	B
Approach Delay (s)	0.0	4.8	14.0
Approach LOS			B

Intersection Summary			
Average Delay	9.5		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	1	5	20	9	7	2	240	18	5	159	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	13	1	5	22	10	8	2	264	20	5	175	7

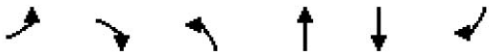
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	20	40	286	187
Volume Left (vph)	13	22	2	5
Volume Right (vph)	5	8	20	7
Hadj (s)	-0.03	-0.01	-0.03	0.00
Departure Headway (s)	5.0	5.0	4.2	4.3
Degree Utilization, x	0.03	0.05	0.33	0.23
Capacity (veh/h)	650	653	834	799
Control Delay (s)	8.1	8.2	9.3	8.6
Approach Delay (s)	8.1	8.2	9.3	8.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.9			
HCM Level of Service	A			
Intersection Capacity Utilization	25.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	58	3	19	143	13	32
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	72	4	23	177	16	40
Pedestrians			5			5
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	188	117			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	188	117			200	
tC, single (s)	6.4	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.9			2.3	
p0 queue free %	91	100			99	
cM capacity (veh/h)	786	783			1337	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	75	200	56
Volume Left	72	0	16
Volume Right	4	177	0
cSH	785	1700	1337
Volume to Capacity	0.10	0.12	0.01
Queue Length 95th (ft)	8	0	1
Control Delay (s)	10.1	0.0	2.3
Lane LOS	B		A
Approach Delay (s)	10.1	0.0	2.3
Approach LOS	B		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	23.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	130	76	296	611	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	2	134	78	305	630	3
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1098	636	633			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1098	636	633			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	72	92			
cM capacity (veh/h)	217	479	960			

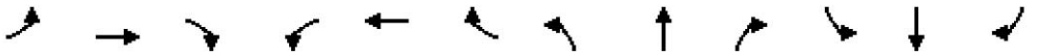
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	136	384	633
Volume Left	2	78	0
Volume Right	134	0	3
cSH	471	960	1700
Volume to Capacity	0.29	0.08	0.37
Queue Length 95th (ft)	30	7	0
Control Delay (s)	15.7	2.6	0.0
Lane LOS	C	A	
Approach Delay (s)	15.7	2.6	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	0	12	1	3	2	21	528	0	8	730	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	0	14	1	4	2	25	629	0	10	869	25
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1581	1577	879	1591	1602	639	899			634		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1581	1577	879	1591	1602	639	899			634		
tC, single (s)	7.3	6.5	6.2	8.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	4.4	4.0	3.3	2.3			2.2		
p0 queue free %	81	100	96	97	96	99	97			99		
cM capacity (veh/h)	75	105	347	47	101	476	720			955		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	29	7	25	629	0	10	869	25
Volume Left	14	1	25	0	0	10	0	0
Volume Right	14	2	0	0	0	0	0	25
cSH	123	109	720	1700	1700	955	1700	1700
Volume to Capacity	0.23	0.07	0.03	0.37	0.00	0.01	0.51	0.01
Queue Length 95th (ft)	21	5	3	0	0	1	0	0
Control Delay (s)	42.8	40.3	10.2	0.0	0.0	8.8	0.0	0.0
Lane LOS	E	E	B			A		
Approach Delay (s)	42.8	40.3	0.4			0.1		
Approach LOS	E	E						

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	48.5%	ICU Level of Service	A	
Analysis Period (min)	15			



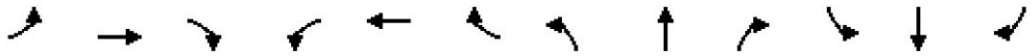
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	6	23	5	5	0	15	512	7	1	584	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.97			1.00		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.96			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1752			1854		1687	1859		1805	1863	1546
Flt Permitted		0.96			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1752			1854		1687	1859		1805	1863	1546
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	6	24	5	5	0	16	545	7	1	621	148
RTOR Reduction (vph)	0	6	0	0	0	0	0	1	0	0	0	33
Lane Group Flow (vph)	0	104	0	0	10	0	16	551	0	1	621	115
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	2%	0%	0%	2%	1%
Turn Type	Split			Split			Prot			Prot		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)		53.2			1.5		3.2	47.9		1.4	46.1	46.1
Effective Green, g (s)		53.2			1.5		3.2	47.9		1.4	46.1	46.1
Actuated g/C Ratio		0.44			0.01		0.03	0.40		0.01	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)		777			23		45	742		21	716	594
v/s Ratio Prot		c0.06			c0.01		c0.01	0.30		0.00	c0.33	
v/s Ratio Perm												0.07
v/c Ratio		0.13			0.43		0.36	0.74		0.05	0.87	0.19
Uniform Delay, d1		19.8			58.8		57.4	30.8		58.6	34.1	24.6
Progression Factor		0.80			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.3			12.6		4.8	4.0		0.9	10.8	0.2
Delay (s)		16.1			71.4		62.2	34.8		59.6	44.9	24.7
Level of Service		B			E		E	C		E	D	C
Approach Delay (s)		16.1			71.4			35.6			41.1	
Approach LOS		B			E			D			D	

Intersection Summary			
HCM Average Control Delay	37.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	3	13	11	10	24	4
Sign Control	Yield			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	4	17	14	13	31	5
Pedestrians	5			5		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	78	5	86	72	5	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	78	5	86	72	5	
tC, single (s)	6.8	6.4	7.5	6.7	4.3	
tC, 2 stage (s)						
tF (s)	4.3	3.5	3.8	4.2	2.4	
p0 queue free %	99	98	98	98	98	
cM capacity (veh/h)	735	1016	786	762	1494	

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	4	17	27	31	5
Volume Left	0	0	14	31	0
Volume Right	0	17	0	0	5
cSH	735	1016	774	1494	1700
Volume to Capacity	0.01	0.02	0.04	0.02	0.00
Queue Length 95th (ft)	0	1	3	2	0
Control Delay (s)	9.9	8.6	9.8	7.5	0.0
Lane LOS	A	A	A	A	
Approach Delay (s)	8.9		9.8	6.4	
Approach LOS	A		A		

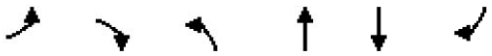
Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	17.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	1	6	15	1	22	3	498	97	263	349	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	1	7	17	1	25	3	566	110	299	397	1
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1603	1688	407	1640	1633	631	403			681		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1603	1688	407	1640	1633	631	403			681		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.4			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.5			2.2		
p0 queue free %	96	98	99	69	98	95	100			67		
cM capacity (veh/h)	59	63	643	56	68	472	1003			908		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	43	3	676	299	398
Volume Left	2	17	3	0	299	0
Volume Right	7	25	0	110	0	1
cSH	152	115	1003	1700	908	1700
Volume to Capacity	0.07	0.38	0.00	0.40	0.33	0.23
Queue Length 95th (ft)	5	38	0	0	36	0
Control Delay (s)	30.4	54.0	8.6	0.0	10.9	0.0
Lane LOS	D	F	A		B	
Approach Delay (s)	30.4	54.0	0.0		4.7	
Approach LOS	D	F				

Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	60.5%	ICU Level of Service	B	
Analysis Period (min)	15			



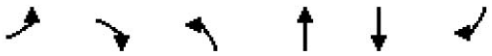
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	309	125	30	276	337	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1717		1752	1881	1863	1583
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1717		1752	1881	1863	1583
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	359	145	35	321	392	48
RTOR Reduction (vph)	23	0	0	0	0	15
Lane Group Flow (vph)	481	0	35	321	392	33
Confl. Peds. (#/hr)						
Heavy Vehicles (%)	3%	2%	3%	1%	2%	2%
Turn Type			Prot			pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases						6
Actuated Green, G (s)	16.9		2.0	20.6	14.6	31.5
Effective Green, g (s)	16.9		2.0	20.6	14.6	31.5
Actuated g/C Ratio	0.37		0.04	0.45	0.32	0.69
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)	638		77	852	598	1235
v/s Ratio Prot	c0.28		0.02	c0.17	c0.21	0.01
v/s Ratio Perm						0.01
v/c Ratio	0.75		0.45	0.38	0.66	0.03
Uniform Delay, d1	12.5		21.2	8.2	13.3	2.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.0		4.2	0.3	2.6	0.0
Delay (s)	17.5		25.4	8.5	15.9	2.2
Level of Service	B		C	A	B	A
Approach Delay (s)	17.5			10.2	14.4	
Approach LOS	B			B	B	

Intersection Summary			
HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	45.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	17	9	22	118	13	14
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	24	12	31	164	18	19
Pedestrians			5			5
Lane Width (ft)			12.0			12.0
Walking Speed (ft/s)			4.0			4.0
Percent Blockage			0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	173	118			194	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	173	118			194	
tC, single (s)	6.5	6.2			4.5	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.5	
p0 queue free %	97	99			98	
cM capacity (veh/h)	779	936			1190	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	36	194	38
Volume Left	24	0	18
Volume Right	12	164	0
cSH	827	1700	1190
Volume to Capacity	0.04	0.11	0.02
Queue Length 95th (ft)	3	0	1
Control Delay (s)	9.6	0.0	4.0
Lane LOS	A		A
Approach Delay (s)	9.6	0.0	4.0
Approach LOS	A		

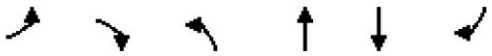
Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	9	21	19	112	21	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Hourly flow rate (vph)	13	30	28	162	30	9
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)		4				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	257	40	39			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	257	40	39			
tC, single (s)	7.0	6.3	4.1			
tC, 2 stage (s)						
tF (s)	4.0	3.4	2.2			
p0 queue free %	98	97	98			
cM capacity (veh/h)	615	994	1584			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	43	28	162	39
Volume Left	13	28	0	0
Volume Right	30	0	0	9
cSH	1420	1584	1700	1700
Volume to Capacity	0.03	0.02	0.10	0.02
Queue Length 95th (ft)	2	1	0	0
Control Delay (s)	9.4	7.3	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.4	1.1		0.0
Approach LOS	A			

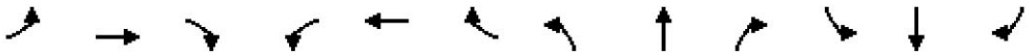
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	115	15	7	19	16	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65
Hourly flow rate (vph)	177	23	11	29	25	29
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)		4				
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	80	30	54			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80	30	54			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	80	98	99			
cM capacity (veh/h)	904	1046	1478			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	200	11	29	25	29
Volume Left	177	11	0	0	0
Volume Right	23	0	0	0	29
cSH	1022	1478	1700	1700	1700
Volume to Capacity	0.20	0.01	0.02	0.01	0.02
Queue Length 95th (ft)	18	1	0	0	0
Control Delay (s)	9.8	7.5	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.8	2.0		0.0	
Approach LOS	A				

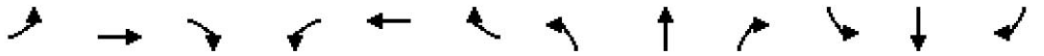
Intersection Summary				
Average Delay	6.9			
Intersection Capacity Utilization	18.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	301	45	9	226	1	57	0	15	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	324	48	10	243	1	61	0	16	0	0	0
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	249			377			621	621	358	621	645	254
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	249			377			621	621	358	621	645	254
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			84	100	98	100	100	100
cM capacity (veh/h)	1323			1188			394	399	685	385	387	783

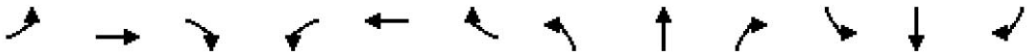
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	372	254	61	16	0
Volume Left	0	10	61	0	0
Volume Right	48	1	0	16	0
cSH	1323	1188	394	685	1700
Volume to Capacity	0.00	0.01	0.16	0.02	0.00
Queue Length 95th (ft)	0	1	14	2	0
Control Delay (s)	0.0	0.4	15.8	10.4	0.0
Lane LOS		A	C	B	A
Approach Delay (s)	0.0	0.4	14.7		0.0
Approach LOS			B		A

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	29.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	157	67	39	91	11	53	521	47	16	691	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1784		1752	1863		1736	1832		1805	1829	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1784		1752	1863		1736	1832		1805	1829	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	169	72	42	98	12	57	560	51	17	743	90
RTOR Reduction (vph)	0	18	0	0	5	0	0	3	0	0	4	0
Lane Group Flow (vph)	97	223	0	42	105	0	57	608	0	17	829	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	3%	3%	0%	0%	4%	2%	4%	0%	2%	1%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	9.8	16.7		3.7	10.6		5.2	44.8		1.2	40.8	
Effective Green, g (s)	9.8	16.7		3.7	10.6		5.2	44.8		1.2	40.8	
Actuated g/C Ratio	0.12	0.20		0.04	0.13		0.06	0.54		0.01	0.50	
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)	215	362		79	240		110	996		26	906	
v/s Ratio Prot	c0.05	c0.13		0.02	0.06		0.03	c0.33		0.01	c0.45	
v/s Ratio Perm												
v/c Ratio	0.45	0.62		0.53	0.44		0.52	0.61		0.65	0.91	
Uniform Delay, d1	33.8	29.9		38.5	33.1		37.4	12.8		40.4	19.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	3.1		6.7	1.3		4.1	1.1		46.4	13.5	
Delay (s)	35.3	33.1		45.2	34.4		41.5	14.0		86.8	32.7	
Level of Service	D	C		D	C		D	B		F	C	
Approach Delay (s)		33.7			37.4			16.3			33.8	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM Average Control Delay	28.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	82.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

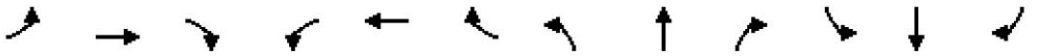


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	82	84	17	35	42	13	7	178	36	17	289	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	86	88	18	37	44	14	7	187	38	18	304	67

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	175	18	95	195	38	389
Volume Left (vph)	86	0	37	7	0	18
Volume Right (vph)	0	18	14	0	38	67
Hadj (s)	0.25	-0.70	0.01	0.04	-0.70	-0.09
Departure Headway (s)	6.7	5.7	6.7	6.1	5.3	5.7
Degree Utilization, x	0.33	0.03	0.18	0.33	0.06	0.62
Capacity (veh/h)	495	568	475	561	630	606
Control Delay (s)	11.7	7.7	11.2	10.8	7.4	17.7
Approach Delay (s)	11.3		11.2	10.2		17.7
Approach LOS	B		B	B		C

Intersection Summary				
Delay	13.8			
HCM Level of Service	B			
Intersection Capacity Utilization	52.9%	ICU Level of Service		A
Analysis Period (min)	15			

HCM Signalized Intersection Capacity Analysis
24: Cactus Ave & Oliver St



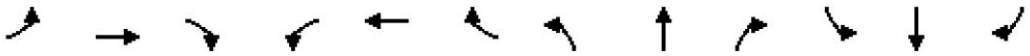
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	230	152	50	214	6	91	60	29	4	35	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		1.00	0.99		0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.94		1.00	1.00	0.85		1.00	0.85		0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		1.00	
Satd. Flow (prot)	1203	3342		1805	1900	1574		1830	1591		1832	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.97	1.00		1.00	
Satd. Flow (perm)	1203	3342		1805	1900	1574		1830	1591		1832	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	256	169	56	238	7	101	67	32	4	39	11
RTOR Reduction (vph)	0	113	0	0	0	5	0	0	25	0	9	0
Lane Group Flow (vph)	2	312	0	56	238	2	0	168	7	0	45	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	50%	1%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Turn Type	Prot			Prot		Perm	Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Actuated Green, G (s)	1.0	10.8		5.3	15.1	15.1		10.6	10.6		7.9	
Effective Green, g (s)	1.0	10.8		5.3	15.1	15.1		10.6	10.6		7.9	
Actuated g/C Ratio	0.02	0.21		0.10	0.30	0.30		0.21	0.21		0.16	
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)	24	713		189	567	470		383	333		286	
v/s Ratio Prot	0.00	0.09		c0.03	c0.13			c0.09			c0.02	
v/s Ratio Perm						0.00			0.00			
v/c Ratio	0.08	0.44		0.30	0.42	0.00		0.44	0.02		0.16	
Uniform Delay, d1	24.3	17.3		20.9	14.2	12.5		17.4	15.9		18.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	1.5	0.4		0.9	0.5	0.0		0.8	0.0		0.3	
Delay (s)	25.8	17.7		21.8	14.7	12.5		18.2	15.9		18.7	
Level of Service	C	B		C	B	B		B	B		B	
Approach Delay (s)		17.7			16.0			17.8			18.7	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	17.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	50.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
25: Cactus Ave & Moreno Beach Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	95	127	118	20	99	16	88	401	21	24	554	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.98		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3311		1719	3494		1805	3539	1518	1805	4939	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3311		1719	3494		1805	3539	1518	1805	4939	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	102	137	127	22	106	17	95	431	23	26	596	126
RTOR Reduction (vph)	0	95	0	0	14	0	0	0	13	0	34	0
Lane Group Flow (vph)	102	169	0	22	109	0	95	431	10	26	688	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	0%	1%	5%	1%	0%	0%	2%	5%	0%	2%	2%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	7.4	13.2		2.4	8.2		7.2	19.4	21.8	1.1	13.3	
Effective Green, g (s)	7.4	13.2		2.4	8.2		7.2	19.4	21.8	1.1	13.3	
Actuated g/C Ratio	0.14	0.25		0.05	0.16		0.14	0.37	0.42	0.02	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)	251	839		79	550		249	1318	752	38	1261	
v/s Ratio Prot	c0.06	0.05		0.01	c0.03		0.05	c0.12	0.00	0.01	c0.14	
v/s Ratio Perm									0.01			
v/c Ratio	0.41	0.20		0.28	0.20		0.38	0.33	0.01	0.68	0.55	
Uniform Delay, d1	20.4	15.3		24.0	19.1		20.4	11.7	8.9	25.3	16.8	
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	0.1		1.9	0.2		1.0	0.1	0.0	40.6	0.5	
Delay (s)	21.4	15.4		25.9	19.3		21.4	11.8	8.9	65.9	17.3	
Level of Service	C	B		C	B		C	B	A	E	B	
Approach Delay (s)		17.1			20.3			13.4			19.0	
Approach LOS		B			C			B			B	

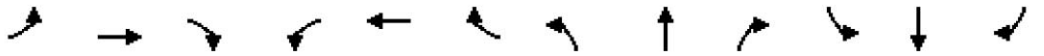
Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	52.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	78	9	15	1	4	5	5	126	1	9	242	86
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	83	10	16	1	4	5	5	134	1	10	257	91

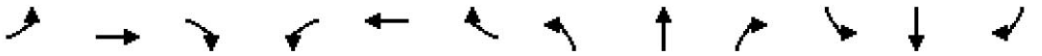
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	88	21	11	72	68	138	220
Volume Left (vph)	83	0	1	5	0	10	0
Volume Right (vph)	0	16	5	0	1	0	91
Hadj (s)	0.49	-0.54	0.06	0.07	0.02	0.05	-0.27
Departure Headway (s)	6.1	5.1	5.8	5.3	5.2	5.0	4.7
Degree Utilization, x	0.15	0.03	0.02	0.11	0.10	0.19	0.29
Capacity (veh/h)	550	653	568	659	664	690	740
Control Delay (s)	9.0	7.0	8.9	7.7	7.6	8.1	8.4
Approach Delay (s)	8.6		8.9	7.6		8.3	
Approach LOS	A		A	A		A	

Intersection Summary				
Delay	8.2			
HCM Level of Service	A			
Intersection Capacity Utilization	34.3%	ICU Level of Service		A
Analysis Period (min)	15			



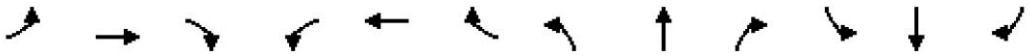
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	17	12	222	38	81	9	324	103	98	487	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	0.90		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3364		1787	3181		1805	5085	1603	1805	4982	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3364		1787	3181		1805	5085	1603	1805	4982	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	45	18	13	239	41	87	10	348	111	105	524	85
RTOR Reduction (vph)	0	13	0	0	69	0	0	0	57	0	18	0
Lane Group Flow (vph)	45	18	0	239	59	0	10	348	54	105	591	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	0%	0%	1%	3%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	2.3	1.1		10.9	9.7		1.1	12.5	23.4	7.2	18.6	
Effective Green, g (s)	2.3	1.1		10.9	9.7		1.1	12.5	23.4	7.2	18.6	
Actuated g/C Ratio	0.05	0.02		0.23	0.20		0.02	0.26	0.49	0.15	0.39	
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)	85	78		408	647		42	1333	921	272	1943	
v/s Ratio Prot	0.03	0.01		c0.13	c0.02		0.01	0.07	0.01	c0.06	c0.12	
v/s Ratio Perm									0.02			
v/c Ratio	0.53	0.23		0.59	0.09		0.24	0.26	0.06	0.39	0.30	
Uniform Delay, d1	22.2	22.9		16.4	15.4		22.9	13.9	6.4	18.3	10.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.8	1.5		2.1	0.1		2.9	0.1	0.0	0.9	0.1	
Delay (s)	28.0	24.4		18.5	15.5		25.8	14.0	6.4	19.2	10.2	
Level of Service	C	C		B	B		C	B	A	B	B	
Approach Delay (s)		26.6			17.5			12.5			11.5	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	47.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



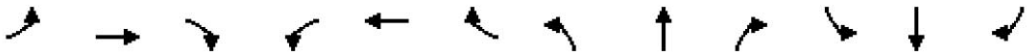
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	148	318	129	137	282	68	163	699	109	49	664	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	3610	1585	1770	3465		1805	3574	1530	1805	3539	1593
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	3610	1585	1770	3465		1805	3574	1530	1805	3539	1593
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	153	328	133	141	291	70	168	721	112	51	685	174
RTOR Reduction (vph)	0	0	62	0	21	0	0	0	29	0	0	60
Lane Group Flow (vph)	153	328	71	141	340	0	168	721	83	51	685	114
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	1%	2%	1%	0%	0%	1%	4%	0%	2%	0%
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	14.8	19.2	34.8	12.9	17.3		15.6	65.6	78.5	6.3	56.3	71.1
Effective Green, g (s)	14.8	19.2	34.8	12.9	17.3		15.6	65.6	78.5	6.3	56.3	71.1
Actuated g/C Ratio	0.12	0.16	0.29	0.11	0.14		0.13	0.55	0.65	0.05	0.47	0.59
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	220	578	460	190	500		235	1954	1001	95	1660	944
v/s Ratio Prot	c0.09	0.09	0.02	0.08	c0.10		c0.09	0.20	0.01	0.03	c0.19	0.01
v/s Ratio Perm			0.02						0.05			0.06
v/c Ratio	0.70	0.57	0.15	0.74	0.68		0.71	0.37	0.08	0.54	0.41	0.12
Uniform Delay, d1	50.4	46.6	31.7	51.9	48.7		50.1	15.4	7.6	55.4	21.0	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.92	0.83	0.55	1.00	1.00	1.00
Incremental Delay, d2	9.2	1.3	0.2	14.4	3.7		9.2	0.5	0.0	5.7	0.8	0.1
Delay (s)	59.6	47.8	31.8	66.4	52.4		55.3	13.2	4.2	61.2	21.7	10.8
Level of Service	E	D	C	E	D		E	B	A	E	C	B
Approach Delay (s)		47.3			56.3			19.3			21.8	
Approach LOS		D			E			B			C	

Intersection Summary			
HCM Average Control Delay	31.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.9%	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	176	8	125	434	1134	0	0	624	351
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes					1.00	0.98	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.95	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1769	1556	1752	3574			3357	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1769	1556	1752	3574			3357	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	187	9	133	462	1206	0	0	664	373
RTOR Reduction (vph)	0	0	0	0	0	57	0	0	0	0	54	0
Lane Group Flow (vph)	0	0	0	0	196	76	462	1206	0	0	983	0
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	2%	13%	2%	3%	1%	0%	0%	1%	1%
Turn Type				Split		Perm	Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases						8						
Actuated Green, G (s)					18.8	18.8	37.1	93.2			52.1	
Effective Green, g (s)					18.8	18.8	37.1	93.2			52.1	
Actuated g/C Ratio					0.16	0.16	0.31	0.78			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)					277	244	542	2776			1457	
v/s Ratio Prot					c0.11		c0.26	0.34			c0.29	
v/s Ratio Perm						0.05						
v/c Ratio					0.71	0.31	0.85	0.43			0.67	
Uniform Delay, d1					48.0	44.9	38.9	4.5			27.2	
Progression Factor					1.00	1.00	1.00	1.00			0.57	
Incremental Delay, d2					8.0	0.7	12.3	0.5			2.4	
Delay (s)					56.0	45.6	51.2	5.0			18.0	
Level of Service					E	D	D	A			B	
Approach Delay (s)		0.0			51.8			17.8			18.0	
Approach LOS		A			D			B			B	

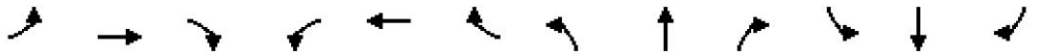
Intersection Summary			
HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	537	3	417	0	0	0	0	848	196	132	721	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.91		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00		1.00	1.00	
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)	1698	1703	1591					4926		1770	3574	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1698	1703	1591					4926		1770	3574	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	554	3	430	0	0	0	0	874	202	136	743	0
RTOR Reduction (vph)	0	0	80	0	0	0	0	47	0	0	0	0
Lane Group Flow (vph)	277	280	350	0	0	0	0	1029	0	136	743	0
Confl. Peds. (#/hr)			5						5			
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	1%	2%	1%	0%
Turn Type	Split		Perm							Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	21.2	21.2	21.2					19.4		6.5	29.9	
Effective Green, g (s)	21.2	21.2	21.2					19.4		6.5	29.9	
Actuated g/C Ratio	0.36	0.36	0.36					0.33		0.11	0.51	
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)	609	611	571					1617		195	1808	
v/s Ratio Prot	0.16	0.16						c0.21		c0.08	0.21	
v/s Ratio Perm			c0.22									
v/c Ratio	0.45	0.46	0.61					0.64		0.70	0.41	
Uniform Delay, d1	14.5	14.5	15.6					16.9		25.4	9.1	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.5	2.0					0.8		10.4	0.2	
Delay (s)	15.1	15.1	17.5					17.7		35.7	9.3	
Level of Service	B	B	B					B		D	A	
Approach Delay (s)		16.1			0.0			17.7			13.4	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	59.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
32: Sunnymead Blvd & Perris Blvd

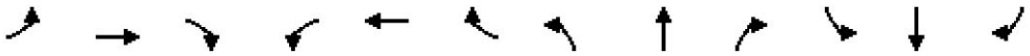


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	517	551	555	59	92	350	131	789	89	322	700	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3574	1566	1805	3150		1752	5023		3467	3574	1565
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433	3574	1566	1805	3150		1752	5023		3467	3574	1565
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	556	592	597	63	99	376	141	848	96	346	753	114
RTOR Reduction (vph)	0	0	48	0	250	0	0	10	0	0	0	44
Lane Group Flow (vph)	556	592	549	63	225	0	141	934	0	346	753	70
Confl. Peds. (#/hr)			5						5			5
Heavy Vehicles (%)	2%	1%	2%	0%	1%	1%	3%	1%	6%	1%	1%	2%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	22.7	31.4	47.8	5.6	14.3		16.4	50.6		16.4	50.6	73.3
Effective Green, g (s)	22.7	31.4	47.8	5.6	14.3		16.4	50.6		16.4	50.6	73.3
Actuated g/C Ratio	0.19	0.26	0.40	0.05	0.12		0.14	0.42		0.14	0.42	0.61
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)	649	935	676	84	375		239	2118		474	1507	1008
v/s Ratio Prot	c0.16	0.17	c0.11	0.03	0.07		0.08	0.19		0.10	c0.21	0.01
v/s Ratio Perm			0.24									0.03
v/c Ratio	0.86	0.63	0.81	0.75	0.87dr		0.59	0.44		0.73	0.50	0.07
Uniform Delay, d1	47.1	39.2	32.1	56.5	50.1		48.6	24.6		49.7	25.4	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.89	0.56		1.36	0.44	0.02
Incremental Delay, d2	10.8	1.4	7.4	30.8	2.6		3.4	0.6		4.9	1.0	0.0
Delay (s)	57.9	40.6	39.5	87.3	52.7		46.6	14.5		72.6	12.3	0.2
Level of Service	E	D	D	F	D		D	B		E	B	A
Approach Delay (s)		45.7			56.8			18.7			28.4	
Approach LOS		D			E			B			C	

Intersection Summary			
HCM Average Control Delay	36.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		

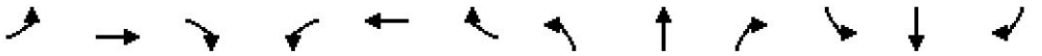
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	138	1	111	485	1141	0	0	966	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		0.97	0.95			0.91	
Frpb, ped/bikes					0.99		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.94		1.00	1.00			0.97	
Flt Protected					0.97		0.95	1.00			1.00	
Satd. Flow (prot)					1706		3467	3574			4946	
Flt Permitted					0.97		0.95	1.00			1.00	
Satd. Flow (perm)					1706		3467	3574			4946	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	142	1	114	500	1176	0	0	996	277
RTOR Reduction (vph)	0	0	0	0	27	0	0	0	0	0	36	0
Lane Group Flow (vph)	0	0	0	0	230	0	500	1176	0	0	1237	0
Confl. Peds. (#/hr)						5						5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	1%	1%	0%	0%	1%	1%
Turn Type				Split			Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					21.3		29.0	90.7			57.7	
Effective Green, g (s)					21.3		29.0	90.7			57.7	
Actuated g/C Ratio					0.18		0.24	0.76			0.48	
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)					303		838	2701			2378	
v/s Ratio Prot					c0.13		c0.14	0.33			c0.25	
v/s Ratio Perm												
v/c Ratio					0.76		0.60	0.44			0.52	
Uniform Delay, d1					46.9		40.3	5.3			21.6	
Progression Factor					1.00		0.84	0.33			1.00	
Incremental Delay, d2					10.4		0.9	0.4			0.8	
Delay (s)					57.3		34.8	2.2			22.4	
Level of Service					E		C	A			C	
Approach Delay (s)		0.0			57.3			11.9			22.4	
Approach LOS		A			E			B			C	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



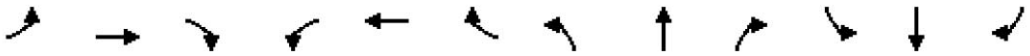
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	147	52	46	102	74	52	884	39	135	1019	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1881	1587	1805	1900	1587	1805	3574	1567	1787	3574	1535
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1881	1587	1805	1900	1587	1805	3574	1567	1787	3574	1535
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	36	162	57	51	112	81	57	971	43	148	1120	52
RTOR Reduction (vph)	0	0	49	0	0	68	0	0	9	0	0	9
Lane Group Flow (vph)	36	162	8	51	112	13	57	971	34	148	1120	43
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	1%	0%	1%	1%	2%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	4.2	16.5	16.5	6.3	18.6	18.6	7.2	66.0	66.0	15.2	74.0	74.0
Effective Green, g (s)	4.2	16.5	16.5	6.3	18.6	18.6	7.2	66.0	66.0	15.2	74.0	74.0
Actuated g/C Ratio	0.04	0.14	0.14	0.05	0.16	0.16	0.06	0.55	0.55	0.13	0.62	0.62
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	63	259	218	95	295	246	108	1966	862	226	2204	947
v/s Ratio Prot	0.02	c0.09		c0.03	0.06		0.03	c0.27		c0.08	c0.31	
v/s Ratio Perm			0.00			0.01			0.02			0.03
v/c Ratio	0.57	0.63	0.04	0.54	0.38	0.05	0.53	0.49	0.04	0.65	0.51	0.05
Uniform Delay, d1	57.0	48.8	44.9	55.4	45.5	43.2	54.7	16.7	12.4	49.9	12.8	9.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	0.75	0.74
Incremental Delay, d2	11.9	4.7	0.1	5.7	0.8	0.1	4.6	0.9	0.1	5.2	0.7	0.1
Delay (s)	68.9	53.5	44.9	61.2	46.3	43.3	59.3	17.6	12.5	62.6	10.3	6.8
Level of Service	E	D	D	E	D	D	E	B	B	E	B	A
Approach Delay (s)		53.8			48.4			19.6			16.0	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	6	43	0	3	56
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	6	45	0	3	58
Pedestrians	5			5		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			6		98	8
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			6		98	8
tC, single (s)			4.1		6.7	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.8	3.3
p0 queue free %			97		100	95
cM capacity (veh/h)			1615		805	1064

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	6	45	3	58
Volume Left	0	45	3	0
Volume Right	6	0	0	58
cSH	1700	1615	805	1064
Volume to Capacity	0.00	0.03	0.00	0.05
Queue Length 95th (ft)	0	2	0	4
Control Delay (s)	0.0	7.3	9.5	8.6
Lane LOS		A	A	A
Approach Delay (s)	0.0	7.3	8.6	
Approach LOS			A	

Intersection Summary			
Average Delay	7.6		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

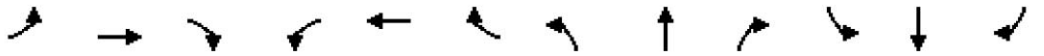


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	83	105	103	93	2	119	94	84	0	79	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00			0.99			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.92		1.00	1.00			0.96			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1805	1679		1787	1875			1774			1856	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (perm)	1805	1679		1787	1875			1774			1856	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	22	86	108	106	96	2	123	97	87	0	81	13
RTOR Reduction (vph)	0	29	0	0	0	0	0	13	0	0	5	0
Lane Group Flow (vph)	22	165	0	106	98	0	0	294	0	0	89	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	4%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	4.7	50.2		17.6	63.1			25.1			11.1	
Effective Green, g (s)	4.7	50.2		17.6	63.1			25.1			11.1	
Actuated g/C Ratio	0.04	0.42		0.15	0.53			0.21			0.09	
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)	71	702		262	986			371			172	
v/s Ratio Prot	c0.01	c0.10		c0.06	0.05			c0.17			c0.05	
v/s Ratio Perm												
v/c Ratio	0.31	0.24		0.40	0.10			0.79			0.51	
Uniform Delay, d1	56.1	22.5		46.4	14.2			45.0			51.9	
Progression Factor	1.00	1.00		0.73	0.65			1.00			1.02	
Incremental Delay, d2	2.5	0.8		1.0	0.2			11.0			2.6	
Delay (s)	58.6	23.3		35.0	9.4			55.9			55.3	
Level of Service	E	C		C	A			E			E	
Approach Delay (s)		26.9			22.7			55.9			55.3	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM Average Control Delay	40.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

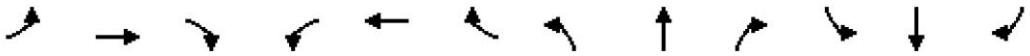
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	42	801	32	20	93	91	558	20	16	334	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1633		1752	1900	1590	1770	3574	1571	1805	5051	
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1633		1752	1900	1590	1770	3574	1571	1805	5051	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	131	43	826	33	21	96	94	575	21	16	344	15
RTOR Reduction (vph)	0	111	0	0	0	89	0	0	15	0	4	0
Lane Group Flow (vph)	0	889	0	33	21	7	94	575	6	16	355	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	4%	0%	1%	3%	0%	0%	2%	1%	0%	0%	2%	0%
Turn Type	Split			Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		36.1		5.9	5.9	5.9	7.7	21.7	21.7	1.2	15.2	
Effective Green, g (s)		36.1		5.9	5.9	5.9	7.7	21.7	21.7	1.2	15.2	
Actuated g/C Ratio		0.45		0.07	0.07	0.07	0.10	0.27	0.27	0.01	0.19	
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)		729		128	139	116	168	959	421	27	949	
v/s Ratio Prot		c0.54		c0.02	0.01		c0.05	c0.16		0.01	0.07	
v/s Ratio Perm						0.00			0.00			
v/c Ratio		1.22		0.26	0.15	0.06	0.56	0.60	0.01	0.59	0.37	
Uniform Delay, d1		22.4		35.4	35.2	34.9	35.0	25.8	21.7	39.6	28.7	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		110.8		1.1	0.5	0.2	4.0	1.0	0.0	30.3	0.2	
Delay (s)		133.2		36.5	35.7	35.1	39.0	26.8	21.8	69.9	28.9	
Level of Service		F		D	D	D	D	C	C	E	C	
Approach Delay (s)		133.2			35.5			28.3			30.7	
Approach LOS		F			D			C			C	

Intersection Summary			
HCM Average Control Delay	76.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	98.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



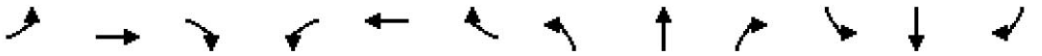
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	290	141	119	166	33	105	469	98	93	529	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3402		1805	3474		1805	3539	1587	1770	3574	1586
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3402		1805	3474		1805	3539	1587	1770	3574	1586
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	59	322	157	132	184	37	117	521	109	103	588	54
RTOR Reduction (vph)	0	59	0	0	17	0	0	0	57	0	0	29
Lane Group Flow (vph)	59	420	0	132	204	0	117	521	52	103	588	25
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	1%	0%	0%	6%	0%	2%	0%	2%	1%	0%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.0	21.6		13.3	27.9		13.0	56.8	56.8	12.3	56.1	56.1
Effective Green, g (s)	7.0	21.6		13.3	27.9		13.0	56.8	56.8	12.3	56.1	56.1
Actuated g/C Ratio	0.06	0.18		0.11	0.23		0.11	0.47	0.47	0.10	0.47	0.47
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)	105	612		200	808		196	1675	751	181	1671	741
v/s Ratio Prot	0.03	c0.12		c0.07	0.06		c0.06	0.15		0.06	c0.16	
v/s Ratio Perm									0.03			0.02
v/c Ratio	0.56	0.69		0.66	0.25		0.60	0.31	0.07	0.57	0.35	0.03
Uniform Delay, d1	55.0	46.0		51.2	37.5		51.0	19.5	17.2	51.3	20.4	17.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.33	0.36	0.09
Incremental Delay, d2	6.7	3.2		7.9	0.2		4.8	0.5	0.2	3.3	0.5	0.1
Delay (s)	61.7	49.2		59.1	37.7		55.8	20.0	17.4	71.5	7.9	1.6
Level of Service	E	D		E	D		E	C	B	E	A	A
Approach Delay (s)		50.6			45.7			25.2			16.2	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM Average Control Delay	31.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.6%	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)	31	431	160	125	306	108	156	455	151	205	403	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3438		1770	3401		1787	5085	1571	1770	4946	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	3438		1770	3401		1787	5085	1571	1770	4946	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	32	444	165	129	315	111	161	469	156	211	415	13
RTOR Reduction (vph)	0	35	0	0	33	0	0	0	98	0	2	0
Lane Group Flow (vph)	32	574	0	129	393	0	161	469	58	211	426	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	0%	1%	2%	1%	3%	1%	2%	1%	2%	4%	15%
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	4.2	27.5		12.5	35.8		16.0	44.7	44.7	19.3	48.0	
Effective Green, g (s)	4.2	27.5		12.5	35.8		16.0	44.7	44.7	19.3	48.0	
Actuated g/C Ratio	0.04	0.23		0.10	0.30		0.13	0.37	0.37	0.16	0.40	
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)	61	788		184	1015		238	1894	585	285	1978	
v/s Ratio Prot	0.02	c0.17		c0.07	0.12		0.09	c0.09		c0.12	c0.09	
v/s Ratio Perm									0.04			
v/c Ratio	0.52	0.73		0.70	0.39		0.68	0.25	0.10	0.74	0.22	
Uniform Delay, d1	56.9	42.8		51.9	33.4		49.5	26.0	24.5	48.0	23.6	
Progression Factor	1.00	1.00		1.00	1.00		0.95	0.58	1.18	1.00	1.00	
Incremental Delay, d2	7.9	3.4		11.4	0.2		6.9	0.3	0.3	9.9	0.2	
Delay (s)	64.8	46.2		63.4	33.6		54.0	15.4	29.3	57.9	23.9	
Level of Service	E	D		E	C		D	B	C	E	C	
Approach Delay (s)		47.1			40.6			26.1			35.1	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	36.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

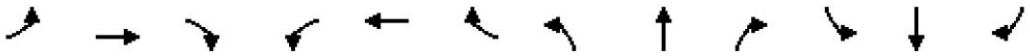


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	663	104	88	584	69	50	81	76	57	137	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.93		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3499		1805	3574	1580	1736	3229		1805	3350	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3499		1805	3574	1580	1736	3229		1805	3350	
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	698	109	93	615	73	53	85	80	60	144	76
RTOR Reduction (vph)	0	9	0	0	0	36	0	68	0	0	62	0
Lane Group Flow (vph)	59	798	0	93	615	37	53	97	0	60	158	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	1%	0%	0%	1%	1%	4%	2%	4%	0%	2%	1%
Turn Type	Prot			Prot		pm+ov	Prot			Prot		
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	5.2	22.3		7.2	24.3	30.3	3.8	8.7		6.0	10.9	
Effective Green, g (s)	5.2	22.3		7.2	24.3	30.3	3.8	8.7		6.0	10.9	
Actuated g/C Ratio	0.09	0.37		0.12	0.40	0.50	0.06	0.14		0.10	0.18	
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)	153	1296		216	1443	900	110	467		180	607	
v/s Ratio Prot	0.03	c0.23		c0.05	0.17	0.00	c0.03	0.03		0.03	c0.05	
v/s Ratio Perm						0.02						
v/c Ratio	0.39	0.62		0.43	0.43	0.04	0.48	0.21		0.33	0.26	
Uniform Delay, d1	26.0	15.5		24.6	12.9	7.6	27.2	22.7		25.2	21.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.9		1.4	0.2	0.0	3.3	0.2		1.1	0.2	
Delay (s)	27.6	16.3		26.0	13.1	7.6	30.5	22.9		26.3	21.4	
Level of Service	C	B		C	B	A	C	C		C	C	
Approach Delay (s)		17.1			14.1			24.8			22.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	60.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

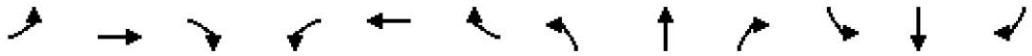
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	317	282	407	395	65	262	509	274	204	638	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.91		0.97	0.91		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3467	4764		3467	5066		3502	3610	1600	3502	3539	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3467	4764		3467	5066		3502	3610	1600	3502	3539	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	165	330	294	424	411	68	273	530	285	212	665	84
RTOR Reduction (vph)	0	157	0	0	21	0	0	0	101	0	9	0
Lane Group Flow (vph)	165	467	0	424	458	0	273	530	184	212	740	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.9	13.8		15.1	20.0		10.1	24.3	39.4	8.1	22.3	
Effective Green, g (s)	8.9	13.8		15.1	20.0		10.1	24.3	39.4	8.1	22.3	
Actuated g/C Ratio	0.12	0.18		0.20	0.26		0.13	0.31	0.51	0.10	0.29	
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)	399	850		677	1311		458	1135	898	367	1021	
v/s Ratio Prot	0.05	c0.10		c0.12	0.09		c0.08	0.15	0.04	0.06	c0.21	
v/s Ratio Perm									0.07			
v/c Ratio	0.41	0.55		0.63	0.35		0.60	0.47	0.20	0.58	0.72	
Uniform Delay, d1	31.8	28.9		28.5	23.3		31.7	21.3	10.4	33.0	24.7	
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	0.7		1.8	0.2		2.1	0.3	0.1	2.2	2.6	
Delay (s)	32.5	29.6		30.3	23.5		33.8	21.6	10.5	35.2	27.3	
Level of Service	C	C		C	C		C	C	B	D	C	
Approach Delay (s)		30.2			26.7			21.7			29.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	77.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



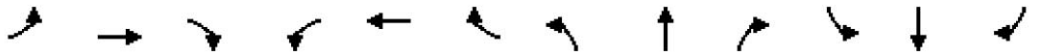
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	98	513	29	64	498	7	34	18	28	2	52	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.95			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1805	5138		1805	5125			1697			1716	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (perm)	1805	5138		1805	5125			1697			1716	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	104	546	31	68	530	7	36	19	30	2	55	107
RTOR Reduction (vph)	0	4	0	0	1	0	0	20	0	0	71	0
Lane Group Flow (vph)	104	573	0	68	536	0	0	65	0	0	93	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	6%	6%	0%	0%	0%	0%
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	8.0	19.5		4.4	15.9			6.1			6.8	
Effective Green, g (s)	8.0	19.5		4.4	15.9			6.1			6.8	
Actuated g/C Ratio	0.15	0.37		0.08	0.30			0.12			0.13	
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)	273	1898		150	1543			196			221	
v/s Ratio Prot	c0.06	c0.11		0.04	0.10			c0.04			c0.05	
v/s Ratio Perm												
v/c Ratio	0.38	0.30		0.45	0.35			0.33			0.42	
Uniform Delay, d1	20.2	11.8		23.1	14.4			21.5			21.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.9	0.1		2.2	0.1			1.0			1.3	
Delay (s)	21.1	11.9		25.2	14.5			22.5			22.5	
Level of Service	C	B		C	B			C			C	
Approach Delay (s)		13.3			15.7			22.5			22.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



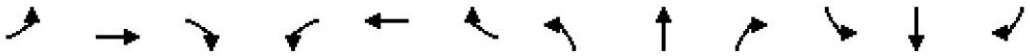
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	512	17	20	554	0	14	1	16	7	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	5091		1805	5187		1805	1900	1604	1805	1624	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	5091		1805	5187		1805	1900	1604	1805	1624	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	16	551	18	22	596	0	15	1	17	8	1	9
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	16	0	9	0
Lane Group Flow (vph)	16	567	0	22	596	0	15	1	1	8	1	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	0.8	22.4		0.8	22.4		0.8	0.8	1.6	0.8	0.8	
Effective Green, g (s)	0.8	22.4		0.8	22.4		0.8	0.8	1.6	0.8	0.8	
Actuated g/C Ratio	0.02	0.55		0.02	0.55		0.02	0.02	0.04	0.02	0.02	
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)	35	2795		35	2848		35	37	220	35	32	
v/s Ratio Prot	0.01	0.11		c0.01	c0.11		c0.01	0.00	0.00	0.00	c0.00	
v/s Ratio Perm									0.00			
v/c Ratio	0.46	0.20		0.63	0.21		0.43	0.03	0.00	0.23	0.04	
Uniform Delay, d1	19.8	4.7		19.9	4.7		19.8	19.6	18.8	19.7	19.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.2	0.0		30.3	0.0		8.2	0.3	0.0	3.3	0.5	
Delay (s)	29.0	4.7		50.2	4.7		28.0	19.9	18.8	23.0	20.1	
Level of Service	C	A		D	A		C	B	B	C	C	
Approach Delay (s)		5.4			6.3			23.0			21.4	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	40.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



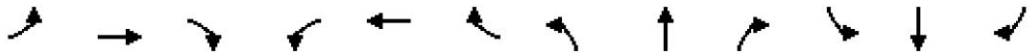
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	116	50	100	67	94	28	598	126	124	452	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00		1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		0.96		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1765		1787	1845	1587	1805	3430		1752	1845	1555
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1765		1787	1845	1587	1805	3430		1752	1845	1555
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)	21	122	53	105	71	99	29	629	133	131	476	24
RTOR Reduction (vph)	0	13	0	0	0	89	0	10	0	0	0	10
Lane Group Flow (vph)	0	183	0	105	71	10	29	752	0	131	476	14
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	5%	2%	2%	1%	3%	0%	0%	2%	3%	3%	3%	0%
Turn Type	Split			Split		Perm	Prot			Prot		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)		17.7		12.6	12.6	12.6	5.1	59.0		14.7	68.6	68.6
Effective Green, g (s)		17.7		12.6	12.6	12.6	5.1	59.0		14.7	68.6	68.6
Actuated g/C Ratio		0.15		0.10	0.10	0.10	0.04	0.49		0.12	0.57	0.57
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)		260		188	194	167	77	1686		215	1055	889
v/s Ratio Prot		c0.10		c0.06	0.04		0.02	0.22		c0.07	c0.26	
v/s Ratio Perm						0.01						0.01
v/c Ratio		0.70		0.56	0.37	0.06	0.38	0.45		0.61	0.45	0.02
Uniform Delay, d1		48.7		51.1	50.0	48.4	55.9	19.9		49.9	14.8	11.1
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00		0.83	0.82	0.92
Incremental Delay, d2		8.4		3.6	1.2	0.2	3.1	0.9		4.6	1.3	0.0
Delay (s)		57.1		54.6	51.2	48.5	59.0	20.7		46.0	13.5	10.2
Level of Service		E		D	D	D	E	C		D	B	B
Approach Delay (s)		57.1			51.5			22.1			20.1	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	29.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



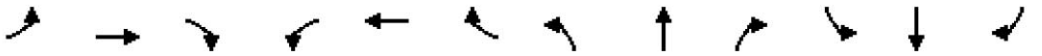
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	64	150	63	51	58	93	694	38	96	774	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	0.92		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3175		1805	3297		1805	3545		1787	3513	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	3175		1805	3297		1805	3545		1787	3513	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	109	69	161	68	55	62	100	746	41	103	832	66
RTOR Reduction (vph)	0	131	0	0	52	0	0	4	0	0	6	0
Lane Group Flow (vph)	109	99	0	68	65	0	100	783	0	103	892	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	0%	1%	0%	1%	1%	8%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.3	11.3		4.4	9.4		5.7	22.3		5.7	22.3	
Effective Green, g (s)	6.3	11.3		4.4	9.4		5.7	22.3		5.7	22.3	
Actuated g/C Ratio	0.11	0.19		0.07	0.16		0.10	0.37		0.10	0.37	
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)	185	601		133	519		172	1324		171	1312	
v/s Ratio Prot	c0.06	c0.03		0.04	0.02		0.06	0.22		c0.06	c0.25	
v/s Ratio Perm												
v/c Ratio	0.59	0.17		0.51	0.12		0.58	0.59		0.60	0.68	
Uniform Delay, d1	25.5	20.3		26.6	21.6		25.9	15.0		25.9	15.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.7	0.1		3.3	0.1		4.9	0.7		5.9	1.5	
Delay (s)	30.2	20.4		29.9	21.7		30.8	15.8		31.8	17.2	
Level of Service	C	C		C	C		C	B		C	B	
Approach Delay (s)		23.5			24.7			17.4			18.7	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	19.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



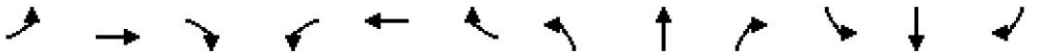
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	66	80	16	43	16	50	254	11	13	169	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.92		1.00	0.96		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3467	3235		1805	3464		1805	3574	1615	1805	3387	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3467	3235		1805	3464		1805	3574	1615	1805	3387	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	121	70	85	17	46	17	53	270	12	14	180	73
RTOR Reduction (vph)	0	65	0	0	15	0	0	0	8	0	46	0
Lane Group Flow (vph)	121	90	0	17	48	0	53	270	4	14	207	0
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	1%	0%	3%	0%	0%	0%	0%	1%	0%	0%	1%	3%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	5.8	9.9		1.0	5.1		2.1	14.5	15.5	1.0	13.4	
Effective Green, g (s)	5.8	9.9		1.0	5.1		2.1	14.5	15.5	1.0	13.4	
Actuated g/C Ratio	0.14	0.23		0.02	0.12		0.05	0.34	0.37	0.02	0.32	
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)	474	755		43	417		89	1222	743	43	1070	
v/s Ratio Prot	c0.03	c0.03		0.01	0.01		c0.03	c0.08	0.00	0.01	0.06	
v/s Ratio Perm									0.00			
v/c Ratio	0.26	0.12		0.40	0.12		0.60	0.22	0.01	0.33	0.19	
Uniform Delay, d1	16.4	12.8		20.4	16.6		19.7	9.9	8.6	20.4	10.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.1		5.9	0.1		10.3	0.1	0.0	4.4	0.1	
Delay (s)	16.7	12.9		26.3	16.8		30.0	10.0	8.6	24.8	10.7	
Level of Service	B	B		C	B		C	B	A	C	B	
Approach Delay (s)		14.5			18.8			13.1			11.4	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	42.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



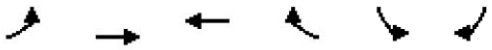
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	490	122	14	466	39	107	185	7	36	171	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3574	1588	1805	3574	1513	3502	1871		1805	3423	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	3574	1588	1805	3574	1513	3502	1871		1805	3423	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	126	500	124	14	476	40	109	189	7	37	174	79
RTOR Reduction (vph)	0	0	39	0	0	16	0	2	0	0	64	0
Lane Group Flow (vph)	126	500	85	14	476	24	109	194	0	37	189	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	1%	0%	0%	1%	5%	0%	1%	0%	0%	0%	0%
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot			Prot		
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	13.7	74.8	82.6	3.0	64.1	71.0	7.8	19.3		6.9	18.4	
Effective Green, g (s)	13.7	74.8	82.6	3.0	64.1	71.0	7.8	19.3		6.9	18.4	
Actuated g/C Ratio	0.11	0.62	0.69	0.02	0.53	0.59	0.06	0.16		0.06	0.15	
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)	204	2228	1146	45	1909	895	228	301		104	525	
v/s Ratio Prot	c0.07	0.14	0.00	0.01	c0.13	0.00	0.03	c0.10		0.02	c0.06	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.62	0.22	0.07	0.31	0.25	0.03	0.48	0.65		0.36	0.36	
Uniform Delay, d1	50.7	9.9	6.1	57.5	15.0	10.2	54.1	47.1		54.4	45.5	
Progression Factor	1.09	0.84	1.15	1.00	1.00	1.00	0.74	0.63		1.00	1.00	
Incremental Delay, d2	5.0	0.2	0.0	3.9	0.3	0.0	1.6	4.7		2.1	0.4	
Delay (s)	59.9	8.5	7.1	61.4	15.3	10.2	41.8	34.4		56.5	45.9	
Level of Service	E	A	A	E	B	B	D	C		E	D	
Approach Delay (s)		16.9			16.2			37.0			47.3	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	24.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.0%	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 (vph)	48	348	180	75	262	8	150	281	70	11	250	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1881	1559	1504	1792	1579	1787	1900	1538	1656	1847	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1881	1559	1504	1792	1579	1787	1900	1538	1656	1847	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	50	362	188	78	273	8	156	293	73	11	260	32
RTOR Reduction (vph)	0	0	69	0	0	3	0	0	43	0	4	0
Lane Group Flow (vph)	50	362	119	78	273	5	156	293	30	11	288	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	2%	20%	6%	0%	1%	0%	3%	9%	1%	0%
Turn Type	Prot		Perm	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	22.6	22.6	8.7	27.3	35.1	13.1	24.5	33.2	7.8	19.2	
Effective Green, g (s)	4.0	22.6	22.6	8.7	27.3	35.1	13.1	24.5	33.2	7.8	19.2	
Actuated g/C Ratio	0.05	0.28	0.28	0.11	0.34	0.44	0.16	0.31	0.42	0.10	0.24	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	91	534	443	164	615	776	294	585	641	162	446	
v/s Ratio Prot	0.03	c0.19		0.05	c0.15	0.00	c0.09	0.15	0.01	0.01	c0.16	
v/s Ratio Perm			0.08			0.00			0.01			
v/c Ratio	0.55	0.68	0.27	0.48	0.44	0.01	0.53	0.50	0.05	0.07	0.65	
Uniform Delay, d1	36.9	25.3	22.1	33.3	20.3	12.5	30.4	22.5	13.8	32.6	27.1	
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	6.6	3.4	0.3	2.2	0.5	0.0	1.8	0.7	0.0	0.2	3.2	
Delay (s)	43.6	28.7	22.4	35.5	20.8	12.5	32.3	23.2	13.8	32.8	30.4	
Level of Service	D	C	C	D	C	B	C	C	B	C	C	
Approach Delay (s)		28.0			23.8			24.6			30.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	26.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

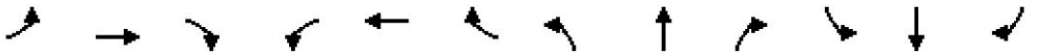


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	71	348	315	25	31	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1597	1776	3252	1578	1805	1601
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1597	1776	3252	1578	1805	1601
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	75	366	332	26	33	53
RTOR Reduction (vph)	0	0	0	19	0	35
Lane Group Flow (vph)	75	366	332	7	33	18
Confl. Peds. (#/hr)				5	5	5
Heavy Vehicles (%)	13%	7%	11%	0%	0%	0%
Turn Type	Prot			Perm		pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases				8		6
Actuated Green, G (s)	4.1	17.6	9.5	9.5	7.4	11.5
Effective Green, g (s)	4.1	17.6	9.5	9.5	7.4	11.5
Actuated g/C Ratio	0.12	0.53	0.29	0.29	0.22	0.35
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)	198	947	936	454	405	752
v/s Ratio Prot	0.05	c0.21	0.10		c0.02	0.00
v/s Ratio Perm				0.00		0.01
v/c Ratio	0.38	0.39	0.35	0.02	0.08	0.02
Uniform Delay, d1	13.3	4.5	9.3	8.4	10.1	7.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.3	0.2	0.0	0.1	0.0
Delay (s)	14.5	4.8	9.6	8.4	10.2	7.1
Level of Service	B	A	A	A	B	A
Approach Delay (s)		6.4	9.5		8.3	
Approach LOS		A	A		A	

Intersection Summary			
HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	33.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.0%	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)	62	253	61	32	197	52	91	311	67	27	197	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	1881	1516	1703	1827	1592	1787	3452		1687	3574	1576
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	1881	1516	1703	1827	1592	1787	3452		1687	3574	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	275	66	35	214	57	99	338	73	29	214	39
RTOR Reduction (vph)	0	0	47	0	0	43	0	18	0	0	0	32
Lane Group Flow (vph)	67	275	19	35	214	14	99	393	0	29	214	7
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	5%	6%	4%	0%	1%	1%	3%	7%	1%	0%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	4.7	15.1	15.1	2.1	12.5	12.5	8.6	16.3		2.1	9.8	9.8
Effective Green, g (s)	4.7	15.1	15.1	2.1	12.5	12.5	8.6	16.3		2.1	9.8	9.8
Actuated g/C Ratio	0.09	0.29	0.29	0.04	0.24	0.24	0.17	0.32		0.04	0.19	0.19
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	164	550	444	69	443	386	298	1090		69	679	299
v/s Ratio Prot	c0.04	c0.15		0.02	0.12		c0.06	c0.11		0.02	0.06	
v/s Ratio Perm			0.01			0.01						0.00
v/c Ratio	0.41	0.50	0.04	0.51	0.48	0.04	0.33	0.36		0.42	0.32	0.02
Uniform Delay, d1	22.1	15.1	13.1	24.2	16.8	14.9	19.0	13.6		24.2	18.0	17.0
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	1.7	0.7	0.0	5.8	0.8	0.0	0.7	0.2		4.1	0.3	0.0
Delay (s)	23.8	15.8	13.1	30.0	17.6	15.0	19.6	13.8		28.3	18.3	17.0
Level of Service	C	B	B	C	B	B	B	B		C	B	B
Approach Delay (s)		16.7			18.5			15.0			19.1	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	51.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

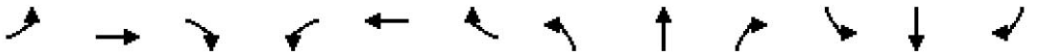


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	512	154	31	438	27	81	181	5	40	252	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.99		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3454		1752	3575		1787	3560		1805	1881	1585
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3454		1752	3575		1787	3560		1805	1881	1585
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	528	159	32	452	28	84	187	5	41	260	58
RTOR Reduction (vph)	0	16	0	0	3	0	0	2	0	0	0	47
Lane Group Flow (vph)	41	671	0	32	477	0	84	190	0	41	260	11
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	2%	3%	0%	0%	1%	1%	0%	0%	1%	0%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	7.1	67.2		5.3	65.4		9.6	24.9		6.6	21.9	21.9
Effective Green, g (s)	7.1	67.2		5.3	65.4		9.6	24.9		6.6	21.9	21.9
Actuated g/C Ratio	0.06	0.56		0.04	0.55		0.08	0.21		0.05	0.18	0.18
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)	107	1934		77	1948		143	739		99	343	289
v/s Ratio Prot	c0.02	c0.19		0.02	0.13		c0.05	c0.05		0.02	c0.14	
v/s Ratio Perm												0.01
v/c Ratio	0.38	0.35		0.42	0.25		0.59	0.26		0.41	0.76	0.04
Uniform Delay, d1	54.3	14.4		55.8	14.3		53.3	39.8		54.8	46.5	40.4
Progression Factor	1.36	0.24		1.27	0.60		1.00	1.00		1.33	0.87	0.56
Incremental Delay, d2	2.0	0.4		3.5	0.3		6.0	0.2		2.8	9.2	0.1
Delay (s)	75.9	3.9		74.6	8.9		59.3	40.0		76.0	49.5	22.7
Level of Service	E	A		E	A		E	D		E	D	C
Approach Delay (s)		8.0			13.0			45.9			48.2	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

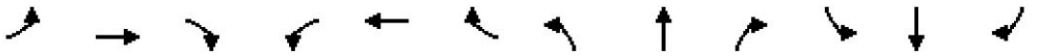
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	280	149	310	364	37	109	475	222	35	435	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1881	1586	1787	3545		1805	3610	1567	1805	3520	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1881	1586	1787	3545		1805	3610	1567	1805	3520	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	304	162	337	396	40	118	516	241	38	473	18
RTOR Reduction (vph)	0	0	114	0	6	0	0	0	178	0	2	0
Lane Group Flow (vph)	43	304	48	337	430	0	118	516	63	38	489	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	0%	1%	0%	3%	0%	0%	0%	0%	2%	0%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	6.2	35.5	35.5	32.8	62.1		13.7	31.5	31.5	4.2	22.0	
Effective Green, g (s)	6.2	35.5	35.5	32.8	62.1		13.7	31.5	31.5	4.2	22.0	
Actuated g/C Ratio	0.05	0.30	0.30	0.27	0.52		0.11	0.26	0.26	0.04	0.18	
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)	93	556	469	488	1835		206	948	411	63	645	
v/s Ratio Prot	0.02	c0.16		c0.19	0.12		0.07	c0.14		0.02	c0.14	
v/s Ratio Perm			0.03						0.04			
v/c Ratio	0.46	0.55	0.10	0.69	0.23		0.57	0.54	0.15	0.60	0.76	
Uniform Delay, d1	55.3	35.5	30.7	39.1	15.9		50.4	38.1	34.0	57.1	46.5	
Progression Factor	0.55	0.65	1.96	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.5	3.7	0.4	4.2	0.3		3.8	0.6	0.2	15.2	5.1	
Delay (s)	33.8	26.6	60.7	43.2	16.2		54.2	38.7	34.2	72.3	51.5	
Level of Service	C	C	E	D	B		D	D	C	E	D	
Approach Delay (s)		38.1			28.0			39.6			53.0	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	38.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.5%	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 (vph)	126	248	22	1	250	68	20	18	1	139	34	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		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	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	1832		1805	1833		1719	1900	1574	1787	1900	1575
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	1832		1805	1833		1719	1900	1574	1787	1900	1575
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	147	288	26	1	291	79	23	21	1	162	40	231
RTOR Reduction (vph)	0	3	0	0	11	0	0	0	1	0	0	163
Lane Group Flow (vph)	147	311	0	1	359	0	23	21	0	162	40	68
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	2%	5%	0%	0%	0%	5%	0%	0%	1%	0%	1%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.1	26.2		1.2	19.3		1.2	7.1	7.1	12.8	18.7	18.7
Effective Green, g (s)	8.1	26.2		1.2	19.3		1.2	7.1	7.1	12.8	18.7	18.7
Actuated g/C Ratio	0.13	0.41		0.02	0.30		0.02	0.11	0.11	0.20	0.30	0.30
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	758		34	559		33	213	177	361	561	465
v/s Ratio Prot	c0.08	0.17		0.00	c0.20		c0.01	0.01		c0.09	0.02	
v/s Ratio Perm									0.00			c0.04
v/c Ratio	0.64	0.41		0.03	0.64		0.70	0.10	0.00	0.45	0.07	0.15
Uniform Delay, d1	26.2	13.1		30.5	19.0		30.9	25.2	24.9	22.2	16.1	16.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.0	0.4		0.4	2.5		48.5	0.2	0.0	0.9	0.1	0.1
Delay (s)	32.3	13.5		30.8	21.5		79.4	25.4	25.0	23.0	16.1	16.6
Level of Service	C	B		C	C		E	C	C	C	B	B
Approach Delay (s)		19.5			21.6			53.0			18.9	
Approach LOS		B			C			D			B	

Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	63.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



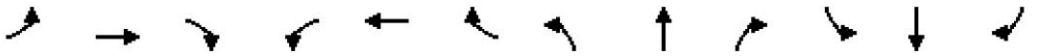
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	187	1033	98	67	752	196	74	276	36	263	363	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3574	1586	1787	4959		3467	3509		3502	3574	1589
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	3574	1586	1787	4959		3467	3509		3502	3574	1589
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	201	1111	105	72	809	211	80	297	39	283	390	116
RTOR Reduction (vph)	0	0	46	0	30	0	0	11	0	0	0	90
Lane Group Flow (vph)	201	1111	59	72	990	0	80	325	0	283	390	26
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	1%	0%	1%	1%	1%	1%	1%	0%	0%	1%	0%
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	16.8	61.9	61.9	9.2	54.3		5.6	16.5		16.4	27.3	27.3
Effective Green, g (s)	16.8	61.9	61.9	9.2	54.3		5.6	16.5		16.4	27.3	27.3
Actuated g/C Ratio	0.14	0.52	0.52	0.08	0.45		0.05	0.14		0.14	0.23	0.23
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)	250	1844	818	137	2244		162	482		479	813	361
v/s Ratio Prot	c0.11	c0.31		c0.04	0.20		0.02	c0.09		c0.08	0.11	
v/s Ratio Perm			0.04									0.02
v/c Ratio	0.80	0.60	0.07	0.53	0.44		0.49	0.67		0.59	0.48	0.07
Uniform Delay, d1	50.0	20.4	14.6	53.3	22.5		55.8	49.2		48.6	40.2	36.4
Progression Factor	0.65	0.64	0.81	0.69	0.54		0.86	0.77		1.00	1.00	1.00
Incremental Delay, d2	16.0	1.4	0.2	3.4	0.6		2.3	3.7		2.0	0.4	0.1
Delay (s)	48.6	14.4	12.0	40.0	12.6		50.2	41.7		50.6	40.6	36.5
Level of Service	D	B	B	D	B		D	D		D	D	D
Approach Delay (s)		19.0			14.4			43.3			43.6	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
57: Alessandro Blvd & Graham St

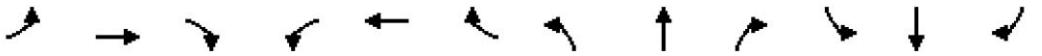
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	1130	147	116	914	109	100	150	47	118	123	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3574	1585	1805	5049		1770	3442		1805	3446	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3574	1585	1805	5049		1770	3442		1805	3446	
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)	67	1189	155	122	962	115	105	158	49	124	129	31
RTOR Reduction (vph)	0	0	58	0	7	0	0	34	0	0	25	0
Lane Group Flow (vph)	67	1189	97	122	1070	0	105	173	0	124	135	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	1%	0%	0%	1%	0%	2%	1%	0%	0%	1%	3%
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	8.0	65.9	65.9	14.9	72.8		13.1	14.2		9.0	10.1	
Effective Green, g (s)	8.0	65.9	65.9	14.9	72.8		13.1	14.2		9.0	10.1	
Actuated g/C Ratio	0.07	0.55	0.55	0.12	0.61		0.11	0.12		0.08	0.08	
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)	118	1963	870	224	3063		193	407		135	290	
v/s Ratio Prot	0.04	c0.33		c0.07	0.21		c0.06	0.05		c0.07	0.04	
v/s Ratio Perm			0.06									
v/c Ratio	0.57	0.61	0.11	0.54	0.35		0.54	0.43		0.92	0.47	
Uniform Delay, d1	54.3	18.3	13.0	49.4	11.8		50.6	49.1		55.1	52.4	
Progression Factor	0.93	0.90	0.94	0.91	0.56		0.98	1.00		1.00	1.00	
Incremental Delay, d2	5.0	1.1	0.2	2.5	0.3		3.1	0.7		52.8	1.2	
Delay (s)	55.8	17.6	12.4	47.6	6.9		52.7	49.8		107.9	53.6	
Level of Service	E	B	B	D	A		D	D		F	D	
Approach Delay (s)		18.8			11.0			50.8			77.3	
Approach LOS		B			B			D			E	

Intersection Summary			
HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



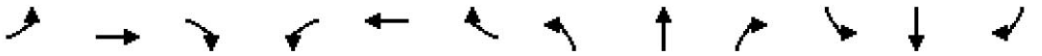
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	909	112	46	720	166	140	286	50	206	365	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	5136	1562	1736	4926		1787	3433		1770	3574	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	5136	1562	1736	4926		1787	3433		1770	3574	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	87	967	119	49	766	177	149	304	53	219	388	176
RTOR Reduction (vph)	0	0	40	0	23	0	0	15	0	0	0	90
Lane Group Flow (vph)	87	967	79	49	920	0	149	342	0	219	388	86
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	2%	4%	2%	2%	1%	3%	0%	2%	1%	1%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	11.3	62.2	79.7	5.6	56.5		17.5	18.0		18.2	18.7	30.0
Effective Green, g (s)	11.3	62.2	79.7	5.6	56.5		17.5	18.0		18.2	18.7	30.0
Actuated g/C Ratio	0.09	0.52	0.66	0.05	0.47		0.15	0.15		0.15	0.16	0.25
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)	170	2662	1089	81	2319		261	515		268	557	396
v/s Ratio Prot	c0.05	0.19	0.01	c0.03	c0.19		0.08	c0.10		c0.12	0.11	0.02
v/s Ratio Perm			0.04									0.03
v/c Ratio	0.51	0.36	0.07	0.60	0.40		0.57	0.66		0.82	0.70	0.22
Uniform Delay, d1	51.7	17.1	7.1	56.1	20.7		47.8	48.1		49.3	48.0	35.7
Progression Factor	1.01	0.44	0.27	0.76	0.55		0.55	0.52		1.00	1.00	1.00
Incremental Delay, d2	2.0	0.3	0.0	11.1	0.5		2.9	3.1		17.3	3.8	0.3
Delay (s)	54.4	7.8	2.0	53.8	11.8		29.3	28.2		66.6	51.7	36.0
Level of Service	D	A	A	D	B		C	C		E	D	D
Approach Delay (s)		10.6			13.9			28.5			52.3	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



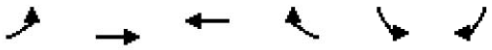
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	806	99	59	733	102	182	257	97	200	328	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.96		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	5041		1805	4981		1787	3396		1805	3472	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1787	5041		1805	4981		1787	3396		1805	3472	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	87	886	109	65	805	112	200	282	107	220	360	66
RTOR Reduction (vph)	0	9	0	0	11	0	0	43	0	0	17	0
Lane Group Flow (vph)	87	986	0	65	906	0	200	346	0	220	409	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	1%	1%	0%	2%	2%	1%	2%	0%	0%	1%	3%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	11.2	58.1		7.2	54.1		18.7	17.8		20.9	20.0	
Effective Green, g (s)	11.2	58.1		7.2	54.1		18.7	17.8		20.9	20.0	
Actuated g/C Ratio	0.09	0.48		0.06	0.45		0.16	0.15		0.17	0.17	
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)	167	2441		108	2246		278	504		314	579	
v/s Ratio Prot	c0.05	c0.20		c0.04	0.18		0.11	0.10		c0.12	c0.12	
v/s Ratio Perm												
v/c Ratio	0.52	0.40		0.60	0.40		0.72	0.69		0.70	0.71	
Uniform Delay, d1	51.8	19.8		55.0	22.1		48.2	48.4		46.6	47.2	
Progression Factor	0.79	1.14		0.50	0.33		0.75	0.63		1.00	1.00	
Incremental Delay, d2	2.7	0.5		8.1	0.5		8.6	3.8		6.9	3.9	
Delay (s)	43.5	23.0		35.8	7.8		44.9	34.4		53.5	51.2	
Level of Service	D	C		D	A		D	C		D	D	
Approach Delay (s)		24.7			9.7			38.0			52.0	
Approach LOS		C			A			D			D	

Intersection Summary			
HCM Average Control Delay	27.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



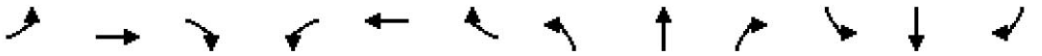
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	257	579	206	136	520	102	262	466	60	190	624	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	3574	1572	1805	4938		1770	3574	1513	1787	3574	1573
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	3574	1572	1805	4938		1770	3574	1513	1787	3574	1573
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	265	597	212	140	536	105	270	480	62	196	643	169
RTOR Reduction (vph)	0	0	141	0	24	0	0	0	50	0	0	129
Lane Group Flow (vph)	265	597	71	140	617	0	270	480	12	196	643	40
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	1%	1%	0%	2%	3%	2%	1%	5%	1%	1%	1%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	15.0	40.0	40.0	10.0	35.0		25.3	22.3	22.3	31.7	28.7	28.7
Effective Green, g (s)	15.0	40.0	40.0	10.0	35.0		25.3	22.3	22.3	31.7	28.7	28.7
Actuated g/C Ratio	0.12	0.33	0.33	0.08	0.29		0.21	0.19	0.19	0.26	0.24	0.24
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	223	1191	524	150	1440		373	664	281	472	855	376
v/s Ratio Prot	c0.15	c0.17		c0.08	0.12		c0.15	0.13		0.11	c0.18	
v/s Ratio Perm			0.04						0.01			0.03
v/c Ratio	1.19	0.50	0.13	0.93	0.43		0.72	0.72	0.04	0.42	0.75	0.11
Uniform Delay, d1	52.5	32.0	27.9	54.7	34.4		44.1	45.9	40.1	36.5	42.3	35.6
Progression Factor	0.66	0.56	0.80	0.93	0.88		0.83	0.35	0.04	1.00	1.00	1.00
Incremental Delay, d2	118.2	1.4	0.5	53.0	0.9		6.0	3.4	0.1	0.6	3.8	0.1
Delay (s)	152.8	19.5	22.8	104.0	31.3		42.7	19.4	1.7	37.1	46.1	35.8
Level of Service	F	B	C	F	C		D	B	A	D	D	D
Approach Delay (s)		53.0			44.4			25.8			42.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	42.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	89	1433	1004	185	281	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	3539	3539	1575	3502	1585
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	3539	3539	1575	3502	1585
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	91	1462	1024	189	287	104
RTOR Reduction (vph)	0	0	0	43	0	52
Lane Group Flow (vph)	91	1462	1024	146	287	52
Confl. Peds. (#/hr)				5		5
Heavy Vehicles (%)	0%	2%	2%	1%	0%	1%
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Actuated Green, G (s)	15.0	96.8	77.8	93.0	15.2	30.2
Effective Green, g (s)	15.0	96.8	77.8	93.0	15.2	30.2
Actuated g/C Ratio	0.12	0.81	0.65	0.78	0.13	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)	226	2855	2294	1273	444	452
v/s Ratio Prot	0.05	c0.41	0.29	0.01	c0.08	0.01
v/s Ratio Perm				0.08		0.02
v/c Ratio	0.40	0.51	0.45	0.12	0.65	0.12
Uniform Delay, d1	48.4	3.8	10.4	3.3	49.8	34.6
Progression Factor	0.81	1.37	1.05	5.36	0.55	0.28
Incremental Delay, d2	0.9	0.5	0.6	0.0	3.1	0.1
Delay (s)	40.1	5.8	11.6	17.9	30.4	9.7
Level of Service	D	A	B	B	C	A
Approach Delay (s)		7.8	12.6		24.8	
Approach LOS		A	B		C	

Intersection Summary			
HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



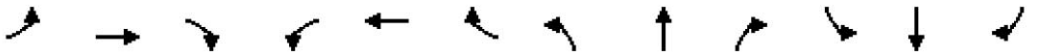
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	1277	338	15	838	60	239	65	12	113	78	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3574	1571	1687	5082		3467	3478		1787	3610	1542
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3574	1571	1687	5082		3467	3478		1787	3610	1542
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	68	1330	352	16	873	62	249	68	12	118	81	80
RTOR Reduction (vph)	0	0	84	0	5	0	0	11	0	0	0	40
Lane Group Flow (vph)	68	1330	268	16	930	0	249	69	0	118	81	40
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	1%	1%	7%	1%	0%	1%	0%	8%	1%	0%	4%
Turn Type	Prot		Perm	Prot			Prot			Prot		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	11.4	78.7	78.7	2.8	70.1		14.2	8.1		14.4	8.3	19.7
Effective Green, g (s)	11.4	78.7	78.7	2.8	70.1		14.2	8.1		14.4	8.3	19.7
Actuated g/C Ratio	0.10	0.66	0.66	0.02	0.58		0.12	0.07		0.12	0.07	0.16
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)	168	2344	1030	39	2969		410	235		214	250	305
v/s Ratio Prot	c0.04	c0.37		0.01	0.18		c0.07	0.02		0.07	c0.02	0.01
v/s Ratio Perm			0.17									0.01
v/c Ratio	0.40	0.57	0.26	0.41	0.31		0.61	0.29		0.55	0.32	0.13
Uniform Delay, d1	51.1	11.3	8.6	57.8	12.7		50.3	53.2		49.8	53.2	42.8
Progression Factor	0.97	0.64	0.30	0.98	1.06		1.00	1.00		0.70	0.85	0.84
Incremental Delay, d2	1.4	0.9	0.5	6.4	0.3		2.5	0.7		3.0	0.7	0.2
Delay (s)	50.8	8.1	3.1	62.8	13.7		52.8	53.9		37.7	45.7	36.1
Level of Service	D	A	A	E	B		D	D		D	D	D
Approach Delay (s)		8.8			14.6			53.1			39.6	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	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 (vph)	58	843	575	12	501	61	340	305	19	104	389	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3574	1548	1805	3513		3433	3541		1770	3565	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3574	1548	1805	3513		3433	3541		1770	3565	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	916	625	13	545	66	370	332	21	113	423	34
RTOR Reduction (vph)	0	0	80	0	6	0	0	5	0	0	6	0
Lane Group Flow (vph)	63	916	545	13	605	0	370	348	0	113	451	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	1%	3%	0%	1%	0%	2%	1%	0%	2%	0%	0%
Turn Type	Prot		pm+ov	Prot			Prot			Prot		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	8.8	58.9	80.4	2.8	52.9		21.5	29.9		12.4	20.8	
Effective Green, g (s)	8.8	58.9	80.4	2.8	52.9		21.5	29.9		12.4	20.8	
Actuated g/C Ratio	0.07	0.49	0.67	0.02	0.44		0.18	0.25		0.10	0.17	
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)	130	1754	1037	42	1549		615	882		183	618	
v/s Ratio Prot	0.04	0.26	c0.09	0.01	c0.17		c0.11	0.10		0.06	c0.13	
v/s Ratio Perm			0.26									
v/c Ratio	0.48	0.52	0.53	0.31	0.39		0.60	0.40		0.62	0.73	
Uniform Delay, d1	53.4	20.9	10.1	57.6	22.7		45.3	37.5		51.5	46.9	
Progression Factor	0.78	0.53	0.80	1.04	0.57		1.00	1.00		0.35	0.37	
Incremental Delay, d2	2.5	1.0	0.4	4.1	0.7		1.7	0.3		5.9	4.3	
Delay (s)	44.1	12.0	8.5	64.0	13.7		47.0	37.8		23.8	21.7	
Level of Service	D	B	A	E	B		D	D		C	C	
Approach Delay (s)		11.9			14.8			42.5			22.1	
Approach LOS		B			B			D			C	

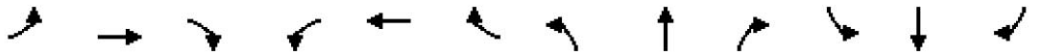
Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
64: Cactus Ave & Indian St



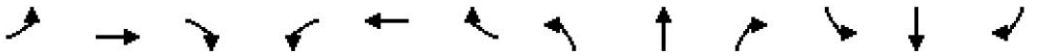
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	678	102	26	481	42	50	227	29	55	346	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3491		1805	3529		1736	3499		1805	3535	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3491		1805	3529		1736	3499		1805	3535	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	60	685	103	26	486	42	51	229	29	56	349	26
RTOR Reduction (vph)	0	7	0	0	4	0	0	10	0	0	5	0
Lane Group Flow (vph)	60	781	0	26	524	0	51	248	0	56	370	0
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	1%	2%	0%	1%	0%	4%	1%	3%	0%	1%	0%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.3	72.7		5.4	69.8		7.8	14.5		11.4	18.1	
Effective Green, g (s)	8.3	72.7		5.4	69.8		7.8	14.5		11.4	18.1	
Actuated g/C Ratio	0.07	0.61		0.05	0.58		0.06	0.12		0.10	0.15	
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)	122	2115		81	2053		113	423		171	533	
v/s Ratio Prot	c0.03	c0.22		0.01	c0.15		c0.03	0.07		c0.03	c0.10	
v/s Ratio Perm												
v/c Ratio	0.49	0.37		0.32	0.26		0.45	0.59		0.33	0.69	
Uniform Delay, d1	53.8	12.0		55.5	12.3		54.0	49.9		50.7	48.3	
Progression Factor	1.00	0.48		0.78	0.97		1.00	1.00		0.64	0.35	
Incremental Delay, d2	2.7	0.4		2.2	0.3		2.8	2.1		1.1	3.7	
Delay (s)	56.4	6.2		45.6	12.3		56.9	52.0		33.7	20.8	
Level of Service	E	A		D	B		E	D		C	C	
Approach Delay (s)		9.7			13.9			52.8			22.5	
Approach LOS		A			B			D			C	

Intersection Summary			
HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



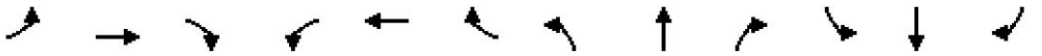
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	571	158	56	407	101	102	602	45	111	654	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3445		1805	3456		1787	3574	1585	1719	3539	1585
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3445		1805	3456		1787	3574	1585	1719	3539	1585
Peak-hour factor, PHF	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. Flow (vph)	46	571	158	56	407	101	102	602	45	111	654	53
RTOR Reduction (vph)	0	19	0	0	17	0	0	0	32	0	0	37
Lane Group Flow (vph)	46	710	0	56	491	0	102	602	13	111	654	16
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	1%	1%	0%	5%	2%	0%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.1	48.5		7.7	48.1		11.8	34.0	34.0	13.8	36.0	36.0
Effective Green, g (s)	8.1	48.5		7.7	48.1		11.8	34.0	34.0	13.8	36.0	36.0
Actuated g/C Ratio	0.07	0.40		0.06	0.40		0.10	0.28	0.28	0.12	0.30	0.30
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)	122	1392		116	1385		176	1013	449	198	1062	476
v/s Ratio Prot	0.03	c0.21		c0.03	0.14		0.06	0.17		c0.06	c0.18	
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.38	0.51		0.48	0.35		0.58	0.59	0.03	0.56	0.62	0.03
Uniform Delay, d1	53.5	26.8		54.2	25.1		51.7	37.1	31.1	50.2	36.1	29.7
Progression Factor	0.64	0.39		0.86	1.00		1.18	0.90	1.40	1.07	0.98	1.26
Incremental Delay, d2	1.9	1.3		3.1	0.7		4.5	2.5	0.1	3.0	2.2	0.1
Delay (s)	36.2	11.8		49.6	25.9		65.7	35.7	43.6	57.0	37.5	37.5
Level of Service	D	B		D	C		E	D	D	E	D	D
Approach Delay (s)		13.3			28.2			40.3			40.2	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



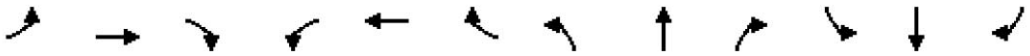
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	1552	108	12	1198	58	127	20	17	103	92	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	5136	1599	3502	5136	1460	3467	3282	2636	3400	3539	1561
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1703	5136	1599	3502	5136	1460	3467	3282	2636	3400	3539	1561
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	85	1600	111	12	1235	60	131	21	18	106	95	198
RTOR Reduction (vph)	0	0	39	0	0	22	0	0	15	0	0	130
Lane Group Flow (vph)	85	1600	72	12	1235	38	131	21	3	106	95	68
Confl. Peds. (#/hr)	5					5	5		5	5		5
Heavy Vehicles (%)	6%	1%	1%	0%	1%	9%	1%	10%	6%	3%	2%	2%
Turn Type	Prot		Perm	Prot		Perm	Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.0	35.2	35.2	2.3	30.5	30.5	10.2	9.0	11.3	10.6	9.4	9.4
Effective Green, g (s)	7.0	35.2	35.2	2.3	30.5	30.5	10.2	9.0	11.3	10.6	9.4	9.4
Actuated g/C Ratio	0.10	0.48	0.48	0.03	0.42	0.42	0.14	0.12	0.15	0.15	0.13	0.13
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	163	2473	770	110	2143	609	484	404	552	493	455	201
v/s Ratio Prot	c0.05	c0.31		0.00	0.24		c0.04	0.01	0.00	0.03	0.03	
v/s Ratio Perm			0.05			0.03			0.00			c0.04
v/c Ratio	0.52	0.65	0.09	0.11	0.58	0.06	0.27	0.05	0.01	0.22	0.21	0.34
Uniform Delay, d1	31.5	14.3	10.3	34.4	16.3	12.7	28.1	28.3	26.1	27.6	28.5	29.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	0.6	0.1	0.4	0.4	0.0	0.3	0.1	0.0	0.2	0.2	1.0
Delay (s)	34.4	14.9	10.3	34.8	16.7	12.8	28.4	28.3	26.1	27.8	28.7	30.0
Level of Service	C	B	B	C	B	B	C	C	C	C	C	C
Approach Delay (s)		15.5			16.7			28.2			29.1	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



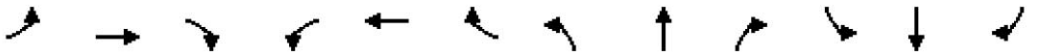
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1185	525	0	892	0	0	0	0	218	0	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0
Lane Util. Factor		0.91			0.91					0.95	0.91	0.95
Frpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Frt		0.95			1.00					1.00	0.87	0.85
Flt Protected		1.00			1.00					0.95	0.99	1.00
Satd. Flow (prot)		4884			5136					1633	1442	1490
Flt Permitted		1.00			1.00					0.95	0.99	1.00
Satd. Flow (perm)		4884			5136					1633	1442	1490
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1222	541	0	920	0	0	0	0	225	0	423
RTOR Reduction (vph)	0	43	0	0	0	0	0	0	0	0	123	123
Lane Group Flow (vph)	0	1720	0	0	920	0	0	0	0	202	103	97
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	0%	0%	5%	0%	3%
Turn Type										Perm		Perm
Protected Phases		4			8						6	
Permitted Phases										6		6
Actuated Green, G (s)		90.1			90.1					21.9	21.9	21.9
Effective Green, g (s)		90.1			90.1					21.9	21.9	21.9
Actuated g/C Ratio		0.75			0.75					0.18	0.18	0.18
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)		3667			3856					298	263	272
v/s Ratio Prot		c0.35			0.18							
v/s Ratio Perm										c0.12	0.07	0.07
v/c Ratio		0.47			0.24					0.68	0.39	0.36
Uniform Delay, d1		5.7			4.5					45.8	43.2	42.9
Progression Factor		1.00			0.18					1.00	1.00	1.00
Incremental Delay, d2		0.4			0.1					6.0	1.0	0.8
Delay (s)		6.2			0.9					51.8	44.2	43.7
Level of Service		A			A					D	D	D
Approach Delay (s)		6.2			0.9			0.0			46.4	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.6%	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)	365	1039	0	0	723	234	313	6	165	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0	4.0			
Lane Util. Factor	1.00	0.91			0.91		0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.96		1.00	0.99	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.96	1.00			
Satd. Flow (prot)	1770	5136			4889		1649	1573	1490			
Flt Permitted	0.95	1.00			1.00		0.95	0.96	1.00			
Satd. Flow (perm)	1770	5136			4889		1649	1573	1490			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	376	1071	0	0	745	241	323	6	170	0	0	0
RTOR Reduction (vph)	0	0	0	0	44	0	0	3	129	0	0	0
Lane Group Flow (vph)	376	1071	0	0	942	0	174	169	24	0	0	0
Confl. Peds. (#/hr)	5					5						
Heavy Vehicles (%)	2%	1%	0%	0%	1%	4%	4%	0%	3%	0%	0%	0%
Turn Type	Prot						Split		Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases									2			
Actuated Green, G (s)	44.0	93.4			45.4		18.6	18.6	18.6			
Effective Green, g (s)	44.0	93.4			45.4		18.6	18.6	18.6			
Actuated g/C Ratio	0.37	0.78			0.38		0.16	0.16	0.16			
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)	649	3998			1850		256	244	231			
v/s Ratio Prot	c0.21	0.21			c0.19		0.11	c0.11				
v/s Ratio Perm									0.02			
v/c Ratio	0.58	0.27			0.51		0.68	0.69	0.10			
Uniform Delay, d1	30.6	3.7			28.7		47.9	48.0	43.5			
Progression Factor	1.03	0.73			1.00		1.00	1.00	1.00			
Incremental Delay, d2	1.1	0.1			1.0		7.0	8.2	0.2			
Delay (s)	32.7	2.9			29.7		54.9	56.1	43.7			
Level of Service	C	A			C		D	E	D			
Approach Delay (s)		10.6			29.7			51.9			0.0	
Approach LOS		B			C			D			A	

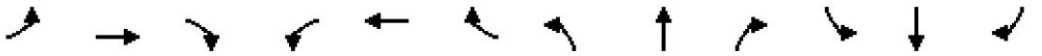
Intersection Summary			
HCM Average Control Delay	24.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	185	998	16	3	800	92	13	34	3	73	35	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	3524		1805	3574	1599	3242	3566		1752	3610	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	3524		1805	3574	1599	3242	3566		1752	3610	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	187	1008	16	3	808	93	13	34	3	74	35	155
RTOR Reduction (vph)	0	1	0	0	0	40	0	3	0	0	0	137
Lane Group Flow (vph)	187	1023	0	3	808	53	13	34	0	74	35	18
Confl. Peds. (#/hr)			5									
Heavy Vehicles (%)	1%	2%	13%	0%	1%	1%	8%	0%	0%	3%	0%	2%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	18.2	84.7		1.4	67.9	67.9	4.1	7.2		10.7	13.8	13.8
Effective Green, g (s)	18.2	84.7		1.4	67.9	67.9	4.1	7.2		10.7	13.8	13.8
Actuated g/C Ratio	0.15	0.71		0.01	0.57	0.57	0.03	0.06		0.09	0.12	0.12
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)	526	2487		21	2022	905	111	214		156	415	182
v/s Ratio Prot	0.05	c0.29		0.00	c0.23		0.00	c0.01		c0.04	0.01	
v/s Ratio Perm						0.03						0.01
v/c Ratio	0.36	0.41		0.14	0.40	0.06	0.12	0.16		0.47	0.08	0.10
Uniform Delay, d1	45.6	7.3		58.7	14.6	11.7	56.2	53.5		52.0	47.5	47.5
Progression Factor	1.00	1.00		0.67	0.88	1.59	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.5		3.0	0.6	0.1	0.5	0.4		2.3	0.1	0.2
Delay (s)	46.1	7.8		42.3	13.4	18.7	56.7	53.9		54.2	47.5	47.8
Level of Service	D	A		D	B	B	E	D		D	D	D
Approach Delay (s)		13.7			14.0			54.6			49.6	
Approach LOS		B			B			D			D	

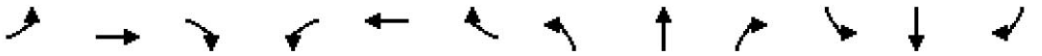
Intersection Summary			
HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
70: Alessandro Blvd & Day St



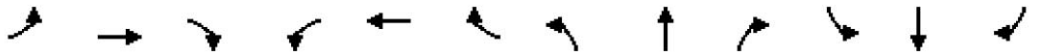
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	1001	12	5	830	52	11	12	13	10	1	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.92		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5106		1805	3574	1534	1648	1668		1798	1600	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.74	1.00		0.74	1.00	
Satd. Flow (perm)	1805	5106		1805	3574	1534	1283	1668		1402	1600	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	51	1032	12	5	856	54	11	12	13	10	1	26
RTOR Reduction (vph)	0	0	0	0	0	5	0	12	0	0	24	0
Lane Group Flow (vph)	51	1044	0	5	856	49	11	13	0	10	3	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Heavy Vehicles (%)	0%	1%	33%	0%	1%	2%	9%	0%	8%	0%	0%	0%
Turn Type	Prot			Prot		Perm	Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	10.1	99.2		1.4	90.5	90.5	7.4	7.4		7.4	7.4	
Effective Green, g (s)	10.1	99.2		1.4	90.5	90.5	7.4	7.4		7.4	7.4	
Actuated g/C Ratio	0.08	0.83		0.01	0.75	0.75	0.06	0.06		0.06	0.06	
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)	152	4221		21	2695	1157	79	103		86	99	
v/s Ratio Prot	c0.03	0.20		0.00	c0.24			0.01			0.00	
v/s Ratio Perm						0.03	c0.01			0.01		
v/c Ratio	0.34	0.25		0.24	0.32	0.04	0.14	0.12		0.12	0.03	
Uniform Delay, d1	51.8	2.3		58.8	4.8	3.7	53.3	53.2		53.2	52.9	
Progression Factor	0.85	0.92		1.00	1.85	1.45	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.1		5.5	0.3	0.1	0.8	0.5		0.6	0.1	
Delay (s)	45.5	2.2		64.1	9.1	5.5	54.1	53.8		53.8	53.0	
Level of Service	D	A		E	A	A	D	D		D	D	
Approach Delay (s)		4.2			9.2			53.9			53.2	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



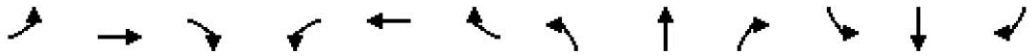
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	1048	65	77	755	80	98	152	93	81	155	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	5080		1805	5038		1770	1770		1787	1881	1573
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1787	5080		1805	5038		1770	1770		1787	1881	1573
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)	105	1103	68	81	795	84	103	160	98	85	163	77
RTOR Reduction (vph)	0	4	0	0	8	0	0	23	0	0	0	63
Lane Group Flow (vph)	105	1167	0	81	871	0	103	235	0	85	163	14
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	1%	1%	3%	0%	1%	3%	2%	1%	0%	1%	1%	1%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	13.0	63.0		8.3	58.3		11.2	23.0		9.7	21.5	21.5
Effective Green, g (s)	13.0	63.0		8.3	58.3		11.2	23.0		9.7	21.5	21.5
Actuated g/C Ratio	0.11	0.52		0.07	0.49		0.09	0.19		0.08	0.18	0.18
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)	194	2667		125	2448		165	339		144	337	282
v/s Ratio Prot	c0.06	c0.23		0.04	0.17		0.06	c0.13		0.05	c0.09	
v/s Ratio Perm												0.01
v/c Ratio	0.54	0.44		0.65	0.36		0.62	0.69		0.59	0.48	0.05
Uniform Delay, d1	50.7	17.6		54.4	19.2		52.4	45.2		53.2	44.3	40.8
Progression Factor	1.07	1.29		0.55	0.89		0.81	0.58		1.00	1.00	1.00
Incremental Delay, d2	3.0	0.5		10.3	0.4		6.3	5.3		6.3	1.1	0.1
Delay (s)	57.2	23.1		40.3	17.4		49.0	31.8		59.6	45.4	40.9
Level of Service	E	C		D	B		D	C		E	D	D
Approach Delay (s)		25.9			19.4			36.7			48.0	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	27.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



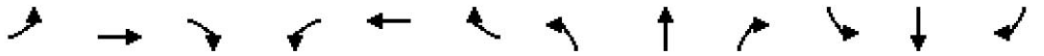
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Volume (vph)	0	257	104	690	121	0	0	0	0	0	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3471	1538	1787	3406							1442
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3471	1538	1787	3406							1442
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	276	112	742	130	0	0	0	0	0	0	47
RTOR Reduction (vph)	0	0	80	0	0	0	0	0	0	0	0	43
Lane Group Flow (vph)	0	276	32	742	130	0	0	0	0	0	0	4
Confl. Peds. (#/hr)			5									5
Heavy Vehicles (%)	0%	4%	2%	1%	6%	0%	0%	0%	0%	0%	0%	14%
Turn Type			Perm	Prot								custom
Protected Phases		4		3 6	8							6
Permitted Phases			4									
Actuated Green, G (s)		34.8	34.8	77.2	102.8							9.2
Effective Green, g (s)		34.8	34.8	77.2	102.8							9.2
Actuated g/C Ratio		0.29	0.29	0.64	0.86							0.08
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)		1007	446	1150	2918							111
v/s Ratio Prot		c0.08		c0.42	0.04							0.00
v/s Ratio Perm			0.02									
v/c Ratio		0.27	0.07	0.65	0.04							0.03
Uniform Delay, d1		32.9	30.9	13.0	1.3							51.3
Progression Factor		1.00	1.00	0.99	1.44							1.00
Incremental Delay, d2		0.7	0.3	1.1	0.0							0.1
Delay (s)		33.5	31.2	14.0	1.9							51.4
Level of Service		C	C	B	A							D
Approach Delay (s)		32.9			12.2			0.0			51.4	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.2%	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)	13	815	75	0	1526	67	25	14	2	43	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99			0.99		1.00	0.98		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1378	3463			3496		1736	1661		1770	1538	
Flt Permitted	0.14	1.00			1.00		0.74	1.00		0.75	1.00	
Satd. Flow (perm)	200	3463			3496		1357	1661		1392	1538	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	13	823	76	0	1541	68	25	14	2	43	0	22
RTOR Reduction (vph)	0	4	0	0	2	0	0	2	0	0	20	0
Lane Group Flow (vph)	13	895	0	0	1607	0	25	14	0	43	2	0
Confl. Peds. (#/hr)						5						
Heavy Vehicles (%)	31%	2%	13%	0%	1%	36%	4%	14%	0%	2%	0%	5%
Turn Type	Perm						Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	102.5	102.5			102.5		9.5	9.5		9.5	9.5	
Effective Green, g (s)	102.5	102.5			102.5		9.5	9.5		9.5	9.5	
Actuated g/C Ratio	0.85	0.85			0.85		0.08	0.08		0.08	0.08	
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)	171	2958			2986		107	131		110	122	
v/s Ratio Prot		0.26			c0.46			0.01			0.00	
v/s Ratio Perm	0.07						0.02			c0.03		
v/c Ratio	0.08	0.30			0.54		0.23	0.11		0.39	0.01	
Uniform Delay, d1	1.4	1.7			2.4		51.8	51.3		52.5	50.9	
Progression Factor	0.66	0.75			0.42		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.3			0.6		1.1	0.4		2.3	0.0	
Delay (s)	1.8	1.6			1.6		53.0	51.7		54.8	51.0	
Level of Service	A	A			A		D	D		D	D	
Approach Delay (s)		1.6			1.6			52.5			53.5	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	3.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

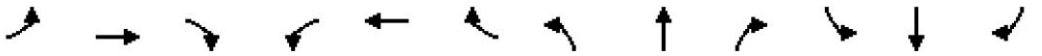


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	95	1154	19	34	997	89	423	112	177	122	39	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1509	1805	5085	1564	1715	1634		1665	1708	1556
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.97	1.00
Satd. Flow (perm)	1770	3539	1509	1805	5085	1564	1715	1634		1665	1708	1556
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	98	1190	20	35	1028	92	436	115	182	126	40	137
RTOR Reduction (vph)	0	0	7	0	0	52	0	33	0	0	0	124
Lane Group Flow (vph)	98	1190	13	35	1028	40	375	325	0	82	84	13
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	2%	2%	5%	0%	2%	0%	0%	1%	0%	3%	3%	2%
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	8.6	56.8	56.8	4.2	52.4	52.4	31.5	31.5		11.5	11.5	11.5
Effective Green, g (s)	8.6	56.8	56.8	4.2	52.4	52.4	31.5	31.5		11.5	11.5	11.5
Actuated g/C Ratio	0.07	0.47	0.47	0.04	0.44	0.44	0.26	0.26		0.10	0.10	0.10
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	127	1675	714	63	2220	683	450	429		160	164	149
v/s Ratio Prot	c0.06	c0.34		0.02	0.20		c0.22	0.20		c0.05	0.05	
v/s Ratio Perm			0.01			0.03						0.01
v/c Ratio	0.77	0.71	0.02	0.56	0.46	0.06	0.83	0.76		0.51	0.51	0.09
Uniform Delay, d1	54.7	25.1	16.8	57.0	23.9	19.5	41.8	40.7		51.6	51.6	49.5
Progression Factor	0.88	0.76	0.71	0.56	0.43	0.40	1.00	1.00		0.80	0.80	1.76
Incremental Delay, d2	24.4	2.6	0.0	9.5	0.6	0.2	12.5	7.5		2.6	2.6	0.2
Delay (s)	72.6	21.6	11.9	41.4	10.8	7.9	54.3	48.2		43.8	43.6	87.2
Level of Service	E	C	B	D	B	A	D	D		D	D	F
Approach Delay (s)		25.3			11.5			51.3			63.4	
Approach LOS		C			B			D			E	

Intersection Summary			
HCM Average Control Delay	29.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	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			

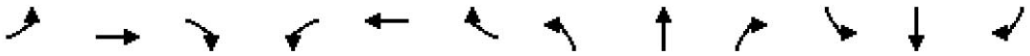
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	888	217	44	564	91	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3458		1805	3574	1805	1602
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3458		1805	3574	1805	1602
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	965	236	48	613	99	17
RTOR Reduction (vph)	17	0	0	0	0	14
Lane Group Flow (vph)	1184	0	48	613	99	3
Confl. Peds. (#/hr)		5	5			5
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	26.7		3.2	33.9	4.4	7.6
Effective Green, g (s)	26.7		3.2	33.9	4.4	7.6
Actuated g/C Ratio	0.58		0.07	0.73	0.10	0.16
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)	1994		125	2617	172	401
v/s Ratio Prot	c0.34		c0.03	0.17	c0.05	0.00
v/s Ratio Perm						0.00
v/c Ratio	0.59		0.38	0.23	0.58	0.01
Uniform Delay, d1	6.3		20.6	2.0	20.1	16.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5		2.0	0.0	4.6	0.0
Delay (s)	6.8		22.6	2.1	24.7	16.2
Level of Service	A		C	A	C	B
Approach Delay (s)	6.8			3.5	23.4	
Approach LOS	A			A	C	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	46.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.4%	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)	12	523	411	177	431	57	155	35	42	38	78	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91	1.00	0.97	0.95		1.00	1.00	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1671	5136	1587	3467	3515		1752	1845	1615	1805	3574	1592
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1671	5136	1587	3467	3515		1752	1845	1615	1805	3574	1592
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	13	556	437	188	459	61	165	37	45	40	83	13
RTOR Reduction (vph)	0	0	313	0	8	0	0	0	33	0	0	12
Lane Group Flow (vph)	13	556	124	188	512	0	165	37	12	40	83	1
Confl. Peds. (#/hr)			5	5			5					5
Heavy Vehicles (%)	8%	1%	0%	1%	1%	0%	3%	3%	0%	0%	1%	0%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	1.8	16.9	16.9	8.7	23.8		12.3	15.3	15.3	2.5	5.5	5.5
Effective Green, g (s)	1.8	16.9	16.9	8.7	23.8		12.3	15.3	15.3	2.5	5.5	5.5
Actuated g/C Ratio	0.03	0.28	0.28	0.15	0.40		0.21	0.26	0.26	0.04	0.09	0.09
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	51	1461	452	508	1408		363	475	416	76	331	147
v/s Ratio Prot	0.01	c0.11		0.05	c0.15		c0.09	c0.02		c0.02	0.02	
v/s Ratio Perm			0.08						0.01			0.00
v/c Ratio	0.25	0.38	0.28	0.37	0.36		0.45	0.08	0.03	0.53	0.25	0.01
Uniform Delay, d1	28.1	17.1	16.5	22.9	12.5		20.6	16.7	16.5	27.9	25.0	24.5
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	2.6	0.2	0.3	0.5	0.2		0.9	0.1	0.0	6.4	0.4	0.0
Delay (s)	30.8	17.2	16.8	23.3	12.6		21.5	16.8	16.5	34.3	25.4	24.5
Level of Service	C	B	B	C	B		C	B	B	C	C	C
Approach Delay (s)		17.2			15.5			19.9			28.0	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	59.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.6%	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)	16	2	90	0	0	0	0	160	414	490	579	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.95					0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Frt	1.00	0.86	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1543	1488	1475					3574	1599	3467	3505	
Flt Permitted	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1543	1488	1475					3574	1599	3467	3505	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	18	2	99	0	0	0	0	176	455	538	636	0
RTOR Reduction (vph)	0	45	46	0	0	0	0	0	236	0	0	0
Lane Group Flow (vph)	18	6	4	0	0	0	0	176	219	538	636	0
Confl. Peds. (#/hr)							5					5
Heavy Vehicles (%)	17%	0%	4%	0%	0%	0%	0%	1%	1%	1%	3%	0%
Turn Type	Split		Perm						Perm	Prot		
Protected Phases	6	6						4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	4.2	4.2	4.2					21.9	21.9	11.9	37.8	
Effective Green, g (s)	4.2	4.2	4.2					21.9	21.9	11.9	37.8	
Actuated g/C Ratio	0.08	0.08	0.08					0.44	0.44	0.24	0.76	
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)	130	125	124					1565	700	825	2650	
v/s Ratio Prot	c0.01	0.00						0.05		c0.16	0.18	
v/s Ratio Perm			0.00						c0.14			
v/c Ratio	0.14	0.05	0.03					0.11	0.31	0.65	0.24	
Uniform Delay, d1	21.2	21.1	21.0					8.3	9.1	17.2	1.8	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.00	0.67	
Incremental Delay, d2	0.5	0.2	0.1					0.1	1.2	1.8	0.2	
Delay (s)	21.7	21.2	21.1					8.5	10.3	19.0	1.4	
Level of Service	C	C	C					A	B	B	A	
Approach Delay (s)		21.3			0.0			9.8			9.5	
Approach LOS		C			A			A			A	

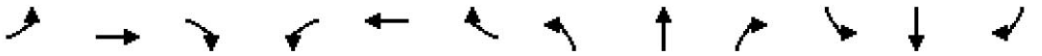
Intersection Summary			
HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	303	136	178	0	0	761
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	1.00	0.95			0.95
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3467	1615	3574			3610
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3467	1615	3574			3610
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	329	148	193	0	0	827
RTOR Reduction (vph)	0	118	0	0	0	0
Lane Group Flow (vph)	329	30	193	0	0	827
Confl. Peds. (#/hr)				5		
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Actuated Green, G (s)	10.2	10.2	31.8			31.8
Effective Green, g (s)	10.2	10.2	31.8			31.8
Actuated g/C Ratio	0.20	0.20	0.64			0.64
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)	707	329	2273			2296
v/s Ratio Prot	c0.09		0.05			c0.23
v/s Ratio Perm		0.02				
v/c Ratio	0.47	0.09	0.08			0.36
Uniform Delay, d1	17.5	16.1	3.5			4.3
Progression Factor	1.00	1.00	0.14			1.00
Incremental Delay, d2	0.5	0.1	0.1			0.4
Delay (s)	18.0	16.3	0.6			4.7
Level of Service	B	B	A			A
Approach Delay (s)	17.5		0.6			4.7
Approach LOS	B		A			A

Intersection Summary			
HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

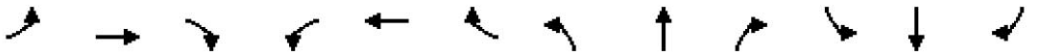
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1917	9	252	1079	631	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.91		0.97	0.91	0.94	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	1.00	
Flt Protected	1.00		0.95	1.00	0.95	
Satd. Flow (prot)	5132		3467	5136	5047	
Flt Permitted	1.00		0.95	1.00	0.95	
Satd. Flow (perm)	5132		3467	5136	5047	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1956	9	257	1101	644	7
RTOR Reduction (vph)	1	0	0	0	2	0
Lane Group Flow (vph)	1965	0	257	1101	649	0
Confl. Peds. (#/hr)		5	5			
Heavy Vehicles (%)	1%	0%	1%	1%	1%	0%
Turn Type			Prot			
Protected Phases	4		3	8	2	
Permitted Phases						
Actuated Green, G (s)	33.0		7.1	44.1	13.9	
Effective Green, g (s)	33.0		7.1	44.1	13.9	
Actuated g/C Ratio	0.50		0.11	0.67	0.21	
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)	2566		373	3432	1063	
v/s Ratio Prot	c0.38		c0.07	0.21	c0.13	
v/s Ratio Perm						
v/c Ratio	0.77		0.69	0.32	0.61	
Uniform Delay, d1	13.4		28.4	4.6	23.6	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.4		5.2	0.1	1.0	
Delay (s)	14.8		33.6	4.7	24.6	
Level of Service	B		C	A	C	
Approach Delay (s)	14.8			10.2	24.6	
Approach LOS	B			B	C	

Intersection Summary			
HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



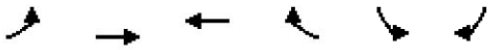
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	2039	104	367	1229	53	166	174	248	117	136	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	5136	1573	3467	5100		3433	1881	1575	1787	3491	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	5136	1573	3467	5100		3433	1881	1575	1787	3491	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	92	2102	107	378	1267	55	171	179	256	121	140	35
RTOR Reduction (vph)	0	0	58	0	4	0	0	0	181	0	28	0
Lane Group Flow (vph)	92	2102	49	378	1318	0	171	179	75	121	147	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	1%	1%	1%	1%	0%	2%	1%	1%	1%	0%	0%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	13.5	41.1	41.1	9.0	36.6		15.2	14.2	14.2	10.2	9.2	
Effective Green, g (s)	13.5	41.1	41.1	9.0	36.6		15.2	14.2	14.2	10.2	9.2	
Actuated g/C Ratio	0.15	0.45	0.45	0.10	0.40		0.17	0.16	0.16	0.11	0.10	
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)	269	2332	714	345	2063		577	295	247	201	355	
v/s Ratio Prot	0.05	c0.41		c0.11	0.26		0.05	c0.10		c0.07	0.04	
v/s Ratio Perm			0.03						0.05			
v/c Ratio	0.34	0.90	0.07	1.10	0.64		0.30	0.61	0.30	0.60	0.41	
Uniform Delay, d1	34.5	22.8	13.9	40.8	21.6		33.0	35.5	33.8	38.2	38.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	5.3	0.0	76.6	0.7		0.3	3.5	0.7	5.0	0.8	
Delay (s)	35.3	28.1	14.0	117.4	22.3		33.3	39.1	34.5	43.2	38.9	
Level of Service	D	C	B	F	C		C	D	C	D	D	
Approach Delay (s)		27.7			43.4			35.5			40.7	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	34.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



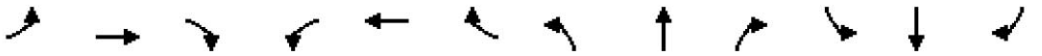
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	148	1099	428	173	511	123	161	346	48	261	916	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3574	1578	3502	3574	1563	3467	3574	1594	3467	3574	1549
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	3574	1578	3502	3574	1563	3467	3574	1594	3467	3574	1549
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)	156	1157	451	182	538	129	169	364	51	275	964	178
RTOR Reduction (vph)	0	0	19	0	0	75	0	0	7	0	0	55
Lane Group Flow (vph)	156	1157	432	182	538	54	169	364	44	275	964	123
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	3%	1%	1%	0%	1%	2%	1%	1%	0%	1%	1%	3%
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	10.1	36.3	43.4	7.1	33.3	42.4	7.1	31.9	39.0	9.1	33.9	44.0
Effective Green, g (s)	10.1	36.3	43.4	7.1	33.3	42.4	7.1	31.9	39.0	9.1	33.9	44.0
Actuated g/C Ratio	0.10	0.36	0.43	0.07	0.33	0.42	0.07	0.32	0.39	0.09	0.34	0.44
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	176	1292	745	248	1185	722	245	1136	683	314	1207	741
v/s Ratio Prot	c0.09	c0.32	0.04	0.05	0.15	0.01	0.05	0.10	0.00	c0.08	c0.27	0.02
v/s Ratio Perm			0.23			0.03			0.02			0.06
v/c Ratio	0.89	0.90	0.58	0.73	0.45	0.08	0.69	0.32	0.06	0.88	0.80	0.17
Uniform Delay, d1	44.6	30.3	21.6	45.7	26.4	17.3	45.6	26.0	19.3	45.1	30.2	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.3	8.4	1.2	10.7	0.3	0.0	7.9	0.2	0.0	22.8	3.8	0.1
Delay (s)	81.9	38.6	22.8	56.4	26.7	17.3	53.4	26.2	19.3	67.8	33.9	17.2
Level of Service	F	D	C	E	C	B	D	C	B	E	C	B
Approach Delay (s)		38.4			31.6			33.5			38.4	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM Average Control Delay	36.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



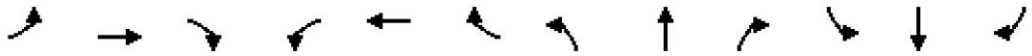
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	102	1275	580	276	552	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	3610	3574	1588	3460	1454
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	3610	3574	1588	3460	1454
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	112	1401	637	303	607	241
RTOR Reduction (vph)	0	0	0	70	4	46
Lane Group Flow (vph)	112	1401	637	233	627	171
Confl. Peds. (#/hr)				5		5
Heavy Vehicles (%)	1%	0%	1%	1%	1%	0%
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Actuated Green, G (s)	7.4	29.9	18.5	37.2	18.7	26.1
Effective Green, g (s)	7.4	29.9	18.5	37.2	18.7	26.1
Actuated g/C Ratio	0.13	0.53	0.33	0.66	0.33	0.46
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)	234	1907	1168	1156	1143	773
v/s Ratio Prot	0.06	c0.39	0.18	0.07	c0.18	0.03
v/s Ratio Perm				0.08		0.09
v/c Ratio	0.48	0.73	0.55	0.20	0.55	0.22
Uniform Delay, d1	22.8	10.3	15.6	3.8	15.5	9.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	1.5	0.5	0.1	0.5	0.1
Delay (s)	24.4	11.8	16.1	3.9	16.0	9.3
Level of Service	C	B	B	A	B	A
Approach Delay (s)		12.7	12.2		14.3	
Approach LOS		B	B		B	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.6%	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)	97	1253	675	238	292	37	291	132	246	190	358	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1581	3502	3505	1591	3467	3539	1591	3467	3574	1585
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1581	3502	3505	1591	3467	3539	1591	3467	3574	1585
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	109	1408	758	267	328	42	327	148	276	213	402	176
RTOR Reduction (vph)	0	0	165	0	0	26	0	0	220	0	0	121
Lane Group Flow (vph)	109	1408	593	267	328	16	327	148	56	213	402	55
Confl. Peds. (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	1%	0%	3%	0%	1%	2%	0%	1%	1%	1%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	11.3	31.7	41.2	12.7	33.1	33.1	9.5	17.1	17.1	7.4	15.0	26.3
Effective Green, g (s)	11.3	31.7	41.2	12.7	33.1	33.1	9.5	17.1	17.1	7.4	15.0	26.3
Actuated g/C Ratio	0.13	0.37	0.49	0.15	0.39	0.39	0.11	0.20	0.20	0.09	0.18	0.31
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	240	1937	842	524	1366	620	388	713	320	302	631	566
v/s Ratio Prot	0.06	0.27	c0.08	c0.08	0.09		0.09	0.04		0.06	c0.11	0.01
v/s Ratio Perm			0.30			0.01			0.03			0.02
v/c Ratio	0.45	0.73	0.70	0.51	0.24	0.03	0.84	0.21	0.17	0.71	0.64	0.10
Uniform Delay, d1	34.0	22.9	17.1	33.2	17.4	16.0	37.0	28.3	28.1	37.7	32.4	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	1.4	2.7	0.8	0.1	0.0	15.2	0.1	0.3	7.3	2.1	0.1
Delay (s)	35.3	24.3	19.8	34.0	17.5	16.0	52.2	28.4	28.3	45.0	34.5	20.9
Level of Service	D	C	B	C	B	B	D	C	C	D	C	C
Approach Delay (s)		23.3			24.3			38.7			34.3	
Approach LOS		C			C			D			C	

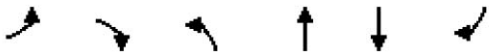
Intersection Summary			
HCM Average Control Delay	28.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	84.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	400	1264	2	337	0	0	0	0	3	0	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lane Util. Factor		0.91	0.91	1.00	0.95					1.00	1.00	
Frt		0.91	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3121	1455	1805	3539					1805	1615	
Flt Permitted		1.00	1.00	0.21	1.00					0.95	1.00	
Satd. Flow (perm)		3121	1455	390	3539					1805	1615	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	440	1389	2	370	0	0	0	0	3	0	276
RTOR Reduction (vph)	0	263	262	0	0	0	0	0	0	0	235	0
Lane Group Flow (vph)	0	872	432	2	370	0	0	0	0	3	41	0
Heavy Vehicles (%)	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type			Perm	Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Actuated Green, G (s)		21.7	21.7	21.7	21.7					5.2	5.2	
Effective Green, g (s)		21.7	21.7	21.7	21.7					5.2	5.2	
Actuated g/C Ratio		0.62	0.62	0.62	0.62					0.15	0.15	
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)		1941	905	242	2200					269	241	
v/s Ratio Prot		0.28			0.10						c0.03	
v/s Ratio Perm			c0.30	0.01						0.00		
v/c Ratio		0.45	0.48	0.01	0.17					0.01	0.17	
Uniform Delay, d1		3.5	3.5	2.5	2.8					12.7	13.0	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.2	0.4	0.0	0.0					0.0	0.3	
Delay (s)		3.6	3.9	2.5	2.8					12.7	13.3	
Level of Service		A	A	A	A					B	B	
Approach Delay (s)		3.8			2.8			0.0			13.3	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	34.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

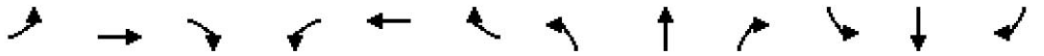
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	401	0	337	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	466	0	392	0	0	0

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total (vph)	233	233	261	131
Volume Left (vph)	233	233	261	131
Volume Right (vph)	0	0	0	0
Hadj (s)	0.50	0.50	0.53	0.53
Departure Headway (s)	6.2	6.2	6.4	6.4
Degree Utilization, x	0.40	0.40	0.46	0.23
Capacity (veh/h)	561	564	548	543
Control Delay (s)	12.0	12.0	13.5	10.1
Approach Delay (s)	12.0		12.3	
Approach LOS	B		B	

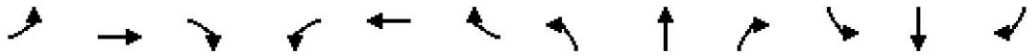
Intersection Summary			
Delay	12.2		
HCM Level of Service	B		
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	12	8	489	29	160	61	327	649	566	948	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1773		3502	1900	1568	1805	3574	1576	3502	3574	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1773		3502	1900	1568	1805	3574	1576	3502	3574	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	14	13	9	543	32	178	68	363	721	629	1053	1
RTOR Reduction (vph)	0	9	0	0	0	138	0	0	502	0	0	0
Lane Group Flow (vph)	14	13	0	543	32	40	68	363	219	629	1053	1
Confl. Peds. (#/hr)			5	5					5	5		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	1%	1%	0%	1%	0%
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	1.1	3.0		12.5	14.4	14.4	5.5	19.6	19.6	13.5	27.6	27.6
Effective Green, g (s)	1.1	3.0		12.5	14.4	14.4	5.5	19.6	19.6	13.5	27.6	27.6
Actuated g/C Ratio	0.02	0.05		0.19	0.22	0.22	0.09	0.30	0.30	0.21	0.43	0.43
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	31	82		678	424	350	154	1084	478	732	1527	690
v/s Ratio Prot	0.01	0.01		c0.16	0.02		0.04	0.10		c0.18	c0.29	
v/s Ratio Perm						c0.03			0.14			0.00
v/c Ratio	0.45	0.16		0.80	0.08	0.11	0.44	0.33	0.46	0.86	0.69	0.00
Uniform Delay, d1	31.5	29.6		24.9	19.8	20.0	28.1	17.4	18.2	24.6	15.0	10.6
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	10.1	0.9		6.8	0.1	0.1	2.0	0.2	0.7	9.9	1.3	0.0
Delay (s)	41.6	30.5		31.6	19.9	20.2	30.1	17.6	18.9	34.5	16.3	10.6
Level of Service	D	C		C	B	C	C	B	B	C	B	B
Approach Delay (s)		34.8			28.4			19.2			23.1	
Approach LOS		C			C			B			C	

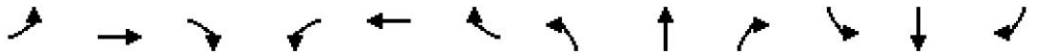
Intersection Summary			
HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	64.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
87: Central Ave & El Cerrito Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	165	908	55	34	474	43	28	38	22	63	43	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.97		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1805	3579		1805	3514			1777		1802	1672	
Flt Permitted	0.95	1.00		0.95	1.00			0.79		0.82	1.00	
Satd. Flow (perm)	1805	3579		1805	3514			1418		1553	1672	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	185	1020	62	38	533	48	31	43	25	71	48	192
RTOR Reduction (vph)	0	4	0	0	7	0	0	20	0	0	156	0
Lane Group Flow (vph)	185	1078	0	38	574	0	0	79	0	71	84	0
Confl. Peds. (#/hr)	5					5			5	5		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	5%	0%	3%	0%	0%	0%	0%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	8.4	25.6		2.2	19.4			9.1		9.1	9.1	
Effective Green, g (s)	8.4	25.6		2.2	19.4			9.1		9.1	9.1	
Actuated g/C Ratio	0.17	0.52		0.04	0.40			0.19		0.19	0.19	
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	1874		81	1394			264		289	311	
v/s Ratio Prot	c0.10	c0.30		0.02	0.16						0.05	
v/s Ratio Perm								c0.06		0.05		
v/c Ratio	0.60	0.58		0.47	0.41			0.30		0.25	0.27	
Uniform Delay, d1	18.7	7.9		22.8	10.6			17.2		17.0	17.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	3.1	0.4		4.2	0.2			0.6		0.4	0.5	
Delay (s)	21.8	8.4		27.0	10.8			17.8		17.4	17.5	
Level of Service	C	A		C	B			B		B	B	
Approach Delay (s)		10.3			11.8			17.8			17.5	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	12.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	48.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

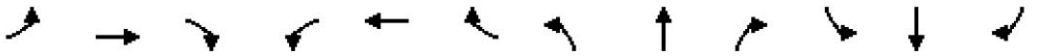


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	805	222	120	500	100	114	272	111	303	646	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1703	3481		1787	3574	1548	1770	3574	1595	3467	3501	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1703	3481		1787	3574	1548	1770	3574	1595	3467	3501	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	39	866	239	129	538	108	123	292	119	326	695	92
RTOR Reduction (vph)	0	23	0	0	0	51	0	0	21	0	11	0
Lane Group Flow (vph)	39	1082	0	129	538	57	123	292	98	326	776	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	6%	0%	0%	1%	1%	3%	2%	1%	0%	1%	1%	2%
Turn Type	Prot			Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			
Actuated Green, G (s)	3.9	35.5		8.1	39.7	49.8	8.1	25.2	33.3	10.1	27.2	
Effective Green, g (s)	3.9	35.5		8.1	39.7	49.8	8.1	25.2	33.3	10.1	27.2	
Actuated g/C Ratio	0.04	0.37		0.09	0.42	0.52	0.09	0.27	0.35	0.11	0.29	
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)	70	1302		153	1495	878	151	949	627	369	1003	
v/s Ratio Prot	0.02	c0.31		c0.07	0.15	0.01	0.07	0.08	0.01	c0.09	c0.22	
v/s Ratio Perm						0.03			0.05			
v/c Ratio	0.56	0.83		0.84	0.36	0.06	0.81	0.31	0.16	0.88	0.77	
Uniform Delay, d1	44.7	27.0		42.8	18.9	11.1	42.7	27.9	21.1	41.8	31.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.3	4.7		32.3	0.1	0.0	27.4	0.2	0.1	21.3	3.8	
Delay (s)	53.9	31.6		75.1	19.0	11.1	70.1	28.1	21.3	63.1	34.8	
Level of Service	D	C		E	B	B	E	C	C	E	C	
Approach Delay (s)		32.4			27.3			36.2			43.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	35.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	94.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

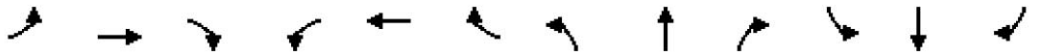
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	25	31	916	72	59	1345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1732	1546	3574	1577	1805	3574
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1732	1546	3574	1577	1805	3574
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	27	33	974	77	63	1431
RTOR Reduction (vph)	0	30	0	24	0	0
Lane Group Flow (vph)	27	3	974	53	63	1431
Confl. Peds. (#/hr)	5	5		5	5	
Heavy Vehicles (%)	4%	3%	1%	0%	0%	1%
Turn Type		custom		Perm	Prot	
Protected Phases			2		1	6
Permitted Phases	8	8		2		
Actuated Green, G (s)	3.3	3.3	21.7	21.7	3.2	28.9
Effective Green, g (s)	3.3	3.3	21.7	21.7	3.2	28.9
Actuated g/C Ratio	0.08	0.08	0.54	0.54	0.08	0.72
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)	142	127	1929	851	144	2569
v/s Ratio Prot			0.27		0.03	c0.40
v/s Ratio Perm	c0.02	0.00		0.03		
v/c Ratio	0.19	0.02	0.50	0.06	0.44	0.56
Uniform Delay, d1	17.2	17.0	5.9	4.4	17.6	2.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1	0.2	0.0	2.1	0.3
Delay (s)	17.9	17.0	6.1	4.4	19.8	2.9
Level of Service	B	B	A	A	B	A
Approach Delay (s)	17.4		5.9			3.6
Approach LOS	B		A			A

Intersection Summary			
HCM Average Control Delay	4.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	40.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



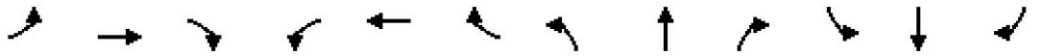
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	1067	190	466	646	222	0	0	0	657	88	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97				1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1805	5136	1563	1787	3539	1559				1698	1717	1579
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1805	5136	1563	1787	3539	1559				1698	1717	1579
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	48	1089	194	476	659	227	0	0	0	670	90	363
RTOR Reduction (vph)	0	0	122	0	0	110	0	0	0	0	0	104
Lane Group Flow (vph)	48	1089	72	476	659	117	0	0	0	375	385	259
Confl. Peds. (#/hr)	5		5	5		5						5
Heavy Vehicles (%)	0%	1%	1%	1%	2%	1%	0%	0%	0%	1%	2%	1%
Turn Type	Prot		Perm	Prot		Perm				Split		pm+ov
Protected Phases	7	4		3	8					6	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	8.0	26.9	26.9	30.0	48.9	48.9				26.1	26.1	34.1
Effective Green, g (s)	8.0	26.9	26.9	30.0	48.9	48.9				26.1	26.1	34.1
Actuated g/C Ratio	0.08	0.28	0.28	0.32	0.51	0.51				0.27	0.27	0.36
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)	152	1454	443	564	1822	802				467	472	633
v/s Ratio Prot	0.03	c0.21		c0.27	0.19					0.22	c0.22	0.03
v/s Ratio Perm			0.05			0.07						0.13
v/c Ratio	0.32	0.75	0.16	0.84	0.36	0.15				0.80	0.82	0.41
Uniform Delay, d1	40.9	31.0	25.6	30.3	13.7	12.1				32.1	32.2	22.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	1.2	3.6	0.8	11.1	0.6	0.4				9.6	10.4	0.4
Delay (s)	42.1	34.6	26.4	41.4	14.3	12.5				41.7	42.6	23.3
Level of Service	D	C	C	D	B	B				D	D	C
Approach Delay (s)		33.6			23.5			0.0			36.1	
Approach LOS		C			C			A			D	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



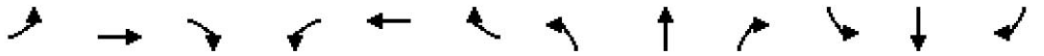
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	339	1025	221	154	1142	232	176	311	469	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	1.00	0.95	1.00	1.00	0.86	1.00	0.91	0.91	0.88			
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1787	3574	1581	1752	6471	1573	1610	3350	2814			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1787	3574	1581	1752	6471	1573	1610	3350	2814			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	361	1090	235	164	1215	247	187	331	499	0	0	0
RTOR Reduction (vph)	0	0	69	0	0	111	0	0	406	0	0	0
Lane Group Flow (vph)	361	1090	166	164	1215	136	168	350	93	0	0	0
Confl. Peds. (#/hr)	5		5	5		5						
Heavy Vehicles (%)	1%	1%	1%	3%	1%	1%	2%	3%	1%	0%	0%	0%
Turn Type	Prot		pm+ov	Prot		Perm	Split		Perm			
Protected Phases	7	4	2	3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	22.7	45.2	62.0	16.0	38.5	38.5	16.8	16.8	16.8			
Effective Green, g (s)	22.7	45.2	62.0	16.0	38.5	38.5	16.8	16.8	16.8			
Actuated g/C Ratio	0.25	0.50	0.69	0.18	0.43	0.43	0.19	0.19	0.19			
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)	451	1795	1159	311	2768	673	301	625	525			
v/s Ratio Prot	c0.20	c0.30	0.03	c0.09	0.19		0.10	c0.10				
v/s Ratio Perm			0.08			0.09			0.03			
v/c Ratio	0.80	0.61	0.14	0.53	0.44	0.20	0.56	0.56	0.18			
Uniform Delay, d1	31.5	16.0	4.8	33.6	18.1	16.1	33.2	33.2	30.8			
Progression Factor	1.00	1.00	1.00	0.74	0.66	0.40	1.00	1.00	1.00			
Incremental Delay, d2	9.8	1.5	0.1	1.6	0.5	0.7	2.2	1.2	0.2			
Delay (s)	41.3	17.6	4.9	26.5	12.4	7.1	35.5	34.4	31.0			
Level of Service	D	B	A	C	B	A	D	C	C			
Approach Delay (s)		20.9			13.0			32.9			0.0	
Approach LOS		C			B			C			A	

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



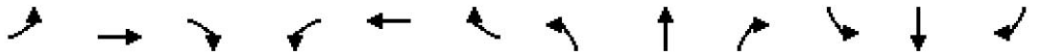
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	1481	156	90	1266	3	132	0	60	2	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85			0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	
Satd. Flow (prot)	1805	5053		1805	5134		1787	1590			1685	
Flt Permitted	0.95	1.00		0.95	1.00		0.75	1.00			0.96	
Satd. Flow (perm)	1805	5053		1805	5134		1415	1590			1634	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	7	1527	161	93	1305	3	136	0	62	2	0	6
RTOR Reduction (vph)	0	8	0	0	0	0	0	52	0	0	5	0
Lane Group Flow (vph)	7	1680	0	93	1308	0	136	10	0	0	3	0
Confl. Peds. (#/hr)	5		5	5		5			5	5		
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	1.4	55.8		8.0	62.4		14.2	14.2			14.2	
Effective Green, g (s)	1.4	55.8		8.0	62.4		14.2	14.2			14.2	
Actuated g/C Ratio	0.02	0.62		0.09	0.69		0.16	0.16			0.16	
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)	28	3133		160	3560		223	251			258	
v/s Ratio Prot	0.00	c0.33		c0.05	0.25			0.01				
v/s Ratio Perm							c0.10				0.00	
v/c Ratio	0.25	0.54		0.58	0.37		0.61	0.04			0.01	
Uniform Delay, d1	43.8	9.7		39.4	5.7		35.3	32.1			32.0	
Progression Factor	1.14	0.78		1.04	1.36		1.00	1.00			1.00	
Incremental Delay, d2	4.0	0.6		5.0	0.3		4.7	0.1			0.0	
Delay (s)	53.9	8.2		45.8	8.0		40.0	32.2			32.0	
Level of Service	D	A		D	A		D	C			C	
Approach Delay (s)		8.3			10.5			37.5			32.0	
Approach LOS		A			B			D			C	

Intersection Summary			
HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



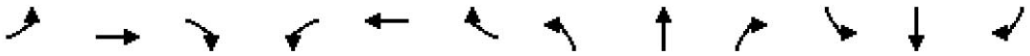
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1237	99	28	1027	6	124	20	43	6	11	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	1.00			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.98	1.00
Satd. Flow (prot)	1802	3560		1803	3571			1747			1867	1589
Flt Permitted	0.23	1.00		0.15	1.00			0.79			0.93	1.00
Satd. Flow (perm)	434	3560		282	3571			1425			1758	1589
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	1316	105	30	1093	6	132	21	46	6	12	70
RTOR Reduction (vph)	0	4	0	0	0	0	0	15	0	0	0	57
Lane Group Flow (vph)	53	1417	0	30	1099	0	0	184	0	0	18	13
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	0%	1%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	65.2	65.2		65.2	65.2			16.8			16.8	16.8
Effective Green, g (s)	65.2	65.2		65.2	65.2			16.8			16.8	16.8
Actuated g/C Ratio	0.72	0.72		0.72	0.72			0.19			0.19	0.19
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)	314	2579		204	2587			266			328	297
v/s Ratio Prot		c0.40			0.31							
v/s Ratio Perm	0.12			0.11				c0.13			0.01	0.01
v/c Ratio	0.17	0.55		0.15	0.42			0.69			0.05	0.04
Uniform Delay, d1	3.9	5.7		3.8	4.9			34.2			30.1	30.0
Progression Factor	0.04	0.31		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	1.0	0.8		1.5	0.5			7.5			0.1	0.1
Delay (s)	1.2	2.5		5.3	5.4			41.7			30.1	30.1
Level of Service	A	A		A	A			D			C	C
Approach Delay (s)		2.5			5.4			41.7			30.1	
Approach LOS		A			A			D			C	

Intersection Summary			
HCM Average Control Delay	7.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



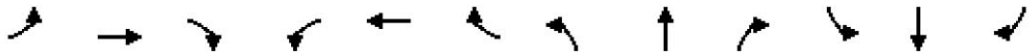
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	1215	25	261	988	36	22	123	417	48	227	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3556		1752	3553		1719	1881	1587	1805	1845	1588
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3556		1752	3553		1719	1881	1587	1805	1845	1588
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	82	1293	27	278	1051	38	23	131	444	51	241	85
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	37	0	0	68
Lane Group Flow (vph)	82	1319	0	278	1087	0	23	131	407	51	241	17
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	1%	8%	3%	1%	0%	5%	1%	1%	0%	3%	0%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.8	43.4		20.1	55.7		2.6	17.6	37.7	5.4	20.4	20.4
Effective Green, g (s)	7.8	43.4		20.1	55.7		2.6	17.6	37.7	5.4	20.4	20.4
Actuated g/C Ratio	0.08	0.42		0.20	0.54		0.03	0.17	0.37	0.05	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	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)	137	1506		344	1931		44	323	584	95	367	316
v/s Ratio Prot	0.05	c0.37		c0.16	0.31		0.01	0.07	c0.14	0.03	c0.13	
v/s Ratio Perm									0.12			0.01
v/c Ratio	0.60	0.88		0.81	0.56		0.52	0.41	0.70	0.54	0.66	0.05
Uniform Delay, d1	45.8	27.1		39.4	15.4		49.3	37.8	27.5	47.3	37.8	33.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.9	6.0		13.0	0.4		10.8	0.8	3.6	5.7	4.2	0.1
Delay (s)	52.7	33.1		52.4	15.8		60.1	38.6	31.1	53.1	42.0	33.3
Level of Service	D	C		D	B		E	D	C	D	D	C
Approach Delay (s)		34.2			23.2			33.9			41.6	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	30.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	102.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.4%	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)	33	566	1022	467	663	311	608	748	158	386	1467	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3610	2814	3467	3574	1597	3467	3574	1548	3467	5123	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3610	2814	3467	3574	1597	3467	3574	1548	3467	5123	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	615	1111	508	721	338	661	813	172	420	1595	26
RTOR Reduction (vph)	0	0	1	0	0	63	0	0	34	0	1	0
Lane Group Flow (vph)	36	615	1110	508	721	275	661	813	138	420	1620	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	1%	1%	3%	1%	1%	0%
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.8	24.7	39.7	12.0	31.9	47.8	15.0	34.2	46.2	15.9	35.1	
Effective Green, g (s)	4.8	24.7	39.7	12.0	31.9	47.8	15.0	34.2	46.2	15.9	35.1	
Actuated g/C Ratio	0.05	0.24	0.39	0.12	0.31	0.46	0.15	0.33	0.45	0.15	0.34	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	84	867	1087	405	1109	743	506	1189	756	536	1749	
v/s Ratio Prot	0.02	0.17	c0.15	c0.15	0.20	0.06	c0.19	0.23	0.02	0.12	c0.32	
v/s Ratio Perm			0.25			0.12			0.07			
v/c Ratio	0.43	0.71	1.02	1.25	0.65	0.37	1.31	0.68	0.18	0.78	0.93	
Uniform Delay, d1	47.7	35.8	31.5	45.4	30.6	17.8	43.9	29.6	17.0	41.8	32.6	
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	3.5	2.7	32.9	133.3	1.4	0.3	151.6	1.6	0.1	7.4	8.9	
Delay (s)	51.2	38.4	64.4	178.7	32.0	18.1	195.5	31.3	17.1	49.2	41.5	
Level of Service	D	D	E	F	C	B	F	C	B	D	D	
Approach Delay (s)		55.1			76.5			95.8			43.1	
Approach LOS		E			E			F			D	

Intersection Summary			
HCM Average Control Delay	65.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	102.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

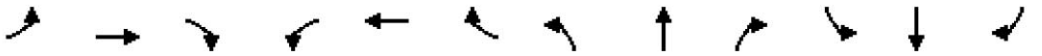


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	2	9	19	1	37	12	1329	9	45	2727	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.97			0.91		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1767			1686		1805	5181		1805	5176	
Flt Permitted		0.81			0.90		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1491			1547		1805	5181		1805	5176	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	31	2	10	22	1	43	14	1528	10	52	3134	39
RTOR Reduction (vph)	0	9	0	0	40	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	34	0	0	26	0	14	1538	0	52	3173	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.3			6.3		1.2	59.1		4.8	62.7	
Effective Green, g (s)		6.3			6.3		1.2	59.1		4.8	62.7	
Actuated g/C Ratio		0.08			0.08		0.01	0.72		0.06	0.76	
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)		114			119		26	3725		105	3948	
v/s Ratio Prot							0.01	0.30		c0.03	c0.61	
v/s Ratio Perm		c0.02			0.02							
v/c Ratio		0.30			0.22		0.54	0.41		0.50	0.80	
Uniform Delay, d1		35.9			35.6		40.2	4.6		37.5	6.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5			0.9		19.8	0.1		3.6	1.3	
Delay (s)		37.3			36.6		60.0	4.7		41.2	7.2	
Level of Service		D			D		E	A		D	A	
Approach Delay (s)		37.3			36.6			5.2			7.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	82.2	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

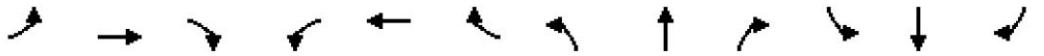
HCM Signalized Intersection Capacity Analysis
97: Via Vista Dr & Alessandro Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	22	50	16	29	39	49	1386	14	92	2538	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	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	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1801	1900	1615	1805	1900	1542	1805	5127		1805	5109	
Flt Permitted	0.54	1.00	1.00	0.74	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1026	1900	1615	1409	1900	1542	1805	5127		1805	5109	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	24	54	17	32	42	53	1507	15	100	2759	88
RTOR Reduction (vph)	0	0	48	0	0	39	0	1	0	0	2	0
Lane Group Flow (vph)	65	24	6	17	32	3	53	1521	0	100	2845	0
Confl. Peds. (#/hr)	5					5	5		5	5		5
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	1%	0%	0%	1%	0%
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)	15.0	9.8	9.8	9.8	7.2	7.2	5.2	44.2		18.8	57.8	
Effective Green, g (s)	15.0	9.8	9.8	9.8	7.2	7.2	5.2	44.2		18.8	57.8	
Actuated g/C Ratio	0.16	0.11	0.11	0.11	0.08	0.08	0.06	0.48		0.21	0.63	
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)	212	204	173	162	150	121	103	2479		371	3231	
v/s Ratio Prot	c0.02	0.01		0.00	0.02		0.03	c0.30		0.06	c0.56	
v/s Ratio Perm	c0.03		0.00	0.01		0.00						
v/c Ratio	0.31	0.12	0.03	0.10	0.21	0.03	0.51	0.61		0.27	0.88	
Uniform Delay, d1	33.2	36.9	36.6	36.8	39.4	38.9	41.9	17.3		30.5	13.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.3	0.1	0.3	0.7	0.1	4.3	0.5		0.4	3.1	
Delay (s)	34.0	37.1	36.6	37.1	40.2	39.0	46.2	17.8		30.9	17.1	
Level of Service	C	D	D	D	D	D	D	B		C	B	
Approach Delay (s)		35.5			39.0			18.7			17.5	
Approach LOS		D			D			B			B	

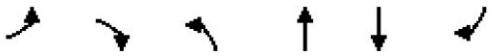
Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	91.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
98: Canyon Crest Dr & Alessandro Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	3	587	9	24	7	1352	257	73	2626	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		0.94	1.00		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00	0.89		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3023		5040	1625		1805	5136	1579	1805	5132	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3023		5040	1625		1805	5136	1579	1805	5132	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	3	0	3	611	9	25	7	1408	268	76	2735	11
RTOR Reduction (vph)	0	3	0	0	22	0	0	0	85	0	0	0
Lane Group Flow (vph)	3	0	0	611	12	0	7	1408	183	76	2746	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	0%	0%	1%	0%	4%	0%	1%	1%	0%	1%	0%
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	1.3	1.2		9.1	9.0		1.1	40.2	49.3	5.6	44.7	
Effective Green, g (s)	1.3	1.2		9.1	9.0		1.1	40.2	49.3	5.6	44.7	
Actuated g/C Ratio	0.02	0.02		0.13	0.12		0.02	0.56	0.68	0.08	0.62	
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)	33	50		636	203		28	2864	1167	140	3182	
v/s Ratio Prot	c0.00	0.00		c0.12	0.01		0.00	c0.27	0.02	0.04	c0.53	
v/s Ratio Perm									0.10			
v/c Ratio	0.09	0.00		0.96	0.06		0.25	0.49	0.16	0.54	0.86	
Uniform Delay, d1	34.8	34.9		31.3	27.8		35.1	9.7	4.0	32.0	11.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.2	0.0		26.1	0.1		4.7	0.1	0.1	4.2	2.6	
Delay (s)	36.0	34.9		57.5	27.9		39.7	9.9	4.1	36.3	13.8	
Level of Service	D	C		E	C		D	A	A	D	B	
Approach Delay (s)		35.4			55.9			9.1			14.4	
Approach LOS		D			E			A			B	

Intersection Summary			
HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	72.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

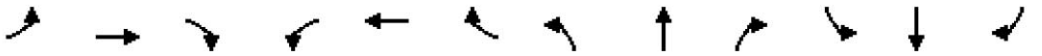


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	115	177	28	433	580	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1686	1522	1583	1845	1845	1421
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1686	1522	1583	1845	1845	1421
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	122	188	30	461	617	87
RTOR Reduction (vph)	0	165	0	0	0	9
Lane Group Flow (vph)	122	23	30	461	617	78
Confl. Peds. (#/hr)	5	5	5			5
Heavy Vehicles (%)	6%	3%	14%	3%	3%	11%
Turn Type		custom	Prot			Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	13.7	13.7	6.0	88.3	78.3	78.3
Effective Green, g (s)	13.7	13.7	6.0	88.3	78.3	78.3
Actuated g/C Ratio	0.12	0.12	0.05	0.80	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)	210	190	86	1481	1313	1011
v/s Ratio Prot			0.02	c0.25	c0.33	
v/s Ratio Perm	c0.07	0.02				0.05
v/c Ratio	0.58	0.12	0.35	0.31	0.47	0.08
Uniform Delay, d1	45.4	42.8	50.1	2.9	6.9	4.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.0	0.3	2.4	0.5	1.2	0.1
Delay (s)	49.5	43.1	52.6	3.4	8.1	5.0
Level of Service	D	D	D	A	A	A
Approach Delay (s)	45.6			6.4	7.7	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

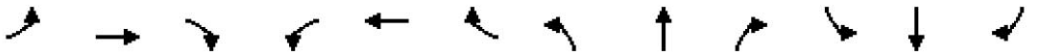
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1233	49	36	997	0	122	0	89	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	4.6				4.9
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95				1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98				0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00				1.00
Frt	1.00	0.99		1.00	1.00		1.00	0.85				0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1805	4923		1480	4988		1530	2846				1588
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	1805	4923		1480	4988		1530	2846				1588
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	1340	53	39	1084	0	133	0	97	0	0	2
RTOR Reduction (vph)	0	2	0	0	0	0	0	81	0	0	0	2
Lane Group Flow (vph)	2	1391	0	39	1084	0	133	16	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	3%	47%	22%	4%	0%	18%	0%	6%	0%	0%	0%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												4
Actuated Green, G (s)	1.2	69.2		7.5	75.5		13.3	18.7				1.1
Effective Green, g (s)	1.2	69.2		7.5	75.5		13.3	18.7				1.1
Actuated g/C Ratio	0.01	0.63		0.07	0.69		0.12	0.17				0.01
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	4.6				4.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				3.0
Lane Grp Cap (vph)	20	3097		101	3424		185	484				16
v/s Ratio Prot	0.00	c0.28		c0.03	0.22		c0.09	c0.01				
v/s Ratio Perm												0.00
v/c Ratio	0.10	0.45		0.39	0.32		0.72	0.03				0.00
Uniform Delay, d1	53.9	10.5		49.0	6.9		46.6	38.1				53.9
Progression Factor	1.20	0.32		0.78	0.58		1.00	1.00				1.00
Incremental Delay, d2	2.0	0.4		2.3	0.2		12.5	0.0				0.0
Delay (s)	66.5	3.9		40.6	4.3		59.1	38.1				53.9
Level of Service	E	A		D	A		E	D				D
Approach Delay (s)		4.0			5.5			50.3			53.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



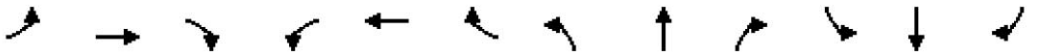
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	183	950	195	63	690	55	225	260	76	235	381	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	5.3	5.3	4.0	5.3	5.3
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91		0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1540	3502	4877		3367	3539	1587	3467	3505	1470
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1540	3502	4877		3367	3539	1587	3467	3505	1470
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	203	1056	217	70	767	61	250	289	84	261	423	134
RTOR Reduction (vph)	0	0	114	0	7	0	0	0	69	0	0	110
Lane Group Flow (vph)	203	1056	103	70	821	0	250	289	15	261	423	24
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	3%	3%	3%	0%	4%	18%	4%	2%	0%	1%	3%	8%
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	11.8	52.4	52.4	6.4	47.0		12.6	19.2	19.2	12.7	19.3	19.3
Effective Green, g (s)	11.8	52.4	52.4	6.4	47.0		12.6	19.2	19.2	12.7	19.3	19.3
Actuated g/C Ratio	0.11	0.48	0.48	0.06	0.43		0.11	0.17	0.17	0.12	0.18	0.18
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	365	2399	734	204	2084		386	618	277	400	615	258
v/s Ratio Prot	c0.06	c0.21		0.02	0.17		0.07	0.08		c0.08	c0.12	
v/s Ratio Perm			0.07						0.01			0.02
v/c Ratio	0.56	0.44	0.14	0.34	0.39		0.65	0.47	0.05	0.65	0.69	0.09
Uniform Delay, d1	46.6	19.1	16.2	49.8	21.7		46.6	40.8	37.8	46.5	42.5	38.0
Progression Factor	1.47	0.43	0.27	0.72	1.72		0.89	1.28	2.99	1.00	1.00	1.00
Incremental Delay, d2	1.7	0.6	0.4	0.9	0.5		3.7	0.6	0.1	3.8	3.2	0.2
Delay (s)	70.4	8.7	4.8	36.6	37.8		45.0	52.9	113.3	50.3	45.7	38.2
Level of Service	E	A	A	D	D		D	D	F	D	D	D
Approach Delay (s)		16.6			37.7			57.9			46.0	
Approach LOS		B			D			E			D	

Intersection Summary			
HCM Average Control Delay	34.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



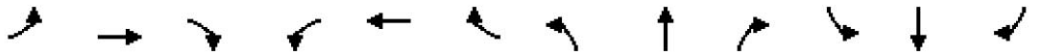
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	292	717	292	19	409	145	168	339	12	180	356	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	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	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3467	5085	1562	1719	3406	1539	3467	3556		3433	3574	1572
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3467	5085	1562	1719	3406	1539	3467	3556		3433	3574	1572
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	301	739	301	20	422	149	173	349	12	186	367	246
RTOR Reduction (vph)	0	0	0	0	0	105	0	2	0	0	0	169
Lane Group Flow (vph)	301	739	301	20	422	44	173	359	0	186	367	77
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	1%	2%	2%	5%	6%	3%	1%	1%	0%	2%	1%	1%
Turn Type	Prot		Free	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Actuated Green, G (s)	13.7	43.6	110.0	2.4	32.3	32.3	9.5	33.8		10.2	34.5	34.5
Effective Green, g (s)	13.7	43.6	110.0	2.4	32.3	32.3	9.5	33.8		10.2	34.5	34.5
Actuated g/C Ratio	0.12	0.40	1.00	0.02	0.29	0.29	0.09	0.31		0.09	0.31	0.31
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
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)	432	2016	1562	38	1000	452	299	1093		318	1121	493
v/s Ratio Prot	c0.09	0.15		0.01	c0.12		0.05	0.10		c0.05	c0.10	
v/s Ratio Perm			c0.19			0.03						0.05
v/c Ratio	0.70	0.37	0.19	0.53	0.42	0.10	0.58	0.33		0.58	0.33	0.16
Uniform Delay, d1	46.2	23.4	0.0	53.2	31.3	28.2	48.3	29.4		47.9	28.9	27.2
Progression Factor	0.91	0.77	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.4	0.5	0.3	12.5	1.3	0.4	2.7	0.8		2.7	0.8	0.7
Delay (s)	46.4	18.6	0.3	65.8	32.6	28.7	51.0	30.2		50.6	29.7	27.9
Level of Service	D	B	A	E	C	C	D	C		D	C	C
Approach Delay (s)		20.7			32.8			36.9			34.0	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.0%	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 (vph)	18	4	20	21	8	19	10	607	6	12	711	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.2		4.0	4.1	4.1	4.0	5.3		4.0	5.3	5.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.96		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1357	2598		1805	1520	1424	1641	3534		1671	3539	1274
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1357	2598		1805	1520	1424	1641	3534		1671	3539	1274
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)	19	4	21	22	8	20	11	639	6	13	748	13
RTOR Reduction (vph)	0	24	0	0	0	19	0	0	0	0	0	3
Lane Group Flow (vph)	19	1	0	22	8	1	11	645	0	13	748	10
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	33%	50%	10%	0%	25%	11%	10%	2%	0%	8%	2%	25%
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	3.5	4.3		3.3	4.2	4.2	1.5	83.3		1.6	83.4	83.4
Effective Green, g (s)	3.5	4.3		3.3	4.2	4.2	1.5	83.3		1.6	83.4	83.4
Actuated g/C Ratio	0.03	0.04		0.03	0.04	0.04	0.01	0.76		0.01	0.76	0.76
Clearance Time (s)	4.0	4.2		4.0	4.1	4.1	4.0	5.3		4.0	5.3	5.3
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)	43	102		54	58	54	22	2676		24	2683	966
v/s Ratio Prot	c0.01	0.00		0.01	c0.01		0.01	0.18		c0.01	c0.21	
v/s Ratio Perm						0.00						0.01
v/c Ratio	0.44	0.01		0.41	0.14	0.01	0.50	0.24		0.54	0.28	0.01
Uniform Delay, d1	52.3	50.8		52.4	51.1	50.9	53.9	4.0		53.8	4.1	3.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.37	0.44		0.91	0.59	0.47
Incremental Delay, d2	7.1	0.0		4.9	1.1	0.1	16.3	0.2		22.0	0.3	0.0
Delay (s)	59.4	50.8		57.3	52.2	51.0	90.2	1.9		70.9	2.7	1.5
Level of Service	E	D		E	D	D	F	A		E	A	A
Approach Delay (s)		54.5			54.0			3.4			3.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.1
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

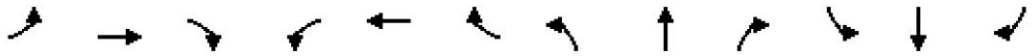


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	14	39	41	18	50	79	329	70	76	419	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1900	1587	1770	1900	1587	1805	3461		1805	3574	1570
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1900	1587	1770	1900	1587	1805	3461		1805	3574	1570
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	52	15	43	45	20	55	87	362	77	84	460	82
RTOR Reduction (vph)	0	0	39	0	0	52	0	9	0	0	0	29
Lane Group Flow (vph)	52	15	4	45	20	3	87	430	0	84	460	53
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	0%	1%	1%	0%	1%	1%
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	7.4	9.8	9.8	4.2	6.6	6.6	9.3	70.9		9.1	70.7	70.7
Effective Green, g (s)	7.4	9.8	9.8	4.2	6.6	6.6	9.3	70.9		9.1	70.7	70.7
Actuated g/C Ratio	0.07	0.09	0.09	0.04	0.06	0.06	0.08	0.64		0.08	0.64	0.64
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	119	169	141	68	114	95	153	2231		149	2297	1009
v/s Ratio Prot	0.03	c0.01		c0.03	c0.01		c0.05	0.12		0.05	c0.13	
v/s Ratio Perm			0.00			0.00						0.03
v/c Ratio	0.44	0.09	0.03	0.66	0.18	0.03	0.57	0.19		0.56	0.20	0.05
Uniform Delay, d1	49.3	46.0	45.7	52.2	49.1	48.7	48.4	7.9		48.5	8.1	7.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	0.62		1.00	1.00	1.00
Incremental Delay, d2	2.6	0.2	0.1	21.6	0.7	0.1	4.5	0.2		4.8	0.2	0.1
Delay (s)	51.9	46.2	45.8	73.8	49.9	48.8	57.2	5.1		53.4	8.3	7.4
Level of Service	D	D	D	E	D	D	E	A		D	A	A
Approach Delay (s)		48.7			58.4			13.7			14.2	
Approach LOS		D			E			B			B	

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

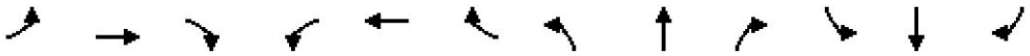
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	111	29	147	59	101	10	463	150	129	570	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3		5.3	5.3	5.3	4.0	5.3		4.0	5.3	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1706	1805		1778	1900	1567	1805	3391		1770	3550	
Flt Permitted	0.72	1.00		0.57	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1287	1805		1068	1900	1567	1805	3391		1770	3550	
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)	23	117	31	155	62	106	11	487	158	136	600	12
RTOR Reduction (vph)	0	11	0	0	0	87	0	20	0	0	1	0
Lane Group Flow (vph)	23	137	0	155	62	19	11	625	0	136	611	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	5%	2%	0%	1%	0%	1%	0%	2%	1%	2%	1%	18%
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	19.9	19.9		19.9	19.9	19.9	1.5	61.8		13.7	74.0	
Effective Green, g (s)	19.9	19.9		19.9	19.9	19.9	1.5	61.8		13.7	74.0	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.01	0.56		0.12	0.67	
Clearance Time (s)	5.3	5.3		5.3	5.3	5.3	4.0	5.3		4.0	5.3	
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)	233	327		193	344	283	25	1905		220	2388	
v/s Ratio Prot		0.08			0.03		0.01	c0.18		c0.08	0.17	
v/s Ratio Perm	0.02			c0.15		0.01						
v/c Ratio	0.10	0.42		0.80	0.18	0.07	0.44	0.33		0.62	0.26	
Uniform Delay, d1	37.6	39.9		43.2	38.1	37.4	53.8	12.9		45.7	7.1	
Progression Factor	1.00	1.00		0.90	0.89	1.03	1.43	0.29		1.00	2.40	
Incremental Delay, d2	0.2	0.9		20.6	0.2	0.1	11.6	0.5		5.0	0.3	
Delay (s)	37.8	40.8		59.4	34.1	38.7	88.7	4.2		50.5	17.3	
Level of Service	D	D		E	C	D	F	A		D	B	
Approach Delay (s)		40.4			47.8			5.7			23.3	
Approach LOS		D			D			A			C	

Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	61.5%	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 (vph)	252	238	67	10	176	28	41	184	21	50	205	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.98		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3468		1805	3479		1805	3518		1770	3280	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3468		1805	3479		1805	3518		1770	3280	
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)	265	251	71	11	185	29	43	194	22	53	216	237
RTOR Reduction (vph)	0	30	0	0	14	0	0	6	0	0	122	0
Lane Group Flow (vph)	265	292	0	11	200	0	43	210	0	53	331	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	0%	1%	0%	1%	4%	0%	1%	0%	2%	0%	1%
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	20.4	34.0		1.2	14.8		5.6	51.2		7.6	53.2	
Effective Green, g (s)	20.4	34.0		1.2	14.8		5.6	51.2		7.6	53.2	
Actuated g/C Ratio	0.19	0.31		0.01	0.13		0.05	0.47		0.07	0.48	
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)	335	1072		20	468		92	1637		122	1586	
v/s Ratio Prot	c0.15	0.08		0.01	c0.06		0.02	0.06		c0.03	c0.10	
v/s Ratio Perm												
v/c Ratio	0.79	0.27		0.55	0.43		0.47	0.13		0.43	0.21	
Uniform Delay, d1	42.8	28.7		54.1	43.7		50.8	16.7		49.1	16.3	
Progression Factor	0.88	0.90		1.00	1.00		1.00	1.00		1.52	0.36	
Incremental Delay, d2	11.8	0.1		28.9	0.6		3.7	0.2		2.4	0.3	
Delay (s)	49.3	25.8		83.0	44.3		54.5	16.9		77.2	6.2	
Level of Service	D	C		F	D		D	B		E	A	
Approach Delay (s)		36.4			46.2			23.1			13.7	
Approach LOS		D			D			C			B	

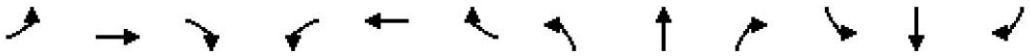
Intersection Summary			
HCM Average Control Delay	28.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	38	8	43	18	60	4	566	37	97	655	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9		4.0	4.9	4.9	4.0	5.3		4.0	5.3	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1769		1805	1900	1586	1444	3539		1787	3524	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1769		1805	1900	1586	1444	3539		1787	3524	
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)	24	40	8	45	19	63	4	596	39	102	689	12
RTOR Reduction (vph)	0	7	0	0	0	57	0	3	0	0	1	0
Lane Group Flow (vph)	24	41	0	45	19	6	4	632	0	102	700	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	0%	0%	25%	0%	0%	0%	25%	1%	0%	1%	2%	9%
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	4.2	7.8		6.6	10.2	10.2	1.4	65.8		11.6	76.0	
Effective Green, g (s)	4.2	7.8		6.6	10.2	10.2	1.4	65.8		11.6	76.0	
Actuated g/C Ratio	0.04	0.07		0.06	0.09	0.09	0.01	0.60		0.11	0.69	
Clearance Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	5.3		4.0	5.3	
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)	69	125		108	176	147	18	2117		188	2435	
v/s Ratio Prot	0.01	c0.02		c0.02	0.01		0.00	c0.18		c0.06	0.20	
v/s Ratio Perm						0.00						
v/c Ratio	0.35	0.32		0.42	0.11	0.04	0.22	0.30		0.54	0.29	
Uniform Delay, d1	51.6	48.6		49.8	45.7	45.4	53.8	10.8		46.7	6.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.23	0.28		0.85	1.34	
Incremental Delay, d2	3.0	1.5		2.6	0.3	0.1	5.6	0.3		3.1	0.3	
Delay (s)	54.6	50.1		52.4	46.0	45.6	71.7	3.3		42.6	9.1	
Level of Service	D	D		D	D	D	E	A		D	A	
Approach Delay (s)		51.6			48.1			3.8			13.3	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM Average Control Delay	14.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

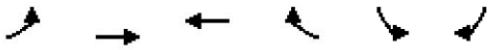
HCM Unsignalized Intersection Capacity Analysis
114: Orange Ave & Evans Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	85	100	46	12	69	25	34	158	19	10	138	78
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	87	102	47	12	70	26	35	161	19	10	141	80

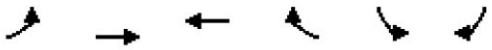
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	236	108	35	181	10	220
Volume Left (vph)	87	12	35	0	10	0
Volume Right (vph)	47	26	0	19	0	80
Hadj (s)	-0.03	-0.09	0.50	-0.08	0.50	-0.23
Departure Headway (s)	5.2	5.4	6.3	5.7	6.3	5.5
Degree Utilization, x	0.34	0.16	0.06	0.29	0.02	0.34
Capacity (veh/h)	639	600	539	594	539	614
Control Delay (s)	10.9	9.4	8.5	9.8	8.2	10.1
Approach Delay (s)	10.9	9.4	9.5		10.0	
Approach LOS	B	A	A		B	

Intersection Summary				
Delay	10.1			
HCM Level of Service	B			
Intersection Capacity Utilization	44.8%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	199	468	353	45	52	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1863	1881	1569	1805	1548
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1787	1863	1881	1569	1805	1548
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	509	384	49	57	182
RTOR Reduction (vph)	0	0	0	25	0	139
Lane Group Flow (vph)	216	509	384	24	57	43
Confl. Peds. (#/hr)	5			5	5	5
Heavy Vehicles (%)	1%	2%	1%	0%	0%	1%
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Actuated Green, G (s)	18.5	76.0	53.5	53.5	26.0	26.0
Effective Green, g (s)	18.5	76.0	53.5	53.5	26.0	26.0
Actuated g/C Ratio	0.17	0.69	0.49	0.49	0.24	0.24
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)	301	1287	915	763	427	366
v/s Ratio Prot	c0.12	0.27	c0.20		c0.03	
v/s Ratio Perm				0.02		0.03
v/c Ratio	0.72	0.40	0.42	0.03	0.13	0.12
Uniform Delay, d1	43.3	7.2	18.2	14.7	33.1	33.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9	0.9	1.4	0.1	0.6	0.7
Delay (s)	51.2	8.1	19.6	14.8	33.8	33.6
Level of Service	D	A	B	B	C	C
Approach Delay (s)		21.0	19.1		33.7	
Approach LOS		C	B		C	

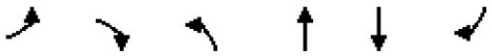
Intersection Summary			
HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	676	435	29	44	32
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	12	697	448	30	45	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						2
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	478				1185	463
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478				1185	463
tC, single (s)	4.2				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	99				78	94
cM capacity (veh/h)	1053				206	597

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	12	697	478	78
Volume Left	12	0	0	45
Volume Right	0	0	30	33
cSH	1053	1700	1700	356
Volume to Capacity	0.01	0.41	0.28	0.22
Queue Length 95th (ft)	1	0	0	21
Control Delay (s)	8.5	0.0	0.0	20.6
Lane LOS	A			C
Approach Delay (s)	0.1		0.0	20.6
Approach LOS				C

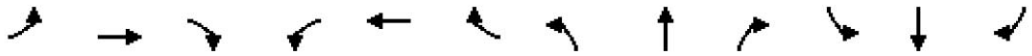
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	28	17	3	353	659	47
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	29	18	3	368	686	49
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1090	716	735			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1090	716	735			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	87	96	100			
cM capacity (veh/h)	227	422	879			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	47	3	368	735
Volume Left	29	3	0	0
Volume Right	18	0	0	49
cSH	275	879	1700	1700
Volume to Capacity	0.17	0.00	0.22	0.43
Queue Length 95th (ft)	15	0	0	0
Control Delay (s)	20.8	9.1	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	20.8	0.1		0.0
Approach LOS	C			

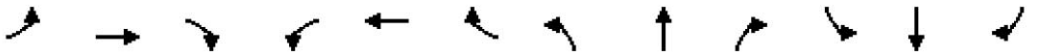
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	577	0	0	204	180	143	2	9	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	13	595	0	0	210	186	147	2	9	0	0	0
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)									10			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	401			600			842	1028	605	848	842	220
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	401			600			842	1028	605	848	842	220
tC, single (s)	4.2			4.1			7.1	7.0	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.5	3.5	3.5	4.0	3.3
p0 queue free %	99			100			47	99	98	100	100	100
cM capacity (veh/h)	1091			983			280	191	459	271	298	821

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	13	595	210	186	159
Volume Left	13	0	0	0	147
Volume Right	0	0	0	186	9
cSH	1091	1700	1700	1700	296
Volume to Capacity	0.01	0.35	0.12	0.11	0.54
Queue Length 95th (ft)	1	0	0	0	74
Control Delay (s)	8.3	0.0	0.0	0.0	30.7
Lane LOS	A				D
Approach Delay (s)	0.2		0.0		30.7
Approach LOS					D

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

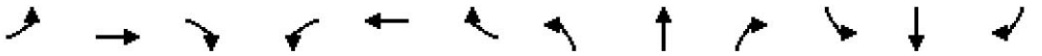


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	391	307	7	355	0	0	0	0	218	2	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	407	320	7	370	0	0	0	0	227	2	4
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												7
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	375			732			805	802	417	802	1121	380
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	375			732			805	802	417	802	1121	380
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	100	24	99	99
cM capacity (veh/h)	1190			882			295	316	637	297	205	666

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	407	320	7	370	233
Volume Left	0	0	7	0	227
Volume Right	0	320	0	0	4
cSH	1700	1700	882	1700	302
Volume to Capacity	0.24	0.19	0.01	0.22	0.77
Queue Length 95th (ft)	0	0	1	0	150
Control Delay (s)	0.0	0.0	9.1	0.0	48.2
Lane LOS			A		E
Approach Delay (s)	0.0		0.2		48.2
Approach LOS					E

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

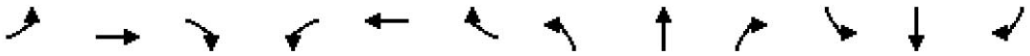
HCM Signalized Intersection Capacity Analysis
126: Ramona Expy & SR-79(Sanderson Ave)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	340	112	30	243	238	66	462	44	418	819	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3505	1568	3502	3438	1557	3433	3574	1598	3367	3505	1466
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3505	1568	3502	3438	1557	3433	3574	1598	3367	3505	1466
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	182	351	115	31	251	245	68	476	45	431	844	287
RTOR Reduction (vph)	0	0	77	0	0	111	0	0	30	0	0	156
Lane Group Flow (vph)	182	351	38	31	251	134	68	476	15	431	844	131
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	2%	3%	2%	0%	5%	3%	2%	1%	0%	4%	3%	9%
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.1	14.8	21.9	5.4	13.1	27.3	7.1	16.0	21.4	14.2	23.1	30.2
Effective Green, g (s)	7.1	14.8	21.9	5.4	13.1	27.3	7.1	16.0	21.4	14.2	23.1	30.2
Actuated g/C Ratio	0.11	0.22	0.33	0.08	0.20	0.41	0.11	0.24	0.32	0.21	0.35	0.45
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	367	781	612	285	678	734	367	861	611	720	1219	755
v/s Ratio Prot	c0.05	c0.10	0.01	0.01	0.07	0.04	0.02	0.13	0.00	c0.13	c0.24	0.02
v/s Ratio Perm			0.02			0.05			0.01			0.07
v/c Ratio	0.50	0.45	0.06	0.11	0.37	0.18	0.19	0.55	0.02	0.60	0.69	0.17
Uniform Delay, d1	28.0	22.3	15.2	28.3	23.1	12.4	27.0	22.1	15.4	23.5	18.6	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	0.4	0.0	0.2	0.3	0.1	0.2	0.8	0.0	1.3	1.7	0.1
Delay (s)	29.0	22.7	15.3	28.4	23.4	12.6	27.3	22.8	15.4	24.9	20.3	10.8
Level of Service	C	C	B	C	C	B	C	C	B	C	C	B
Approach Delay (s)		23.2			18.7			22.8			19.8	
Approach LOS		C			B			C			B	

Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	66.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
129: 6th St & California Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	17	284	151	31	218	15	199	53	44	18	25	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	305	162	33	234	16	214	57	47	19	27	1

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	18	468	33	251	214	104	47
Volume Left (vph)	18	0	33	0	214	0	19
Volume Right (vph)	0	162	0	16	0	47	1
Hadj (s)	0.58	-0.24	2.20	-0.01	0.55	-0.27	0.11
Departure Headway (s)	6.8	6.0	8.7	6.5	7.3	6.5	7.5
Degree Utilization, x	0.03	0.78	0.08	0.45	0.43	0.19	0.10
Capacity (veh/h)	504	585	394	533	459	516	426
Control Delay (s)	8.8	25.3	11.3	13.4	14.6	9.8	11.3
Approach Delay (s)	24.7		13.1		13.0		11.3
Approach LOS	C		B		B		B

Intersection Summary			
Delay	18.0		
HCM Level of Service	C		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
130: 6th St & Beaumont Ave

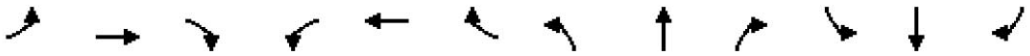
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	244	48	78	203	146	35	253	63	112	233	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1767	3455		1802	1602	1336	1805	3451		1770	3402	
Flt Permitted	0.62	1.00		0.56	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1148	3455		1068	1602	1336	1805	3451		1770	3402	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	260	51	83	216	155	37	269	67	119	248	59
RTOR Reduction (vph)	0	25	0	0	0	90	0	33	0	0	27	0
Lane Group Flow (vph)	117	286	0	83	216	65	37	303	0	119	280	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Heavy Vehicles (%)	2%	2%	0%	0%	2%	3%	0%	1%	2%	2%	2%	5%
Parking (#/hr)					8	8						
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	11.3	11.3		11.3	11.3	17.4	1.1	12.0		6.1	17.0	
Effective Green, g (s)	11.3	11.3		11.3	11.3	17.4	1.1	12.0		6.1	17.0	
Actuated g/C Ratio	0.27	0.27		0.27	0.27	0.42	0.03	0.29		0.15	0.41	
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)	313	943		292	437	691	48	1000		261	1397	
v/s Ratio Prot		0.08			c0.13	0.01	0.02	c0.09		c0.07	0.08	
v/s Ratio Perm	0.10			0.08		0.03						
v/c Ratio	0.37	0.30		0.28	0.49	0.09	0.77	0.30		0.46	0.20	
Uniform Delay, d1	12.2	11.9		11.9	12.6	7.2	20.0	11.4		16.1	7.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.2		0.5	0.9	0.1	53.1	0.2		1.3	0.1	
Delay (s)	12.9	12.1		12.4	13.5	7.3	73.1	11.6		17.4	7.9	
Level of Service	B	B		B	B	A	E	B		B	A	
Approach Delay (s)		12.3			11.2			17.7			10.6	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	41.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	10	1208	3	2	362	8
Ideal Flow (vphpl)	1800	1800	1800	1800	1700	1800
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.97	0.95	1.00
Satd. Flow (prot)	1800	1529		1456	1599	1354
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	1800	1529		1499	1599	1354
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	11	1299	3	2	389	9
RTOR Reduction (vph)	0	0	0	0	0	1
Lane Group Flow (vph)	11	1299	0	5	389	8
Confl. Peds. (#/hr)		5	5			5
Heavy Vehicles (%)	0%	0%	33%	0%	1%	13%
Turn Type		pm+ov	Perm			Prot
Protected Phases	4	2		8	2	2
Permitted Phases		4	8			
Actuated Green, G (s)	1.2	54.8		1.2	53.6	53.6
Effective Green, g (s)	1.2	54.8		1.2	53.6	53.6
Actuated g/C Ratio	0.02	0.85		0.02	0.83	0.83
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	33	1529		28	1323	1120
v/s Ratio Prot	0.01	c0.70			0.24	0.01
v/s Ratio Perm		0.15		0.00		
v/c Ratio	0.33	0.85		0.18	0.29	0.01
Uniform Delay, d1	31.4	2.7		31.3	1.3	1.0
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.9	4.6		3.0	0.1	0.0
Delay (s)	37.3	7.4		34.4	1.4	1.0
Level of Service	D	A		C	A	A
Approach Delay (s)	7.6			34.4	1.4	
Approach LOS	A			C	A	

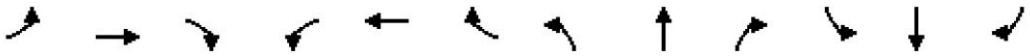
Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	64.8	Sum of lost time (s)	0.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	22	479	0	0	164	204	2	25	2	202	2	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	24	532	0	0	182	227	2	28	2	224	2	18

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	557	409	32	244
Volume Left (vph)	24	0	2	224
Volume Right (vph)	0	227	2	18
Hadj (s)	0.01	-0.32	-0.03	0.16
Departure Headway (s)	5.6	5.5	7.3	6.7
Degree Utilization, x	0.86	0.62	0.07	0.46
Capacity (veh/h)	635	622	417	503
Control Delay (s)	33.3	17.2	10.8	15.2
Approach Delay (s)	33.3	17.2	10.8	15.2
Approach LOS	D	C	B	C

Intersection Summary				
Delay		23.9		
HCM Level of Service		C		
Intersection Capacity Utilization		71.8%	ICU Level of Service	C
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	21	601	6	3	362	149	3	3	5	105	0	11
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	25	715	7	4	431	177	4	4	6	125	0	13

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	748	612	13	138
Volume Left (vph)	25	4	4	125
Volume Right (vph)	7	177	6	13
Hadj (s)	0.02	-0.15	-0.22	0.15
Departure Headway (s)	5.3	5.2	7.3	7.1
Degree Utilization, x	1.11	0.89	0.03	0.27
Capacity (veh/h)	667	682	461	487
Control Delay (s)	90.4	35.2	10.5	12.7
Approach Delay (s)	90.4	35.2	10.5	12.7
Approach LOS	F	E	B	B

Intersection Summary			
Delay	60.2		
HCM Level of Service	F		
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	56	593	24	18	517	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	62	659	27	20	574	82

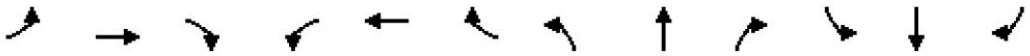
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	721	47	657
Volume Left (vph)	0	27	574
Volume Right (vph)	659	0	82
Hadj (s)	-0.55	0.11	0.13
Departure Headway (s)	5.3	7.1	6.0
Degree Utilization, x	1.07	0.09	1.10
Capacity (veh/h)	686	500	602
Control Delay (s)	76.9	10.8	89.4
Approach Delay (s)	76.9	10.8	89.4
Approach LOS	F	B	F

Intersection Summary			
Delay	80.5		
HCM Level of Service	F		
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	51	32	226	54	34	176
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	55	35	246	59	37	191
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			90		623	73
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			90		623	73
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			84		90	81
cM capacity (veh/h)			1518		376	995

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	90	304	228
Volume Left	0	246	37
Volume Right	35	0	191
cSH	1700	1518	785
Volume to Capacity	0.05	0.16	0.29
Queue Length 95th (ft)	0	14	30
Control Delay (s)	0.0	6.6	11.5
Lane LOS		A	B
Approach Delay (s)	0.0	6.6	11.5
Approach LOS			B

Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	2	4	4	1	7	1	200	11	14	268	11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	3	2	4	4	1	7	1	204	11	14	273	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	9	12	216	299
Volume Left (vph)	3	4	1	14
Volume Right (vph)	4	7	11	11
Hadj (s)	-0.20	-0.28	-0.01	0.00
Departure Headway (s)	4.8	4.7	4.2	4.2
Degree Utilization, x	0.01	0.02	0.25	0.35
Capacity (veh/h)	665	675	831	843
Control Delay (s)	7.9	7.8	8.7	9.4
Approach Delay (s)	7.9	7.8	8.7	9.4
Approach LOS	A	A	A	A

Intersection Summary			
Delay	9.0		
HCM Level of Service	A		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Traffic Impact Analysis Report

for the World Logistics Center

Appendix C

Intersection LOS Worksheets
for Existing Plus Phase 1 Conditions

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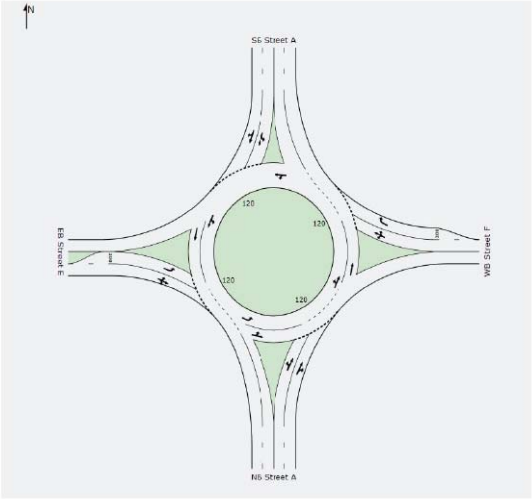
Title: Intersection 1 - Existing Plus Phase 1 - AM Peak Hour
Intersection Type: Roundabout

Lane Use & Performance

	Demand Flow veh/h	HV %	Capacity veh/h	Deg. Satn. v/c	Lane Util. %	Average Delay sec	Level of Service	Percentile Back of Queue Vehicles veh	Percentile Back of Queue Distance ft	Prob. Blockage %
South: NB Street A										
Lane 1	325	0.0	822	0.395	100	8.0	LOS A	1.9	48.3	0.0
Lane 2	335	0.0	849	0.395	100	6.8	LOS A	1.9	48.6	0.0
Approach	660	0.0		0.395		7.4	LOS A	1.9	48.6	
East: WB Street F										
Lane 1	80	0.0	740	0.108	100	11.0	LOS B	0.4	10.2	0.0
Lane 2	20	0.0	406	0.049	45	11.0	LOS B	0.2	3.9	0.0
Approach	100	0.0		0.108		11.0	LOS B	0.4	10.2	
North: SB Street A										
Lane 1	968	0.0	1305	0.742	100	6.4	LOS A	8.2	204.1	0.0
Lane 2	1082	0.0	1459	0.742	100	7.0	LOS A	8.2	205.3	0.0
Approach	2050	0.0		0.742		6.7	LOS A	8.2	205.3	
West: EB Street E										
Lane 1	319	0.0	553	0.577	100	21.1	LOS C	4.0	98.8	0.0
Lane 2	351	0.0	608	0.577	100	18.8	LOS B	4.1	103.3	0.0
Approach	670	0.0		0.577		19.9	LOS B	4.1	103.3	
All Vehicles	3480			0.742		9.5	LOS A	8.2	205.3	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	60	60	110	170	320	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	65	120	185	348	217

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	65	65	120	185	348	217
Volume Left (vph)	0	0	120	0	348	0
Volume Right (vph)	0	65	0	0	0	217
Hadj (s)	0.00	-0.70	0.50	0.00	0.50	-0.70
Departure Headway (s)	6.5	5.8	6.8	6.3	6.2	5.0
Degree Utilization, x	0.12	0.11	0.22	0.32	0.60	0.30
Capacity (veh/h)	513	573	506	549	557	689
Control Delay (s)	9.2	8.3	10.5	11.0	17.0	9.0
Approach Delay (s)	8.8		10.8		13.9	
Approach LOS	A		B		B	

Intersection Summary			
Delay	12.3		
HCM Level of Service	B		
Intersection Capacity Utilization	37.2%	ICU Level of Service	A
Analysis Period (min)	15		

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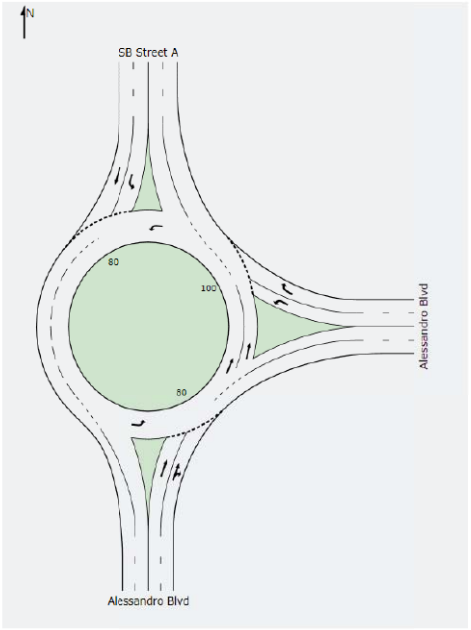
LANE OUTPUT

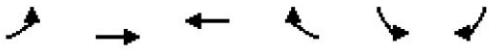
*Use the **Control** sheet to create output data in this sheet. For detailed information, refer to the **Intro** sheet.*

Title: Intersection 3 - Existing Plus Phase 1 - AM Peak Hour
Intersection Type: Roundabout

Lane Use & Performance

	Demand Flow veh/h	HV %	Capacity veh/h	Deg. Satn. v/c	Lane Util. %	Average Delay sec	Level of Service	Percentile Back of Queue Vehicles veh	Percentile Back of Queue Distance ft	Prob. Blockage %
South: NB Alessandro Blvd										
Lane 1	150	0.0	1274	0.118	100	5.7	LOS A	0.6	15.4	0.0
Lane 2	150	0.0	1279	0.118	100	6.6	LOS A	0.6	15.4	0.0
Approach	300	0.0		0.118		6.2	LOS A	0.6	15.4	
East: WB Alessandro Blvd										
Lane 1	100	0.0	955	0.105	100	13.2	LOS B	0.4	10.5	0.0
Lane 2	160	0.0	1060	0.151	100	7.3	LOS A	0.6	15.9	0.0
Approach	260	0.0		0.151		9.5	LOS A	0.6	15.9	
North: SB Street A										
Lane 1	70	0.0	938	0.075	100	12.7	LOS B	0.3	8.1	0.0
Lane 2	190	0.0	1295	0.147	100	6.1	LOS A	0.7	17.7	0.0
Approach	260	0.0		0.147		7.9	LOS A	0.7	17.7	
All Vehicles	820			0.151		7.8	LOS A	0.7	17.7	

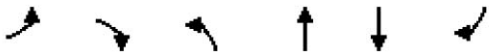




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	110	250	30	30	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	120	272	33	33	11
Pedestrians		5	5		5	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	309				439	298
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	309				439	298
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				94	99
cM capacity (veh/h)	1257				569	740

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	130	304	43
Volume Left	11	0	33
Volume Right	0	33	11
cSH	1257	1700	604
Volume to Capacity	0.01	0.18	0.07
Queue Length 95th (ft)	1	0	6
Control Delay (s)	0.7	0.0	11.4
Lane LOS	A		B
Approach Delay (s)	0.7	0.0	11.4
Approach LOS			B

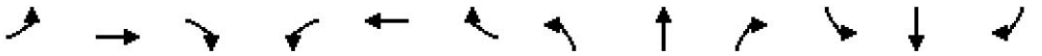
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	20	100	230	600	270	40
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	22	112	258	674	303	45
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1522	331	348			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1522	331	348			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	84	79			
cM capacity (veh/h)	103	712	1222			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	135	933	348
Volume Left	22	258	0
Volume Right	112	0	45
cSH	360	1222	1700
Volume to Capacity	0.38	0.21	0.20
Queue Length 95th (ft)	42	20	0
Control Delay (s)	20.9	4.6	0.0
Lane LOS	C	A	
Approach Delay (s)	20.9	4.6	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	0	30	5	0	5	10	760	0	0	550	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	34	0	34	6	0	6	11	864	0	0	625	23
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1527	1521	635	1555	1544	874	653			869		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1527	1521	635	1555	1544	874	653			869		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	63	100	93	93	100	98	99			100		
cM capacity (veh/h)	93	117	478	84	114	349	940			781		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	68	11	11	864	0	0	625	23
Volume Left	34	6	11	0	0	0	0	0
Volume Right	34	6	0	0	0	0	0	23
cSH	156	136	940	1700	1700	1700	1700	1700
Volume to Capacity	0.44	0.08	0.01	0.51	0.00	0.00	0.37	0.01
Queue Length 95th (ft)	49	7	1	0	0	0	0	0
Control Delay (s)	44.8	34.0	8.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	D	A					
Approach Delay (s)	44.8	34.0	0.1			0.0		
Approach LOS	E	D						

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	51.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	10	30	10	10	10	50	580	10	10	430	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		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
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.97			0.95		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1769			1766		1805	1894		1805	1900	1561
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1769			1766		1805	1894		1805	1900	1561
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	119	12	36	12	12	12	60	690	12	12	512	95
RTOR Reduction (vph)	0	6	0	0	12	0	0	1	0	0	0	26
Lane Group Flow (vph)	0	161	0	0	25	0	60	701	0	12	512	69
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Split			Split			Prot			Prot		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)		45.2			5.0		8.2	50.8		3.0	45.6	45.6
Effective Green, g (s)		45.2			5.0		8.2	50.8		3.0	45.6	45.6
Actuated g/C Ratio		0.38			0.04		0.07	0.42		0.02	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)		666			74		123	802		45	722	593
v/s Ratio Prot		c0.09			c0.01		c0.03	c0.37		0.01	0.27	
v/s Ratio Perm												0.04
v/c Ratio		0.24			0.33		0.49	0.87		0.27	0.71	0.12
Uniform Delay, d1		25.6			55.9		53.9	31.7		57.4	31.6	24.1
Progression Factor		0.78			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.5			2.6		3.0	10.5		3.2	3.2	0.1
Delay (s)		20.5			58.5		56.9	42.1		60.6	34.8	24.2
Level of Service		C			E		E	D		E	C	C
Approach Delay (s)		20.5			58.5			43.3			33.7	
Approach LOS		C			E			D			C	

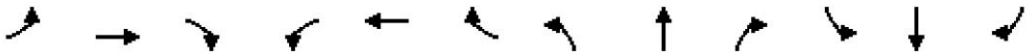
Intersection Summary			
HCM Average Control Delay	37.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	10	130	30	10	70	60
Sign Control	Yield			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	12	160	37	12	86	74
Pedestrians	5			5		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	257	5	345	183	5	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	257	5	345	183	5	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	85	92	98	95	
cM capacity (veh/h)	611	1080	488	671	1623	

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	12	160	49	86	74
Volume Left	0	0	37	86	0
Volume Right	0	160	0	0	74
cSH	611	1080	524	1623	1700
Volume to Capacity	0.02	0.15	0.09	0.05	0.04
Queue Length 95th (ft)	2	13	8	4	0
Control Delay (s)	11.0	8.9	12.6	7.3	0.0
Lane LOS	B	A	B	A	
Approach Delay (s)	9.1		12.6	4.0	
Approach LOS	A		B		

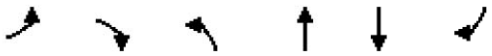
Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	10	10	20	10	100	10	500	130	220	240	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	12	12	24	12	119	12	595	155	262	286	12
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1570	1599	302	1534	1528	683	303			755		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1570	1599	302	1534	1528	683	303			755		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	84	98	62	85	73	99			70		
cM capacity (veh/h)	45	73	737	62	81	449	1265			861		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	24	155	12	750	262	298
Volume Left	0	24	12	0	262	0
Volume Right	12	119	0	155	0	12
cSH	133	195	1265	1700	861	1700
Volume to Capacity	0.18	0.79	0.01	0.44	0.30	0.18
Queue Length 95th (ft)	16	138	1	0	32	0
Control Delay (s)	37.8	70.5	7.9	0.0	11.0	0.0
Lane LOS	E	F	A		B	
Approach Delay (s)	37.8	70.5	0.1		5.1	
Approach LOS	E	F				

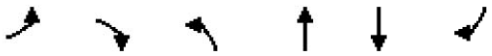
Intersection Summary				
Average Delay	9.9			
Intersection Capacity Utilization	70.9%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	190	190	60	470	280	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1729		1805	1900	1900	1615
Flt Permitted	0.98		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1729		1805	1900	1900	1615
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	224	224	71	553	329	35
RTOR Reduction (vph)	60	0	0	0	0	12
Lane Group Flow (vph)	388	0	71	553	329	23
Confl. Peds. (#/hr)						
Turn Type			Prot			pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases						6
Actuated Green, G (s)	14.6		3.4	22.5	15.1	29.7
Effective Green, g (s)	14.6		3.4	22.5	15.1	29.7
Actuated g/C Ratio	0.32		0.08	0.50	0.33	0.66
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)	560		136	948	636	1207
v/s Ratio Prot	c0.22		0.04	c0.29	0.17	0.01
v/s Ratio Perm						0.01
v/c Ratio	0.69		0.52	0.58	0.52	0.02
Uniform Delay, d1	13.3		20.1	8.0	12.1	2.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7		3.6	0.9	0.7	0.0
Delay (s)	17.0		23.7	8.9	12.8	2.7
Level of Service	B		C	A	B	A
Approach Delay (s)	17.0			10.6	11.8	
Approach LOS	B			B	B	

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	45.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

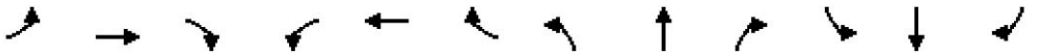
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	20	260	930	90	120	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.97	0.91	0.91	1.00
Frpb, ped/bikes	1.00	0.99	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1592	3502	5187	5187	1591
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1805	1592	3502	5187	5187	1591
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	22	280	1000	97	129	65
RTOR Reduction (vph)	0	232	0	0	0	55
Lane Group Flow (vph)	22	48	1000	97	129	10
Confl. Peds. (#/hr)	5	5				5
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	7.7	7.7	18.0	29.1	7.1	7.1
Effective Green, g (s)	7.7	7.7	18.0	29.1	7.1	7.1
Actuated g/C Ratio	0.17	0.17	0.40	0.65	0.16	0.16
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)	310	274	1407	3369	822	252
v/s Ratio Prot	0.01		c0.29	0.02	c0.02	
v/s Ratio Perm		c0.03				0.01
v/c Ratio	0.07	0.18	0.71	0.03	0.16	0.04
Uniform Delay, d1	15.6	15.8	11.2	2.8	16.3	16.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.3	1.7	0.0	0.1	0.1
Delay (s)	15.6	16.1	12.9	2.8	16.4	16.0
Level of Service	B	B	B	A	B	B
Approach Delay (s)	16.1			12.0	16.2	
Approach LOS	B			B	B	

Intersection Summary			
HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	44.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.4%	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)	60	0	1580	0	0	0	0	1030	140	0	370	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0		4.0	4.0
Lane Util. Factor	1.00		0.88					0.91	1.00		0.91	1.00
Frpb, ped/bikes	1.00		0.99					1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00		1.00					1.00	1.00		1.00	1.00
Frt	1.00		0.85					1.00	0.85		1.00	0.85
Flt Protected	0.95		1.00					1.00	1.00		1.00	1.00
Satd. Flow (prot)	1805		2804					5187	1591		5187	1575
Flt Permitted	0.95		1.00					1.00	1.00		1.00	1.00
Satd. Flow (perm)	1805		2804					5187	1591		5187	1575
Peak-hour factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	80	0	2107	0	0	0	0	1373	187	0	493	13
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	54	0	0	4
Lane Group Flow (vph)	80	0	2107	0	0	0	0	1373	133	0	493	9
Confl. Peds. (#/hr)			5						5			5
Turn Type	custom		Free						Perm			Perm
Protected Phases								2			6	
Permitted Phases	4		Free						2			6
Actuated Green, G (s)	4.4		42.8					30.4	30.4		30.4	30.4
Effective Green, g (s)	4.4		42.8					30.4	30.4		30.4	30.4
Actuated g/C Ratio	0.10		1.00					0.71	0.71		0.71	0.71
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)	186		2804					3684	1130		3684	1119
v/s Ratio Prot								0.26			0.10	
v/s Ratio Perm	0.04		c0.75						0.08			0.01
v/c Ratio	0.43		0.75					0.37	0.12		0.13	0.01
Uniform Delay, d1	18.0		0.0					2.4	2.0		2.0	1.8
Progression Factor	1.00		1.00					1.00	1.00		1.00	1.00
Incremental Delay, d2	1.6		1.9					0.1	0.0		0.0	0.0
Delay (s)	19.6		1.9					2.5	2.0		2.0	1.8
Level of Service	B		A					A	A		A	A
Approach Delay (s)		2.6			0.0			2.4			2.0	
Approach LOS		A			A			A			A	

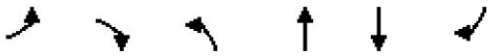
Intersection Summary			
HCM Average Control Delay	2.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	42.8	Sum of lost time (s)	0.0
Intersection Capacity Utilization	31.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	10	60	460	50	280	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	0.97	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1574	1900	1591	1805	1900
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	1574	1900	1591	1805	1900
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	65	500	54	304	217
RTOR Reduction (vph)	0	60	0	25	0	0
Lane Group Flow (vph)	11	5	500	29	304	217
Confl. Peds. (#/hr)	5	5		5		
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	3.7	3.7	17.8	17.8	13.2	35.0
Effective Green, g (s)	3.7	3.7	17.8	17.8	13.2	35.0
Actuated g/C Ratio	0.08	0.08	0.38	0.38	0.28	0.75
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)	143	125	724	606	510	1424
v/s Ratio Prot	c0.01		c0.26		c0.17	0.11
v/s Ratio Perm		0.00		0.02		
v/c Ratio	0.08	0.04	0.69	0.05	0.60	0.15
Uniform Delay, d1	19.9	19.9	12.1	9.1	14.5	1.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	2.8	0.0	1.9	0.0
Delay (s)	20.1	20.0	15.0	9.1	16.3	1.7
Level of Service	C	B	B	A	B	A
Approach Delay (s)	20.0		14.4			10.2
Approach LOS	C		B			B

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	46.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

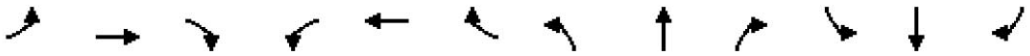
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	100	120	150	1190	2020	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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	0.95	0.91	1.00
Frpb, ped/bikes	1.00	0.99	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1591	1805	3610	5187	1589
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1805	1591	1805	3610	5187	1589
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	115	138	172	1368	2322	57
RTOR Reduction (vph)	0	118	0	0	0	10
Lane Group Flow (vph)	115	20	172	1368	2322	47
Confl. Peds. (#/hr)	5	5				5
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.6	9.6	8.0	49.1	37.1	37.1
Effective Green, g (s)	9.6	9.6	8.0	49.1	37.1	37.1
Actuated g/C Ratio	0.14	0.14	0.12	0.74	0.56	0.56
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	229	216	2657	2885	884
v/s Ratio Prot	c0.06		c0.10	0.38	c0.45	
v/s Ratio Perm		0.01				0.03
v/c Ratio	0.44	0.09	0.80	0.51	0.80	0.05
Uniform Delay, d1	26.1	24.7	28.6	3.7	11.9	6.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.2	18.1	0.2	1.7	0.0
Delay (s)	27.3	24.9	46.7	3.9	13.6	6.8
Level of Service	C	C	D	A	B	A
Approach Delay (s)	26.0			8.7	13.4	
Approach LOS	C			A	B	

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

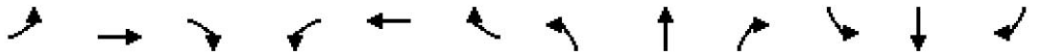
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	210	50	20	410	0	170	0	30	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	253	60	24	494	0	205	0	36	0	0	0
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	499			318			835	835	293	835	865	504
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	499			318			835	835	293	835	865	504
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			27	100	95	100	100	100
cM capacity (veh/h)	1071			1248			281	297	745	267	286	567

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	313	518	205	36	0
Volume Left	0	24	205	0	0
Volume Right	60	0	0	36	0
cSH	1071	1248	281	745	1700
Volume to Capacity	0.00	0.02	0.73	0.05	0.00
Queue Length 95th (ft)	0	1	130	4	0
Control Delay (s)	0.0	0.6	45.9	10.1	0.0
Lane LOS		A	E	B	A
Approach Delay (s)	0.0	0.6	40.5		0.0
Approach LOS			E		A

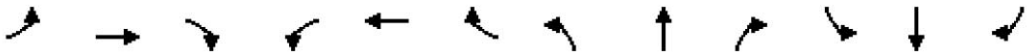
Intersection Summary				
Average Delay	9.4			
Intersection Capacity Utilization	53.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	90	60	30	170	20	90	560	50	30	400	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.98		1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1766		1805	1865		1805	1873		1805	1793	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1766		1805	1865		1805	1873		1805	1793	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	69	103	69	34	195	23	103	644	57	34	460	218
RTOR Reduction (vph)	0	32	0	0	6	0	0	3	0	0	17	0
Lane Group Flow (vph)	69	140	0	34	212	0	103	698	0	34	661	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.7	16.3		3.5	13.1		6.7	34.6		2.5	30.4	
Effective Green, g (s)	6.7	16.3		3.5	13.1		6.7	34.6		2.5	30.4	
Actuated g/C Ratio	0.09	0.22		0.05	0.18		0.09	0.47		0.03	0.42	
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)	166	395		87	335		166	889		62	748	
v/s Ratio Prot	c0.04	0.08		0.02	c0.11		0.06	c0.37		0.02	c0.37	
v/s Ratio Perm												
v/c Ratio	0.42	0.35		0.39	0.63		0.62	0.78		0.55	0.88	
Uniform Delay, d1	31.3	23.9		33.7	27.7		31.9	16.0		34.6	19.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.6		2.9	3.9		7.0	4.6		9.6	12.0	
Delay (s)	32.9	24.4		36.6	31.6		38.9	20.6		44.2	31.6	
Level of Service	C	C		D	C		D	C		D	C	
Approach Delay (s)		26.9			32.2			23.0			32.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	27.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

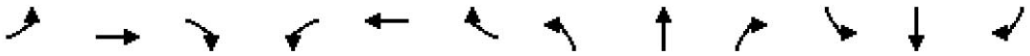
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	80	10	30	10	10	10	20	370	10	10	190	60
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	100	12	38	12	12	12	25	462	12	12	238	75

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	113	38	38	488	13	325
Volume Left (vph)	100	0	13	25	0	13
Volume Right (vph)	0	38	13	0	13	75
Hadj (s)	0.44	-0.70	-0.13	0.03	-0.70	-0.13
Departure Headway (s)	7.2	6.1	7.0	5.6	4.9	5.7
Degree Utilization, x	0.23	0.06	0.07	0.76	0.02	0.52
Capacity (veh/h)	456	533	452	631	717	606
Control Delay (s)	11.1	8.3	10.6	22.6	6.7	14.8
Approach Delay (s)	10.4		10.6	22.2		14.8
Approach LOS	B		B	C		B

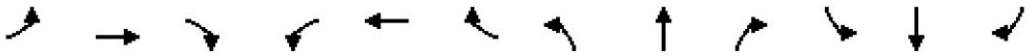
Intersection Summary				
Delay	17.6			
HCM Level of Service	C			
Intersection Capacity Utilization	45.6%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	240	210	40	260	20	220	130	40	30	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.93		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.98	
Satd. Flow (prot)	1805	3316		1805	1900	1571		1842	1589		1835	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.98	
Satd. Flow (perm)	1805	3316		1805	1900	1571		1842	1589		1835	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	13	312	273	52	338	26	286	169	52	39	65	13
RTOR Reduction (vph)	0	161	0	0	0	19	0	0	34	0	5	0
Lane Group Flow (vph)	13	424	0	52	338	7	0	455	18	0	112	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot		Perm	Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Actuated Green, G (s)	1.1	16.2		6.0	21.1	21.1		24.8	24.8		10.4	
Effective Green, g (s)	1.1	16.2		6.0	21.1	21.1		24.8	24.8		10.4	
Actuated g/C Ratio	0.01	0.22		0.08	0.29	0.29		0.34	0.34		0.14	
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)	27	732		148	546	452		622	537		260	
v/s Ratio Prot	0.01	0.13		c0.03	c0.18			c0.25			c0.06	
v/s Ratio Perm						0.00			0.01			
v/c Ratio	0.48	0.58		0.35	0.62	0.02		0.73	0.03		0.43	
Uniform Delay, d1	35.9	25.6		31.9	22.7	18.7		21.4	16.3		28.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	12.9	1.1		1.4	2.1	0.0		4.4	0.0		1.1	
Delay (s)	48.8	26.7		33.3	24.8	18.7		25.8	16.3		29.9	
Level of Service	D	C		C	C	B		C	B		C	
Approach Delay (s)		27.2			25.5			24.8			29.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	26.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	73.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

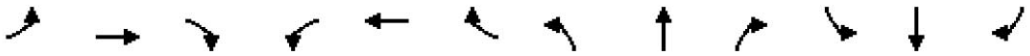


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	170	60	30	120	30	120	560	80	20	320	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3455		1805	3486		1805	3610	1596	1805	4969	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3455		1805	3486		1805	3610	1596	1805	4969	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	129	200	71	35	141	35	141	659	94	24	376	129
RTOR Reduction (vph)	0	48	0	0	30	0	0	0	49	0	70	0
Lane Group Flow (vph)	129	223	0	35	146	0	141	659	45	24	435	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.9	11.5		5.5	8.1		11.7	20.7	26.2	1.1	10.1	
Effective Green, g (s)	8.9	11.5		5.5	8.1		11.7	20.7	26.2	1.1	10.1	
Actuated g/C Ratio	0.16	0.21		0.10	0.15		0.21	0.38	0.48	0.02	0.18	
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)	293	725		181	515		385	1364	880	36	916	
v/s Ratio Prot	c0.07	c0.06		0.02	c0.04		0.08	c0.18	0.01	0.01	c0.09	
v/s Ratio Perm									0.02			
v/c Ratio	0.44	0.31		0.19	0.28		0.37	0.48	0.05	0.67	0.47	
Uniform Delay, d1	20.7	18.3		22.6	20.8		18.4	13.0	7.6	26.7	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	1.1	0.2		0.5	0.3		0.6	0.3	0.0	38.0	0.4	
Delay (s)	21.8	18.5		23.1	21.1		19.0	13.2	7.7	64.7	20.4	
Level of Service	C	B		C	C		B	B	A	E	C	
Approach Delay (s)		19.6			21.4			13.6			22.4	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

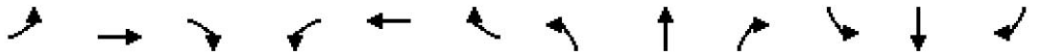
HCM Unsignalized Intersection Capacity Analysis
27: Cactus Ave & Redlands Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	150	60	50	110	10	40	30	210	280	60	180	90
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	205	82	68	151	14	55	41	288	384	82	247	123

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	247	110	219	185	527	205	247
Volume Left (vph)	205	0	151	41	0	82	0
Volume Right (vph)	0	68	55	0	384	0	123
Hadj (s)	0.42	-0.44	-0.01	0.11	-0.51	0.20	-0.35
Departure Headway (s)	8.7	7.9	8.4	7.9	7.2	8.3	7.7
Degree Utilization, x	0.60	0.24	0.51	0.41	1.06	0.47	0.53
Capacity (veh/h)	395	443	412	449	501	416	447
Control Delay (s)	22.6	12.1	20.1	14.9	83.4	17.2	17.8
Approach Delay (s)	19.4		20.1	65.6		17.5	
Approach LOS	C		C	F		C	

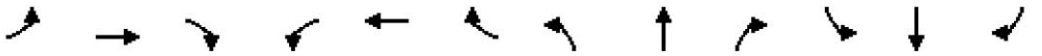
Intersection Summary				
Delay	37.9			
HCM Level of Service	E			
Intersection Capacity Utilization	52.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	50	10	220	80	210	20	420	440	110	330	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.89		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3512		1805	3185		1805	5187	1602	1805	4960	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3512		1805	3185		1805	5187	1602	1805	4960	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	104	65	13	286	104	273	26	545	571	143	429	156
RTOR Reduction (vph)	0	12	0	0	223	0	0	0	299	0	54	0
Lane Group Flow (vph)	104	66	0	286	154	0	26	545	272	143	531	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	6.8	5.2		11.2	9.6		1.2	14.6	25.8	7.2	20.6	
Effective Green, g (s)	6.8	5.2		11.2	9.6		1.2	14.6	25.8	7.2	20.6	
Actuated g/C Ratio	0.13	0.10		0.21	0.18		0.02	0.27	0.48	0.13	0.38	
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)	226	337		373	564		40	1397	881	240	1885	
v/s Ratio Prot	0.06	0.02		c0.16	c0.05		0.01	c0.11	0.06	c0.08	0.11	
v/s Ratio Perm									0.11			
v/c Ratio	0.46	0.20		0.77	0.27		0.65	0.39	0.31	0.60	0.28	
Uniform Delay, d1	22.0	22.6		20.3	19.3		26.3	16.2	8.7	22.1	11.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.5	0.3		9.1	0.3		32.0	0.2	0.2	3.9	0.1	
Delay (s)	23.5	22.9		29.4	19.5		58.2	16.3	8.9	26.1	11.7	
Level of Service	C	C		C	B		E	B	A	C	B	
Approach Delay (s)		23.2			23.8			13.6			14.6	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	54.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

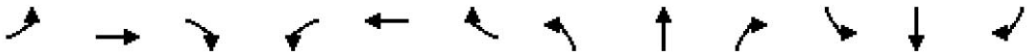
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	180	100	130	400	40	70	390	90	40	560	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1598	1805	3555		1805	3610	1592	1805	3610	1591
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1598	1805	3555		1805	3610	1592	1805	3610	1591
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	83	188	104	135	417	42	73	406	94	42	583	240
RTOR Reduction (vph)	0	0	80	0	8	0	0	0	30	0	0	90
Lane Group Flow (vph)	83	188	24	135	451	0	73	406	64	42	583	150
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	9.2	17.0	27.2	13.4	21.2		10.2	68.0	81.4	5.6	63.4	72.6
Effective Green, g (s)	9.2	17.0	27.2	13.4	21.2		10.2	68.0	81.4	5.6	63.4	72.6
Actuated g/C Ratio	0.08	0.14	0.23	0.11	0.18		0.08	0.57	0.68	0.05	0.53	0.60
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	138	511	362	202	628		153	2046	1080	84	1907	963
v/s Ratio Prot	0.05	0.05	0.01	c0.07	c0.13		c0.04	0.11	0.01	0.02	c0.16	0.01
v/s Ratio Perm			0.01						0.03			0.08
v/c Ratio	0.60	0.37	0.07	0.67	0.72		0.48	0.20	0.06	0.50	0.31	0.16
Uniform Delay, d1	53.6	46.6	36.4	51.2	46.6		52.4	12.7	6.5	55.8	15.9	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.91	0.87	0.62	1.00	1.00	1.00
Incremental Delay, d2	7.2	0.5	0.1	8.1	3.9		2.3	0.2	0.0	4.6	0.4	0.1
Delay (s)	60.8	47.1	36.5	59.3	50.5		49.9	11.3	4.0	60.5	16.3	10.4
Level of Service	E	D	D	E	D		D	B	A	E	B	B
Approach Delay (s)		47.2			52.5			15.0			16.8	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	29.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

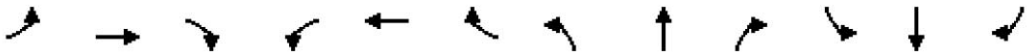
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	230	10	120	270	540	0	0	570	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes					1.00	0.98	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.95	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1813	1587	1805	3610			3399	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1813	1587	1805	3610			3399	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	240	10	125	281	562	0	0	594	312
RTOR Reduction (vph)	0	0	0	0	0	42	0	0	0	0	42	0
Lane Group Flow (vph)	0	0	0	0	250	83	281	562	0	0	864	0
Confl. Peds. (#/hr)						5						5
Turn Type				Split		Perm	Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases						8						
Actuated Green, G (s)					22.1	22.1	23.8	89.9			62.1	
Effective Green, g (s)					22.1	22.1	23.8	89.9			62.1	
Actuated g/C Ratio					0.18	0.18	0.20	0.75			0.52	
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)					334	292	358	2704			1759	
v/s Ratio Prot					c0.14		c0.16	0.16			c0.25	
v/s Ratio Perm						0.05						
v/c Ratio					0.75	0.29	0.78	0.21			0.49	
Uniform Delay, d1					46.3	42.2	45.7	4.5			18.7	
Progression Factor					1.00	1.00	1.00	1.00			0.67	
Incremental Delay, d2					8.9	0.5	10.8	0.2			1.0	
Delay (s)					55.2	42.7	56.4	4.6			13.4	
Level of Service					E	D	E	A			B	
Approach Delay (s)		0.0			51.0			21.9			13.4	
Approach LOS		A			D			C			B	

Intersection Summary			
HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

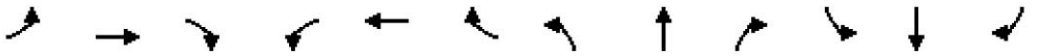
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	270	0	350	0	0	0	0	530	130	180	720	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.91		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00		1.00	1.00	
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)	1715	1715	1592					5007		1805	3610	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1715	1715	1592					5007		1805	3610	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	297	0	385	0	0	0	0	582	143	198	791	0
RTOR Reduction (vph)	0	0	73	0	0	0	0	56	0	0	0	0
Lane Group Flow (vph)	148	149	312	0	0	0	0	669	0	198	791	0
Confl. Peds. (#/hr)			5						5			
Turn Type	Split		Perm							Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	16.9	16.9	16.9					13.9		10.0	27.9	
Effective Green, g (s)	16.9	16.9	16.9					13.9		10.0	27.9	
Actuated g/C Ratio	0.32	0.32	0.32					0.26		0.19	0.53	
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)	549	549	510					1318		342	1908	
v/s Ratio Prot	0.09	0.09						c0.13		c0.11	0.22	
v/s Ratio Perm			c0.20									
v/c Ratio	0.27	0.27	0.61					0.51		0.58	0.41	
Uniform Delay, d1	13.4	13.4	15.2					16.5		19.5	7.5	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.3	2.2					0.3		2.4	0.1	
Delay (s)	13.6	13.6	17.3					16.8		21.9	7.7	
Level of Service	B	B	B					B		C	A	
Approach Delay (s)		15.7			0.0			16.8			10.5	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

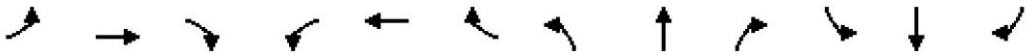


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	180	340	20	60	480	100	830	90	280	570	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.87		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1595	1805	3128		1805	5102		3502	3610	1594
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1595	1805	3128		1805	5102		3502	3610	1594
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	196	370	22	65	522	109	902	98	304	620	76
RTOR Reduction (vph)	0	0	118	0	198	0	0	10	0	0	0	32
Lane Group Flow (vph)	304	196	252	22	389	0	109	990	0	304	620	44
Confl. Peds. (#/hr)			5						5			5
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	15.3	33.0	45.1	4.2	21.9		12.1	52.4		14.4	54.7	70.0
Effective Green, g (s)	15.3	33.0	45.1	4.2	21.9		12.1	52.4		14.4	54.7	70.0
Actuated g/C Ratio	0.13	0.28	0.38	0.04	0.18		0.10	0.44		0.12	0.46	0.58
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)	447	993	653	63	571		182	2228		420	1646	983
v/s Ratio Prot	c0.09	0.05	0.04	0.01	c0.12		0.06	c0.19		c0.09	0.17	0.01
v/s Ratio Perm			0.12									0.02
v/c Ratio	0.68	0.20	0.39	0.35	1.10dr		0.60	0.44		0.72	0.38	0.05
Uniform Delay, d1	50.0	33.3	27.3	56.6	45.8		51.6	23.6		50.9	21.4	10.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.29	0.46		1.36	0.36	0.05
Incremental Delay, d2	4.2	0.1	0.4	3.3	3.3		4.8	0.6		4.8	0.5	0.0
Delay (s)	54.2	33.4	27.7	59.9	49.1		71.5	11.5		73.9	8.1	0.5
Level of Service	D	C	C	E	D		E	B		E	A	A
Approach Delay (s)		38.3			49.5			17.4			27.5	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

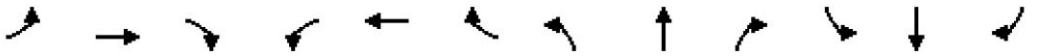
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	160	10	130	600	1060	0	0	840	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		0.97	0.95			0.91	
Frpb, ped/bikes					0.99		1.00	1.00			0.99	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.94		1.00	1.00			0.95	
Flt Protected					0.97		0.95	1.00			1.00	
Satd. Flow (prot)					1728		3502	3610			4903	
Flt Permitted					0.97		0.95	1.00			1.00	
Satd. Flow (perm)					1728		3502	3610			4903	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	0	0	167	10	135	625	1104	0	0	875	417
RTOR Reduction (vph)	0	0	0	0	24	0	0	0	0	0	67	0
Lane Group Flow (vph)	0	0	0	0	288	0	625	1104	0	0	1225	0
Confl. Peds. (#/hr)						5						5
Turn Type				Split			Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					24.1		34.0	87.9			49.9	
Effective Green, g (s)					24.1		34.0	87.9			49.9	
Actuated g/C Ratio					0.20		0.28	0.73			0.42	
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)					347		992	2644			2039	
v/s Ratio Prot					c0.17		c0.18	0.31			c0.25	
v/s Ratio Perm												
v/c Ratio					0.83		0.63	0.42			0.60	
Uniform Delay, d1					46.0		37.5	6.2			27.3	
Progression Factor					1.00		0.90	0.53			1.00	
Incremental Delay, d2					15.4		1.1	0.4			1.3	
Delay (s)					61.3		35.0	3.7			28.6	
Level of Service					E		D	A			C	
Approach Delay (s)		0.0			61.3			15.0			28.6	
Approach LOS		A			E			B			C	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	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 (vph)	20	80	40	60	150	160	50	870	40	130	860	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1587	1805	1900	1587	1805	3610	1567	1805	3610	1566
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1900	1587	1805	1900	1587	1805	3610	1567	1805	3610	1566
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	89	44	67	167	178	56	967	44	144	956	22
RTOR Reduction (vph)	0	0	39	0	0	152	0	0	9	0	0	5
Lane Group Flow (vph)	22	89	5	67	167	26	56	967	35	144	956	17
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	4.2	14.9	14.9	7.0	17.7	17.7	7.2	67.3	67.3	14.8	74.9	74.9
Effective Green, g (s)	4.2	14.9	14.9	7.0	17.7	17.7	7.2	67.3	67.3	14.8	74.9	74.9
Actuated g/C Ratio	0.04	0.12	0.12	0.06	0.15	0.15	0.06	0.56	0.56	0.12	0.62	0.62
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	63	236	197	105	280	234	108	2025	879	223	2253	977
v/s Ratio Prot	0.01	0.05		c0.04	c0.09		0.03	c0.27		c0.08	0.26	
v/s Ratio Perm			0.00			0.02			0.02			0.01
v/c Ratio	0.35	0.38	0.03	0.64	0.60	0.11	0.52	0.48	0.04	0.65	0.42	0.02
Uniform Delay, d1	56.6	48.3	46.2	55.3	47.8	44.3	54.7	15.8	11.8	50.1	11.5	8.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	0.65	0.62
Incremental Delay, d2	3.3	1.0	0.1	12.0	3.4	0.2	4.2	0.8	0.1	6.0	0.6	0.0
Delay (s)	59.9	49.3	46.2	67.3	51.2	44.6	58.9	16.6	11.9	63.4	8.1	5.3
Level of Service	E	D	D	E	D	D	E	B	B	E	A	A
Approach Delay (s)		49.9			51.0			18.6			15.1	
Approach LOS		D			D			B			B	

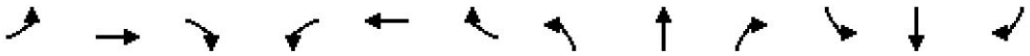
Intersection Summary			
HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	10	10	70	10	10	40
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	12	12	84	12	12	48
Pedestrians	5			5		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			24		204	23
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			24		204	23
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		98	95
cM capacity (veh/h)			1604		745	1055

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	24	96	12	48
Volume Left	0	84	12	0
Volume Right	12	0	0	48
cSH	1700	1604	745	1055
Volume to Capacity	0.01	0.05	0.02	0.05
Queue Length 95th (ft)	0	4	1	4
Control Delay (s)	0.0	6.5	9.9	8.6
Lane LOS		A	A	A
Approach Delay (s)	0.0	6.5	8.8	
Approach LOS			A	

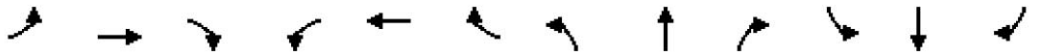
Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	21.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	150	140	180	120	10	80	50	150	10	100	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	
Frpb, ped/bikes	1.00	0.98		1.00	1.00			0.98			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.93		1.00	0.99			0.93			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1805	1733		1805	1873			1707			1826	
Flt Permitted	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (perm)	1805	1733		1805	1873			1707			1826	
Peak-hour factor, PHF	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Adj. Flow (vph)	28	211	197	254	169	14	113	70	211	14	141	42
RTOR Reduction (vph)	0	27	0	0	2	0	0	35	0	0	9	0
Lane Group Flow (vph)	28	381	0	254	181	0	0	359	0	0	188	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	4.5	37.2		22.6	55.3			27.0			17.2	
Effective Green, g (s)	4.5	37.2		22.6	55.3			27.0			17.2	
Actuated g/C Ratio	0.04	0.31		0.19	0.46			0.22			0.14	
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)	68	537		340	863			384			262	
v/s Ratio Prot	0.02	c0.22		c0.14	0.10			c0.21			c0.10	
v/s Ratio Perm												
v/c Ratio	0.41	0.71		0.75	0.21			0.94			0.72	
Uniform Delay, d1	56.5	36.6		46.0	19.3			45.6			49.1	
Progression Factor	1.00	1.00		0.84	0.78			1.00			1.00	
Incremental Delay, d2	4.0	7.7		8.7	0.6			29.7			9.1	
Delay (s)	60.5	44.4		47.3	15.6			75.4			58.1	
Level of Service	E	D		D	B			E			E	
Approach Delay (s)		45.4			34.1			75.4			58.1	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM Average Control Delay	51.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

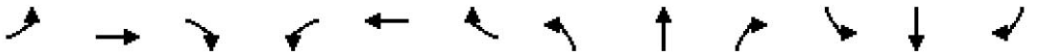
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	60	520	20	10	20	120	780	30	30	330	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1667		1805	1900	1589	1805	3610	1570	1805	5086	
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1667		1805	1900	1589	1805	3610	1570	1805	5086	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	94	71	612	24	12	24	141	918	35	35	388	47
RTOR Reduction (vph)	0	93	0	0	0	23	0	0	21	0	11	0
Lane Group Flow (vph)	0	684	0	24	12	1	141	918	14	35	424	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Split			Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		35.6		4.1	4.1	4.1	11.7	28.5	28.5	3.8	20.6	
Effective Green, g (s)		35.6		4.1	4.1	4.1	11.7	28.5	28.5	3.8	20.6	
Actuated g/C Ratio		0.40		0.05	0.05	0.05	0.13	0.32	0.32	0.04	0.23	
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)		674		84	89	74	240	1169	508	78	1191	
v/s Ratio Prot		c0.41		c0.01	0.01		c0.08	c0.25		0.02	0.08	
v/s Ratio Perm						0.00			0.01			
v/c Ratio		1.01		0.29	0.13	0.02	0.59	0.79	0.03	0.45	0.36	
Uniform Delay, d1		26.2		40.5	40.2	40.0	35.9	27.0	20.3	41.1	28.2	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		38.2		1.9	0.7	0.1	3.6	3.5	0.0	4.1	0.2	
Delay (s)		64.4		42.4	40.9	40.1	39.5	30.5	20.3	45.1	28.3	
Level of Service		E		D	D	D	D	C	C	D	C	
Approach Delay (s)		64.4			41.2			31.4			29.6	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	42.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

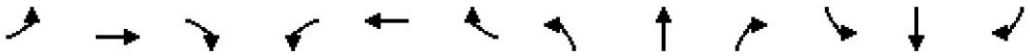
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	330	80	140	330	70	180	620	190	180	370	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3493		1805	3505		1805	3610	1587	1805	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3493		1805	3505		1805	3610	1587	1805	3610	1586
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	80	379	92	161	379	80	207	713	218	207	425	46
RTOR Reduction (vph)	0	20	0	0	18	0	0	0	129	0	0	27
Lane Group Flow (vph)	80	451	0	161	441	0	207	713	89	207	425	19
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.8	22.1		13.9	28.2		18.9	49.1	49.1	18.9	49.1	49.1
Effective Green, g (s)	7.8	22.1		13.9	28.2		18.9	49.1	49.1	18.9	49.1	49.1
Actuated g/C Ratio	0.06	0.18		0.12	0.23		0.16	0.41	0.41	0.16	0.41	0.41
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)	117	643		209	824		284	1477	649	284	1477	649
v/s Ratio Prot	0.04	c0.13		c0.09	0.13		c0.11	c0.20		0.11	0.12	
v/s Ratio Perm									0.06			0.01
v/c Ratio	0.68	0.70		0.77	0.54		0.73	0.48	0.14	0.73	0.29	0.03
Uniform Delay, d1	54.9	45.9		51.5	40.2		48.1	26.1	22.2	48.1	23.7	21.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.58	0.90	1.31
Incremental Delay, d2	15.3	3.5		16.0	0.7		9.0	1.1	0.4	7.4	0.4	0.1
Delay (s)	70.2	49.3		67.5	40.8		57.1	27.2	22.6	35.1	21.7	27.9
Level of Service	E	D		E	D		E	C	C	D	C	C
Approach Delay (s)		52.3			47.8			31.8			26.2	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	37.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.1%	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 (vph)	70	350	110	220	530	150	230	460	210	190	270	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3466		1805	3477		1805	5187	1587	1805	5052	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3466		1805	3477		1805	5187	1587	1805	5052	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	81	407	128	256	616	174	267	535	244	221	314	58
RTOR Reduction (vph)	0	28	0	0	23	0	0	0	162	0	21	0
Lane Group Flow (vph)	81	507	0	256	767	0	267	535	82	221	351	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.7	27.3		17.0	35.6		23.2	40.4	40.4	19.3	36.5	
Effective Green, g (s)	8.7	27.3		17.0	35.6		23.2	40.4	40.4	19.3	36.5	
Actuated g/C Ratio	0.07	0.23		0.14	0.30		0.19	0.34	0.34	0.16	0.30	
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)	131	789		256	1032		349	1746	534	290	1537	
v/s Ratio Prot	0.04	0.15		c0.14	c0.22		c0.15	c0.10		0.12	0.07	
v/s Ratio Perm									0.05			
v/c Ratio	0.62	0.64		1.00	0.74		0.77	0.31	0.15	0.76	0.23	
Uniform Delay, d1	54.0	41.9		51.5	38.1		45.8	29.4	27.8	48.2	31.2	
Progression Factor	1.00	1.00		1.00	1.00		0.98	0.54	0.82	1.00	1.00	
Incremental Delay, d2	8.4	1.8		56.2	2.9		8.4	0.4	0.5	11.2	0.3	
Delay (s)	62.4	43.7		107.8	41.0		53.3	16.4	23.4	59.4	31.6	
Level of Service	E	D		F	D		D	B	C	E	C	
Approach Delay (s)		46.2			57.3			27.5			41.9	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM Average Control Delay	43.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.1%	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 (vph)	80	640	70	110	580	60	140	180	160	60	170	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3551		1805	3610	1594	1805	3332		1805	3377	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3551		1805	3610	1594	1805	3332		1805	3377	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	93	744	81	128	674	70	163	209	186	70	198	128
RTOR Reduction (vph)	0	7	0	0	0	38	0	142	0	0	107	0
Lane Group Flow (vph)	93	818	0	128	674	32	163	253	0	70	219	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot		pm+ov	Prot			Prot		
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	7.8	25.8		11.2	29.2	35.7	12.8	18.2		6.5	11.9	
Effective Green, g (s)	7.8	25.8		11.2	29.2	35.7	12.8	18.2		6.5	11.9	
Actuated g/C Ratio	0.10	0.33		0.14	0.38	0.46	0.16	0.23		0.08	0.15	
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)	181	1179		260	1357	814	297	780		151	517	
v/s Ratio Prot	0.05	c0.23		c0.07	c0.19	0.00	c0.09	0.08		0.04	c0.06	
v/s Ratio Perm						0.02						
v/c Ratio	0.51	0.69		0.49	0.50	0.04	0.55	0.32		0.46	0.42	
Uniform Delay, d1	33.2	22.5		30.6	18.6	11.6	29.8	24.7		33.9	29.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.5	1.8		1.5	0.3	0.0	2.1	0.2		2.2	0.6	
Delay (s)	35.6	24.3		32.1	18.9	11.6	31.9	24.9		36.2	30.4	
Level of Service	D	C		C	B	B	C	C		D	C	
Approach Delay (s)		25.5			20.2			26.9			31.4	
Approach LOS		C			C			C			C	

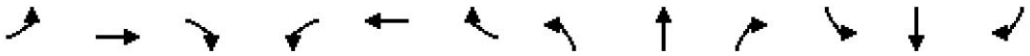
Intersection Summary			
HCM Average Control Delay	25.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	500	310	460	460	120	320	450	420	140	460	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.97	0.91		0.97	0.91		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	4860		3502	5010		3502	3610	1601	3502	3522	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	4860		3502	5010		3502	3610	1601	3502	3522	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	543	337	500	500	130	348	489	457	152	500	87
RTOR Reduction (vph)	0	101	0	0	40	0	0	0	46	0	14	0
Lane Group Flow (vph)	152	779	0	500	590	0	348	489	411	152	573	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.4	20.1		15.2	26.9		11.1	22.7	37.9	7.9	19.5	
Effective Green, g (s)	8.4	20.1		15.2	26.9		11.1	22.7	37.9	7.9	19.5	
Actuated g/C Ratio	0.10	0.25		0.19	0.33		0.14	0.28	0.46	0.10	0.24	
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)	359	1193		650	1646		475	1001	819	338	839	
v/s Ratio Prot	0.04	c0.16		c0.14	0.12		c0.10	0.14	c0.09	0.04	c0.16	
v/s Ratio Perm									0.16			
v/c Ratio	0.42	0.65		0.77	0.36		0.73	0.49	0.50	0.45	0.68	
Uniform Delay, d1	34.5	27.8		31.7	20.9		34.0	24.7	15.4	34.9	28.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	1.3		5.5	0.1		5.8	0.4	0.5	1.0	2.3	
Delay (s)	35.3	29.1		37.2	21.1		39.7	25.1	15.9	35.9	30.7	
Level of Service	D	C		D	C		D	C	B	D	C	
Approach Delay (s)		30.0			28.2			25.8			31.8	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	28.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	81.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

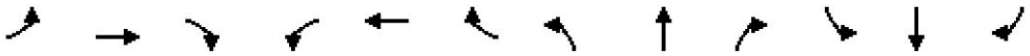
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	760	20	30	590	10	50	100	50	10	40	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.97			0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1805	5163		1805	5173			1806			1691	
Flt Permitted	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (perm)	1805	5163		1805	5173			1806			1691	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	193	864	23	34	670	11	57	114	57	11	45	148
RTOR Reduction (vph)	0	2	0	0	1	0	0	11	0	0	98	0
Lane Group Flow (vph)	193	885	0	34	680	0	0	217	0	0	106	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	7.3	24.5		2.3	19.5			13.8			10.1	
Effective Green, g (s)	7.3	24.5		2.3	19.5			13.8			10.1	
Actuated g/C Ratio	0.11	0.37		0.03	0.29			0.21			0.15	
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)	198	1896		62	1512			374			256	
v/s Ratio Prot	c0.11	c0.17		0.02	0.13			c0.12			c0.06	
v/s Ratio Perm												
v/c Ratio	0.97	0.47		0.55	0.45			0.58			0.42	
Uniform Delay, d1	29.6	16.1		31.7	19.2			23.8			25.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	56.2	0.2		9.6	0.2			2.2			1.1	
Delay (s)	85.8	16.3		41.3	19.4			26.0			26.7	
Level of Service	F	B		D	B			C			C	
Approach Delay (s)		28.7			20.5			26.0			26.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

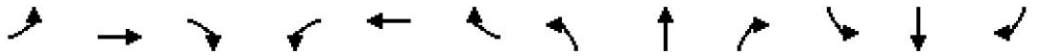
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	760	10	20	600	10	20	0	40	20	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.91		1.00	0.91		1.00		1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00		1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00		1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00		0.85	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (prot)	1805	5176		1805	5172		1805		1615	1805	1593	
Flt Permitted	0.95	1.00		0.95	1.00		0.95		1.00	0.95	1.00	
Satd. Flow (perm)	1805	5176		1805	5172		1805		1615	1805	1593	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	24	927	12	24	732	12	24	0	49	24	0	24
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	46	0	24	0
Lane Group Flow (vph)	24	938	0	24	743	0	24	0	3	24	0	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	0.8	23.7		2.3	25.2		0.8		2.3	5.6	0.8	
Effective Green, g (s)	0.8	23.7		2.3	25.2		0.8		2.3	5.6	0.8	
Actuated g/C Ratio	0.02	0.54		0.05	0.58		0.02		0.05	0.13	0.02	
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)	33	2814		95	2989		33		85	232	29	
v/s Ratio Prot	c0.01	c0.18		0.01	0.14		c0.01		0.00	c0.01	0.00	
v/s Ratio Perm												
v/c Ratio	0.73	0.33		0.25	0.25		0.73		0.03	0.10	0.02	
Uniform Delay, d1	21.3	5.5		19.8	4.5		21.3		19.6	16.8	21.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00		1.00	1.00	1.00	
Incremental Delay, d2	56.6	0.1		1.4	0.0		56.6		0.1	0.2	0.2	
Delay (s)	77.8	5.6		21.2	4.6		77.8		19.7	17.0	21.2	
Level of Service	E	A		C	A		E		B	B	C	
Approach Delay (s)		7.4			5.1			38.8			19.1	
Approach LOS		A			A			D			B	

Intersection Summary			
HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	43.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

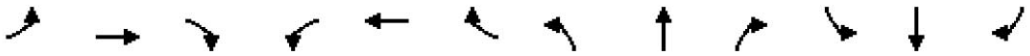
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	170	60	160	190	140	50	690	250	80	460	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		1.00		1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		0.97		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1818		1805	1900	1587	1805	3450		1805	1900	1555
Flt Permitted		1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1818		1805	1900	1587	1805	3450		1805	1900	1555
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	181	64	170	202	149	53	734	266	85	489	21
RTOR Reduction (vph)	0	11	0	0	0	125	0	24	0	0	0	11
Lane Group Flow (vph)	0	255	0	170	202	24	53	976	0	85	489	10
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Split			Split		Perm	Prot			Prot		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)		21.9		19.1	19.1	19.1	7.8	52.0		11.0	55.2	55.2
Effective Green, g (s)		21.9		19.1	19.1	19.1	7.8	52.0		11.0	55.2	55.2
Actuated g/C Ratio		0.18		0.16	0.16	0.16	0.06	0.43		0.09	0.46	0.46
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)		332		287	302	253	117	1495		165	874	715
v/s Ratio Prot		c0.14		0.09	c0.11		0.03	c0.28		c0.05	c0.26	
v/s Ratio Perm						0.01						0.01
v/c Ratio		0.77		0.59	0.67	0.09	0.45	0.65		0.52	0.56	0.01
Uniform Delay, d1		46.6		46.8	47.5	43.1	54.0	26.9		52.0	23.6	17.6
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00		1.02	0.58	0.61
Incremental Delay, d2		10.3		3.3	5.5	0.2	2.8	2.2		2.3	2.2	0.0
Delay (s)		56.9		50.1	53.0	43.2	56.8	29.1		55.4	15.7	10.8
Level of Service		E		D	D	D	E	C		E	B	B
Approach Delay (s)		56.9			49.3			30.5			21.2	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	35.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

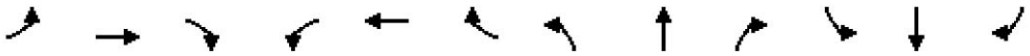
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	350	110	80	330	120	130	150	50	190	170	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.96		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3468		1805	3452		1805	3462		1805	3437	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3468		1805	3452		1805	3462		1805	3437	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	183	427	134	98	402	146	159	183	61	232	207	85
RTOR Reduction (vph)	0	33	0	0	42	0	0	43	0	0	57	0
Lane Group Flow (vph)	183	528	0	98	506	0	159	201	0	232	235	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.1	17.4		5.5	15.8		10.1	9.4		11.1	10.4	
Effective Green, g (s)	7.1	17.4		5.5	15.8		10.1	9.4		11.1	10.4	
Actuated g/C Ratio	0.12	0.29		0.09	0.27		0.17	0.16		0.19	0.18	
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)	216	1016		167	918		307	548		337	602	
v/s Ratio Prot	c0.10	c0.15		0.05	0.15		0.09	0.06		c0.13	c0.07	
v/s Ratio Perm												
v/c Ratio	0.85	0.52		0.59	0.55		0.52	0.37		0.69	0.39	
Uniform Delay, d1	25.6	17.5		25.9	18.8		22.4	22.3		22.5	21.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	25.2	0.5		5.2	0.7		1.5	0.4		5.8	0.4	
Delay (s)	50.8	18.0		31.0	19.5		23.9	22.8		28.3	22.1	
Level of Service	D	B		C	B		C	C		C	C	
Approach Delay (s)		26.1			21.2			23.2			24.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	59.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		

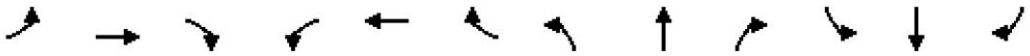
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	260	220	150	150	120	220	830	200	110	580	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3338		1805	3369		1805	3610	1615	1805	3508	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3338		1805	3369		1805	3610	1615	1805	3508	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	318	295	250	170	170	136	250	943	227	125	659	136
RTOR Reduction (vph)	0	186	0	0	116	0	0	0	125	0	17	0
Lane Group Flow (vph)	318	359	0	170	190	0	250	943	102	125	778	0
Confl. Peds. (#/hr)			5									5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	10.8	14.1		7.1	10.4		7.1	25.1	32.2	9.4	27.4	
Effective Green, g (s)	10.8	14.1		7.1	10.4		7.1	25.1	32.2	9.4	27.4	
Actuated g/C Ratio	0.15	0.20		0.10	0.15		0.10	0.35	0.45	0.13	0.38	
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)	527	656		179	489		179	1264	815	237	1341	
v/s Ratio Prot	0.09	c0.11		c0.09	0.06		c0.14	c0.26	0.01	0.07	0.22	
v/s Ratio Perm									0.05			
v/c Ratio	0.60	0.55		0.95	0.39		1.40	0.75	0.13	0.53	0.58	
Uniform Delay, d1	28.4	25.9		32.1	27.8		32.3	20.5	11.5	29.1	17.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.0	0.9		52.0	0.5		208.8	2.4	0.1	2.1	0.6	
Delay (s)	30.4	26.9		84.2	28.3		241.1	22.9	11.6	31.2	18.2	
Level of Service	C	C		F	C		F	C	B	C	B	
Approach Delay (s)		28.2			48.2			59.5			20.0	
Approach LOS		C			D			E			B	

Intersection Summary			
HCM Average Control Delay	40.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	71.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

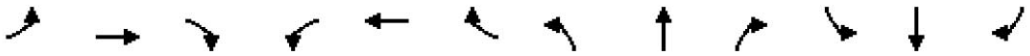
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	420	120	30	560	40	190	200	40	70	160	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3610	1590	1805	3610	1590	3502	1847		1805	3381	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3610	1590	1805	3610	1590	3502	1847		1805	3381	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	70	488	140	35	651	47	221	233	47	81	186	116
RTOR Reduction (vph)	0	0	51	0	0	19	0	7	0	0	95	0
Lane Group Flow (vph)	70	488	89	35	651	28	221	273	0	81	207	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot			Prot		
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	8.7	64.8	76.7	5.4	61.5	70.9	11.9	24.4		9.4	21.9	
Effective Green, g (s)	8.7	64.8	76.7	5.4	61.5	70.9	11.9	24.4		9.4	21.9	
Actuated g/C Ratio	0.07	0.54	0.64	0.05	0.51	0.59	0.10	0.20		0.08	0.18	
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)	131	1949	1069	81	1850	939	347	376		141	617	
v/s Ratio Prot	c0.04	c0.14	0.01	0.02	c0.18	0.00	0.06	c0.15		c0.04	0.06	
v/s Ratio Perm			0.05			0.02						
v/c Ratio	0.53	0.25	0.08	0.43	0.35	0.03	0.64	0.73		0.57	0.34	
Uniform Delay, d1	53.7	14.7	8.3	55.8	17.4	10.2	52.0	44.7		53.4	42.7	
Progression Factor	0.93	1.21	2.84	1.00	1.00	1.00	0.73	0.77		1.00	1.00	
Incremental Delay, d2	4.0	0.3	0.0	3.7	0.5	0.0	3.6	6.5		5.6	0.3	
Delay (s)	53.8	18.1	23.4	59.5	17.9	10.2	41.7	40.7		58.9	43.0	
Level of Service	D	B	C	E	B	B	D	D		E	D	
Approach Delay (s)		22.8			19.4			41.2			46.4	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	29.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

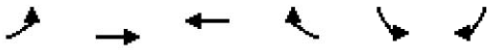
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	260	160	80	380	20	160	260	120	30	250	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1900	1589	1805	1900	1576	1805	1900	1585	1805	1844	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1900	1589	1805	1900	1576	1805	1900	1585	1805	1844	
Peak-hour factor, PHF	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	38	333	205	103	487	26	205	333	154	38	321	64
RTOR Reduction (vph)	0	0	85	0	0	4	0	0	77	0	6	0
Lane Group Flow (vph)	38	333	120	103	487	22	205	333	77	38	379	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	3.6	22.8	22.8	14.2	33.4	40.9	15.7	32.5	46.7	7.5	24.3	
Effective Green, g (s)	3.6	22.8	22.8	14.2	33.4	40.9	15.7	32.5	46.7	7.5	24.3	
Actuated g/C Ratio	0.04	0.25	0.25	0.15	0.36	0.44	0.17	0.35	0.50	0.08	0.26	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	70	466	390	276	682	761	305	664	796	146	482	
v/s Ratio Prot	0.02	c0.18		0.06	c0.26	0.00	c0.11	0.18	0.01	0.02	c0.21	
v/s Ratio Perm			0.08			0.01			0.03			
v/c Ratio	0.54	0.71	0.31	0.37	0.71	0.03	0.67	0.50	0.10	0.26	0.79	
Uniform Delay, d1	43.9	32.1	28.7	35.4	25.7	14.8	36.2	23.9	12.1	40.1	31.9	
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	8.3	5.2	0.5	0.9	3.6	0.0	5.7	0.6	0.1	1.0	8.3	
Delay (s)	52.2	37.3	29.1	36.3	29.2	14.8	42.0	24.5	12.2	41.1	40.2	
Level of Service	D	D	C	D	C	B	D	C	B	D	D	
Approach Delay (s)		35.4			29.8			26.9			40.3	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM Average Control Delay	32.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	93.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

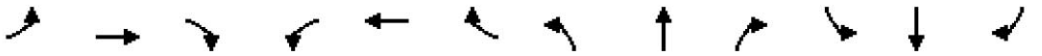
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	110	350	370	60	60	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1900	3610	1578	1805	1603
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	1900	3610	1578	1805	1603
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	126	402	425	69	69	103
RTOR Reduction (vph)	0	0	0	49	0	63
Lane Group Flow (vph)	126	402	425	20	69	40
Confl. Peds. (#/hr)				5	5	5
Turn Type	Prot			Perm		pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases				8		6
Actuated Green, G (s)	6.3	20.6	10.3	10.3	7.8	14.1
Effective Green, g (s)	6.3	20.6	10.3	10.3	7.8	14.1
Actuated g/C Ratio	0.17	0.57	0.28	0.28	0.21	0.39
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)	312	1075	1022	447	387	797
v/s Ratio Prot	0.07	c0.21	0.12		c0.04	0.01
v/s Ratio Perm				0.01		0.02
v/c Ratio	0.40	0.37	0.42	0.04	0.18	0.05
Uniform Delay, d1	13.4	4.3	10.6	9.5	11.7	7.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.2	0.3	0.0	0.2	0.0
Delay (s)	14.2	4.6	10.9	9.5	11.9	7.0
Level of Service	B	A	B	A	B	A
Approach Delay (s)		6.9	10.7		9.0	
Approach LOS		A	B		A	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	36.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

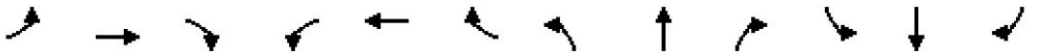
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	180	150	180	290	80	80	210	40	40	270	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1591	1805	1900	1592	1805	3510		1805	3610	1575
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	1900	1591	1805	1900	1592	1805	3510		1805	3610	1575
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	82	212	176	212	341	94	94	247	47	47	318	82
RTOR Reduction (vph)	0	0	139	0	0	63	0	18	0	0	0	67
Lane Group Flow (vph)	82	212	37	212	341	31	94	276	0	47	318	15
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	7.0	12.5	12.5	14.1	19.6	19.6	6.0	13.0		4.2	11.2	11.2
Effective Green, g (s)	7.0	12.5	12.5	14.1	19.6	19.6	6.0	13.0		4.2	11.2	11.2
Actuated g/C Ratio	0.12	0.21	0.21	0.24	0.33	0.33	0.10	0.22		0.07	0.19	0.19
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	211	397	333	426	623	522	181	763		127	676	295
v/s Ratio Prot	0.05	0.11		c0.12	c0.18		c0.05	0.08		0.03	c0.09	
v/s Ratio Perm			0.02			0.02						0.01
v/c Ratio	0.39	0.53	0.11	0.50	0.55	0.06	0.52	0.36		0.37	0.47	0.05
Uniform Delay, d1	24.4	21.1	19.1	19.8	16.5	13.8	25.5	19.9		26.5	21.7	19.9
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	1.2	1.4	0.1	0.9	1.0	0.0	2.5	0.3		1.8	0.5	0.1
Delay (s)	25.6	22.4	19.3	20.7	17.5	13.8	28.0	20.2		28.4	22.2	20.0
Level of Service	C	C	B	C	B	B	C	C		C	C	C
Approach Delay (s)		21.8			18.0			22.1			22.4	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	59.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

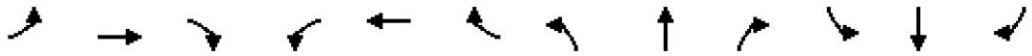
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	540	150	30	530	30	190	280	40	40	220	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3478		1805	3577		1805	3534		1805	1900	1585
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3478		1805	3577		1805	3534		1805	1900	1585
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	125	675	188	38	662	38	238	350	50	50	275	88
RTOR Reduction (vph)	0	18	0	0	3	0	0	10	0	0	0	71
Lane Group Flow (vph)	125	845	0	38	697	0	238	390	0	50	275	17
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	12.8	55.8		4.8	47.8		20.4	37.8		5.6	23.0	23.0
Effective Green, g (s)	12.8	55.8		4.8	47.8		20.4	37.8		5.6	23.0	23.0
Actuated g/C Ratio	0.11	0.46		0.04	0.40		0.17	0.31		0.05	0.19	0.19
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)	193	1617		72	1425		307	1113		84	364	304
v/s Ratio Prot	c0.07	c0.24		0.02	0.19		c0.13	0.11		0.03	c0.14	
v/s Ratio Perm												0.01
v/c Ratio	0.65	0.52		0.53	0.49		0.78	0.35		0.60	0.76	0.06
Uniform Delay, d1	51.4	22.7		56.5	27.0		47.6	31.6		56.1	45.8	39.6
Progression Factor	0.63	1.15		1.11	0.97		1.00	1.00		0.87	0.79	0.86
Incremental Delay, d2	7.1	1.2		6.0	1.1		11.6	0.2		10.8	8.6	0.1
Delay (s)	39.3	27.2		68.8	27.2		59.2	31.8		59.6	44.6	34.2
Level of Service	D	C		E	C		E	C		E	D	C
Approach Delay (s)		28.7			29.3			42.0			44.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	34.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

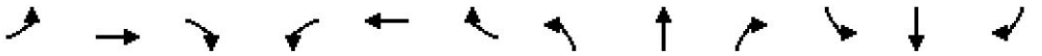
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	380	230	270	360	40	180	590	340	70	520	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	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	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1900	1586	1805	3549		1805	3610	1567	1805	3557	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1900	1586	1805	3549		1805	3610	1567	1805	3557	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	85	463	280	329	439	49	220	720	415	85	634	61
RTOR Reduction (vph)	0	0	198	0	7	0	0	0	290	0	6	0
Lane Group Flow (vph)	85	463	82	329	481	0	220	720	125	85	689	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	8.4	32.7	32.7	26.7	51.0		17.9	36.2	36.2	8.4	26.7	
Effective Green, g (s)	8.4	32.7	32.7	26.7	51.0		17.9	36.2	36.2	8.4	26.7	
Actuated g/C Ratio	0.07	0.27	0.27	0.22	0.42		0.15	0.30	0.30	0.07	0.22	
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)	126	518	432	402	1508		269	1089	473	126	791	
v/s Ratio Prot	0.05	c0.24		c0.18	0.14		c0.12	0.20		0.05	c0.19	
v/s Ratio Perm			0.05						0.08			
v/c Ratio	0.67	0.89	0.19	0.82	0.32		0.82	0.66	0.26	0.67	0.87	
Uniform Delay, d1	54.5	42.0	33.5	44.3	22.9		49.5	36.6	31.8	54.5	45.0	
Progression Factor	0.61	0.77	2.29	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.2	18.9	0.9	12.2	0.6		17.3	1.5	0.3	13.4	10.3	
Delay (s)	45.5	51.2	77.5	56.6	23.5		66.7	38.1	32.1	67.8	55.3	
Level of Service	D	D	E	E	C		E	D	C	E	E	
Approach Delay (s)		59.5			36.8			40.9			56.7	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM Average Control Delay	47.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		

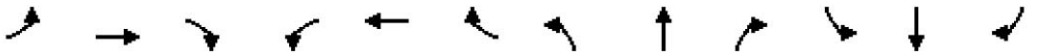
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	330	20	0	360	110	40	30	10	120	10	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99			0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1881			1827		1805	1900	1573	1805	1900	1590
Flt Permitted	0.95	1.00			1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1881			1827		1805	1900	1573	1805	1900	1590
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	157	398	24	0	434	133	48	36	12	145	12	193
RTOR Reduction (vph)	0	2	0	0	11	0	0	0	11	0	0	154
Lane Group Flow (vph)	157	420	0	0	556	0	48	36	1	145	12	39
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	9.1	38.9			25.8		3.9	7.6	7.6	10.2	13.9	13.9
Effective Green, g (s)	9.1	38.9			25.8		3.9	7.6	7.6	10.2	13.9	13.9
Actuated g/C Ratio	0.13	0.57			0.38		0.06	0.11	0.11	0.15	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)	239	1065			686		102	210	174	268	384	322
v/s Ratio Prot	c0.09	0.22			c0.30		c0.03	0.02		c0.08	0.01	
v/s Ratio Perm									0.00			c0.02
v/c Ratio	0.66	0.39			0.81		0.47	0.17	0.01	0.54	0.03	0.12
Uniform Delay, d1	28.3	8.3			19.3		31.4	27.7	27.2	27.1	22.0	22.4
Progression Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.2			7.2		3.4	0.4	0.0	2.2	0.0	0.2
Delay (s)	34.7	8.6			26.4		34.8	28.1	27.2	29.3	22.0	22.6
Level of Service	C	A			C		C	C	C	C	C	C
Approach Delay (s)		15.6			26.4			31.3			25.3	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	22.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

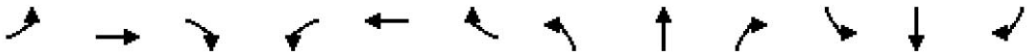
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	610	50	60	920	100	60	190	40	110	200	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1586	1805	5102		3502	3505		3502	3610	1589
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1586	1805	5102		3502	3505		3502	3610	1589
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	94	635	52	62	958	104	62	198	42	115	208	125
RTOR Reduction (vph)	0	0	20	0	7	0	0	21	0	0	0	107
Lane Group Flow (vph)	94	635	32	62	1055	0	62	219	0	115	208	18
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	12.8	72.7	72.7	8.3	68.2		5.6	12.9		10.1	17.4	17.4
Effective Green, g (s)	12.8	72.7	72.7	8.3	68.2		5.6	12.9		10.1	17.4	17.4
Actuated g/C Ratio	0.11	0.61	0.61	0.07	0.57		0.05	0.11		0.08	0.14	0.14
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)	193	2187	961	125	2900		163	377		295	523	230
v/s Ratio Prot	c0.05	0.18		c0.03	c0.21		0.02	c0.06		0.03	c0.06	
v/s Ratio Perm			0.02									0.01
v/c Ratio	0.49	0.29	0.03	0.50	0.36		0.38	0.58		0.39	0.40	0.08
Uniform Delay, d1	50.5	11.3	9.5	53.8	14.1		55.5	51.0		52.0	46.5	44.4
Progression Factor	0.68	0.64	0.28	0.69	0.66		1.02	0.43		1.00	1.00	1.00
Incremental Delay, d2	1.9	0.3	0.1	3.0	0.3		1.4	2.2		0.9	0.5	0.1
Delay (s)	36.4	7.5	2.7	39.9	9.6		58.0	24.0		52.9	47.0	44.5
Level of Service	D	A	A	D	A		E	C		D	D	D
Approach Delay (s)		10.7			11.3			30.9			47.8	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

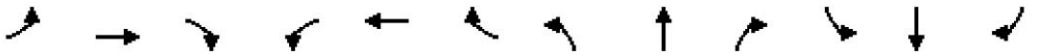
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	630	90	50	930	60	70	150	40	80	120	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3610	1585	1805	5135		1805	3483		1805	3412	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3610	1585	1805	5135		1805	3483		1805	3412	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	42	656	94	52	969	62	73	156	42	83	125	62
RTOR Reduction (vph)	0	0	35	0	3	0	0	28	0	0	57	0
Lane Group Flow (vph)	42	656	59	52	1028	0	73	170	0	83	130	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	6.4	75.7	75.7	7.7	77.0		10.4	11.3		9.3	10.2	
Effective Green, g (s)	6.4	75.7	75.7	7.7	77.0		10.4	11.3		9.3	10.2	
Actuated g/C Ratio	0.05	0.63	0.63	0.06	0.64		0.09	0.09		0.08	0.08	
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)	96	2277	1000	116	3295		156	328		140	290	
v/s Ratio Prot	c0.02	0.18		c0.03	c0.20		0.04	c0.05		c0.05	0.04	
v/s Ratio Perm			0.04									
v/c Ratio	0.44	0.29	0.06	0.45	0.31		0.47	0.52		0.59	0.45	
Uniform Delay, d1	55.1	10.0	8.5	54.1	9.6		52.2	51.8		53.5	52.2	
Progression Factor	0.89	0.55	1.01	0.95	0.68		1.22	1.23		1.00	1.00	
Incremental Delay, d2	3.1	0.3	0.1	2.5	0.2		2.1	1.3		6.6	1.1	
Delay (s)	52.1	5.8	8.7	54.0	6.8		65.6	65.2		60.1	53.3	
Level of Service	D	A	A	D	A		E	E		E	D	
Approach Delay (s)		8.6			9.1			65.3			55.4	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
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 (vph)	90	490	30	40	870	150	140	290	40	150	170	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1594	1805	5060		1805	3538		1805	3610	1602
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1594	1805	5060		1805	3538		1805	3610	1602
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	533	33	43	946	163	152	315	43	163	185	109
RTOR Reduction (vph)	0	0	9	0	14	0	0	12	0	0	0	79
Lane Group Flow (vph)	98	533	24	43	1095	0	152	346	0	163	185	30
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	11.8	65.9	86.9	5.6	59.7		21.0	17.3		15.2	11.5	23.3
Effective Green, g (s)	11.8	65.9	86.9	5.6	59.7		21.0	17.3		15.2	11.5	23.3
Actuated g/C Ratio	0.10	0.55	0.72	0.05	0.50		0.18	0.14		0.13	0.10	0.19
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)	177	2849	1207	84	2517		316	510		229	346	311
v/s Ratio Prot	c0.05	0.10	0.00	0.02	c0.22		c0.08	c0.10		c0.09	0.05	0.01
v/s Ratio Perm			0.01									0.01
v/c Ratio	0.55	0.19	0.02	0.51	0.44		0.48	0.68		0.71	0.53	0.10
Uniform Delay, d1	51.6	13.6	4.6	55.9	19.3		44.6	48.7		50.3	51.7	39.7
Progression Factor	0.67	0.62	0.99	1.02	1.07		0.52	0.54		1.00	1.00	1.00
Incremental Delay, d2	3.6	0.1	0.0	4.9	0.5		1.1	3.4		10.0	1.6	0.1
Delay (s)	38.0	8.6	4.6	62.1	21.2		24.5	30.0		60.3	53.3	39.8
Level of Service	D	A	A	E	C		C	C		E	D	D
Approach Delay (s)		12.7			22.7			28.3			52.6	
Approach LOS		B			C			C			D	

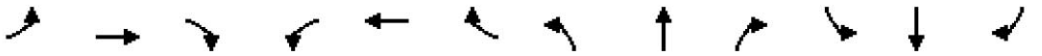
Intersection Summary			
HCM Average Control Delay	26.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	460	70	70	800	70	140	240	70	80	220	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5072		1805	5117		1805	3475		1805	3450	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	5072		1805	5117		1805	3475		1805	3450	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	511	78	78	889	78	156	267	78	89	244	89
RTOR Reduction (vph)	0	11	0	0	5	0	0	35	0	0	43	0
Lane Group Flow (vph)	44	578	0	78	962	0	156	310	0	89	290	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.2	64.9		8.0	65.7		15.6	16.4		14.7	15.5	
Effective Green, g (s)	7.2	64.9		8.0	65.7		15.6	16.4		14.7	15.5	
Actuated g/C Ratio	0.06	0.54		0.07	0.55		0.13	0.14		0.12	0.13	
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)	108	2743		120	2802		235	475		221	446	
v/s Ratio Prot	c0.02	0.11		c0.04	c0.19		c0.09	c0.09		0.05	0.08	
v/s Ratio Perm												
v/c Ratio	0.41	0.21		0.65	0.34		0.66	0.65		0.40	0.65	
Uniform Delay, d1	54.3	14.3		54.6	15.1		49.7	49.1		48.6	49.7	
Progression Factor	1.13	0.56		0.65	0.26		0.66	0.32		1.00	1.00	
Incremental Delay, d2	2.4	0.2		10.9	0.3		6.4	3.0		1.2	3.4	
Delay (s)	63.9	8.2		46.7	4.2		39.3	18.5		49.8	53.1	
Level of Service	E	A		D	A		D	B		D	D	
Approach Delay (s)		12.1			7.4			25.0			52.4	
Approach LOS		B			A			C			D	

Intersection Summary			
HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

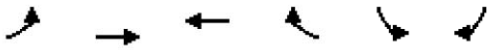
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	290	80	80	620	80	200	550	70	160	410	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1587	1805	5088		1805	3610	1589	1805	3610	1588
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1587	1805	5088		1805	3610	1589	1805	3610	1588
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	161	333	92	92	713	92	230	632	80	184	471	195
RTOR Reduction (vph)	0	0	55	0	12	0	0	0	62	0	0	159
Lane Group Flow (vph)	161	333	37	92	793	0	230	632	18	184	471	36
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	13.1	48.3	48.3	10.4	45.6		23.0	27.6	27.6	17.7	22.3	22.3
Effective Green, g (s)	13.1	48.3	48.3	10.4	45.6		23.0	27.6	27.6	17.7	22.3	22.3
Actuated g/C Ratio	0.11	0.40	0.40	0.09	0.38		0.19	0.23	0.23	0.15	0.19	0.19
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	197	1453	639	156	1933		346	830	365	266	671	295
v/s Ratio Prot	c0.09	0.09		c0.05	c0.16		c0.13	c0.18		0.10	0.13	
v/s Ratio Perm			0.02						0.01			0.02
v/c Ratio	0.82	0.23	0.06	0.59	0.41		0.66	0.76	0.05	0.69	0.70	0.12
Uniform Delay, d1	52.3	23.6	21.9	52.7	27.3		44.9	43.1	36.0	48.6	45.7	40.7
Progression Factor	0.89	0.92	1.73	1.32	0.82		0.63	0.32	0.03	1.00	1.00	1.00
Incremental Delay, d2	22.1	0.4	0.2	5.3	0.6		3.9	3.4	0.0	7.5	3.3	0.2
Delay (s)	68.8	22.1	38.2	74.8	23.0		32.2	17.2	1.0	56.1	49.1	40.9
Level of Service	E	C	D	E	C		C	B	A	E	D	D
Approach Delay (s)		37.5			28.3			19.5			48.7	
Approach LOS		D			C			B			D	

Intersection Summary			
HCM Average Control Delay	32.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		

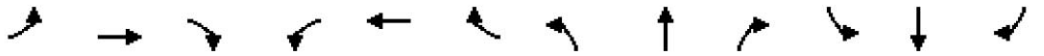
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	130	950	1470	150	120	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	3610	3610	1589	3502	1603
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	3610	3610	1589	3502	1603
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	138	1011	1564	160	128	74
RTOR Reduction (vph)	0	0	0	35	0	14
Lane Group Flow (vph)	138	1011	1564	125	128	60
Confl. Peds. (#/hr)				5		5
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Actuated Green, G (s)	14.0	102.2	84.2	94.0	9.8	23.8
Effective Green, g (s)	14.0	102.2	84.2	94.0	9.8	23.8
Actuated g/C Ratio	0.12	0.85	0.70	0.78	0.08	0.20
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)	211	3075	2533	1298	286	371
v/s Ratio Prot	c0.08	0.28	c0.43	0.01	c0.04	0.02
v/s Ratio Perm				0.07		0.02
v/c Ratio	0.65	0.33	0.62	0.10	0.45	0.16
Uniform Delay, d1	50.7	1.8	9.4	3.0	52.5	39.8
Progression Factor	0.91	1.24	0.99	1.75	0.52	0.35
Incremental Delay, d2	6.7	0.3	1.0	0.0	1.1	0.2
Delay (s)	52.9	2.5	10.4	5.4	28.2	14.3
Level of Service	D	A	B	A	C	B
Approach Delay (s)		8.6	9.9		23.1	
Approach LOS		A	A		C	

Intersection Summary			
HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

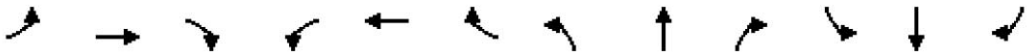
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	770	190	20	1440	70	170	40	20	60	60	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1587	1805	5147		3502	3413		1805	3610	1604
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1587	1805	5147		3502	3413		1805	3610	1604
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	85	819	202	21	1532	74	181	43	21	64	64	64
RTOR Reduction (vph)	0	0	65	0	3	0	0	19	0	0	0	13
Lane Group Flow (vph)	85	819	137	21	1603	0	181	45	0	64	64	51
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot			Prot		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	11.7	81.1	81.1	2.8	72.2		12.3	10.0		10.1	7.8	19.5
Effective Green, g (s)	11.7	81.1	81.1	2.8	72.2		12.3	10.0		10.1	7.8	19.5
Actuated g/C Ratio	0.10	0.68	0.68	0.02	0.60		0.10	0.08		0.08	0.06	0.16
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)	176	2440	1073	42	3097		359	284		152	235	314
v/s Ratio Prot	c0.05	0.23		0.01	c0.31		c0.05	0.01		0.04	c0.02	0.02
v/s Ratio Perm			0.09									0.02
v/c Ratio	0.48	0.34	0.13	0.50	0.52		0.50	0.16		0.42	0.27	0.16
Uniform Delay, d1	51.3	8.2	6.9	57.9	13.8		51.0	51.1		52.2	53.4	43.2
Progression Factor	1.05	0.58	0.57	0.80	0.45		1.00	1.00		1.09	0.87	0.79
Incremental Delay, d2	2.0	0.4	0.2	6.9	0.5		1.1	0.3		1.9	0.6	0.2
Delay (s)	55.9	5.1	4.2	53.3	6.7		52.1	51.3		58.8	47.2	34.2
Level of Service	E	A	A	D	A		D	D		E	D	C
Approach Delay (s)		8.8			7.3			51.9			46.7	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

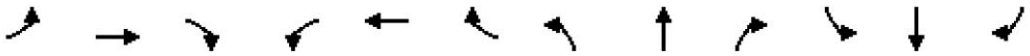
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	580	240	20	810	70	700	380	10	50	190	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3610	1597	1805	3562		3502	3594		1805	3527	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3610	1597	1805	3562		3502	3594		1805	3527	
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)	63	611	253	21	853	74	737	400	11	53	200	32
RTOR Reduction (vph)	0	0	68	0	4	0	0	2	0	0	13	0
Lane Group Flow (vph)	63	611	185	21	923	0	737	409	0	53	219	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot			Prot		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	7.2	55.6	87.9	3.3	51.7		32.3	39.5		5.6	12.8	
Effective Green, g (s)	7.2	55.6	87.9	3.3	51.7		32.3	39.5		5.6	12.8	
Actuated g/C Ratio	0.06	0.46	0.73	0.03	0.43		0.27	0.33		0.05	0.11	
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)	108	1673	1170	50	1535		943	1183		84	376	
v/s Ratio Prot	c0.03	0.17	0.04	0.01	c0.26		c0.21	0.11		0.03	c0.06	
v/s Ratio Perm			0.07									
v/c Ratio	0.58	0.37	0.16	0.42	0.60		0.78	0.35		0.63	0.58	
Uniform Delay, d1	54.9	20.8	4.9	57.4	26.2		40.6	30.5		56.2	51.0	
Progression Factor	0.85	0.82	3.54	1.06	1.22		1.00	1.00		0.31	0.26	
Incremental Delay, d2	7.5	0.6	0.1	5.1	1.6		4.3	0.2		14.4	2.3	
Delay (s)	54.5	17.6	17.2	66.2	33.7		44.9	30.6		31.7	15.4	
Level of Service	D	B	B	E	C		D	C		C	B	
Approach Delay (s)		20.0			34.5			39.8			18.4	
Approach LOS		C			C			D			B	

Intersection Summary			
HCM Average Control Delay	30.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

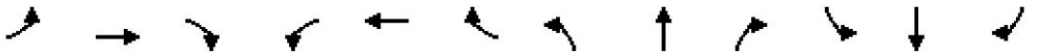
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	520	80	50	740	50	100	340	60	50	250	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3529		1805	3572		1805	3520		1805	3545	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3529		1805	3572		1805	3520		1805	3545	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	56	584	90	56	831	56	112	382	67	56	281	34
RTOR Reduction (vph)	0	8	0	0	3	0	0	14	0	0	9	0
Lane Group Flow (vph)	56	666	0	56	884	0	112	435	0	56	306	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.0	66.6		7.2	65.8		14.5	22.2		8.0	15.7	
Effective Green, g (s)	8.0	66.6		7.2	65.8		14.5	22.2		8.0	15.7	
Actuated g/C Ratio	0.07	0.55		0.06	0.55		0.12	0.18		0.07	0.13	
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)	120	1959		108	1959		218	651		120	464	
v/s Ratio Prot	c0.03	0.19		0.03	c0.25		c0.06	c0.12		0.03	0.09	
v/s Ratio Perm												
v/c Ratio	0.47	0.34		0.52	0.45		0.51	0.67		0.47	0.66	
Uniform Delay, d1	53.9	14.6		54.7	16.3		49.4	45.5		53.9	49.6	
Progression Factor	0.65	1.78		0.61	0.51		1.00	1.00		0.65	0.34	
Incremental Delay, d2	2.7	0.5		3.6	0.7		2.0	2.6		2.8	3.4	
Delay (s)	38.1	26.5		37.1	9.0		51.5	48.1		37.6	20.3	
Level of Service	D	C		D	A		D	D		D	C	
Approach Delay (s)		27.3			10.7			48.8			22.9	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

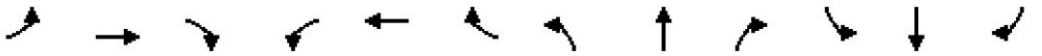
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	470	110	70	630	70	180	660	70	80	490	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3496		1805	3550		1805	3610	1585	1805	3610	1585
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3496		1805	3550		1805	3610	1585	1805	3610	1585
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	66	516	121	77	692	77	198	725	77	88	538	44
RTOR Reduction (vph)	0	16	0	0	7	0	0	0	53	0	0	34
Lane Group Flow (vph)	66	621	0	77	762	0	198	725	24	88	538	10
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.2	48.0		8.1	48.9		19.9	37.0	37.0	10.9	28.0	28.0
Effective Green, g (s)	7.2	48.0		8.1	48.9		19.9	37.0	37.0	10.9	28.0	28.0
Actuated g/C Ratio	0.06	0.40		0.07	0.41		0.17	0.31	0.31	0.09	0.23	0.23
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)	108	1398		122	1447		299	1113	489	164	842	370
v/s Ratio Prot	c0.04	0.18		c0.04	c0.21		c0.11	c0.20		0.05	0.15	
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.61	0.44		0.63	0.53		0.66	0.65	0.05	0.54	0.64	0.03
Uniform Delay, d1	55.0	26.3		54.5	26.8		46.9	35.9	29.1	52.1	41.4	35.5
Progression Factor	0.60	0.38		1.25	0.71		0.72	0.63	0.17	1.10	0.86	1.42
Incremental Delay, d2	9.4	1.0		9.0	1.2		5.0	2.8	0.2	3.2	3.5	0.1
Delay (s)	42.4	10.9		77.0	20.3		39.0	25.2	5.2	60.4	39.2	50.4
Level of Service	D	B		E	C		D	C	A	E	D	D
Approach Delay (s)		13.9			25.5			26.4			42.7	
Approach LOS		B			C			C			D	

Intersection Summary			
HCM Average Control Delay	26.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

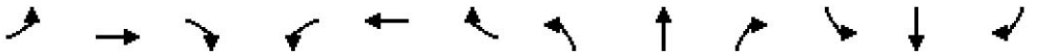
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	1020	70	30	1550	450	290	240	10	50	30	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1615	3502	5187	1591	3502	3610	2801	3502	3610	1591
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1615	3502	5187	1591	3502	3610	2801	3502	3610	1591
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1109	76	33	1685	489	315	261	11	54	33	76
RTOR Reduction (vph)	0	0	34	0	0	113	0	0	9	0	0	71
Lane Group Flow (vph)	207	1109	42	33	1685	376	315	261	2	54	33	5
Confl. Peds. (#/hr)	5					5	5		5	5		5
Turn Type	Prot		Perm	Prot		Perm	Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.1	43.3	43.3	3.9	40.1	40.1	10.9	12.6	16.5	3.9	5.6	5.6
Effective Green, g (s)	7.1	43.3	43.3	3.9	40.1	40.1	10.9	12.6	16.5	3.9	5.6	5.6
Actuated g/C Ratio	0.09	0.54	0.54	0.05	0.50	0.50	0.14	0.16	0.21	0.05	0.07	0.07
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	161	2818	877	171	2610	800	479	571	720	171	254	112
v/s Ratio Prot	c0.11	c0.21		0.01	c0.32		c0.09	0.07	0.00	c0.02	0.01	
v/s Ratio Perm			0.03			0.24			0.00			0.00
v/c Ratio	1.29	0.39	0.05	0.19	0.65	0.47	0.66	0.46	0.00	0.32	0.13	0.05
Uniform Delay, d1	36.3	10.6	8.5	36.4	14.6	12.9	32.6	30.4	25.1	36.6	34.8	34.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	167.2	0.1	0.0	0.6	0.6	0.4	3.3	0.6	0.0	1.1	0.2	0.2
Delay (s)	203.5	10.7	8.6	36.9	15.1	13.3	35.9	31.0	25.1	37.7	35.0	34.7
Level of Service	F	B	A	D	B	B	D	C	C	D	C	C
Approach Delay (s)		39.2			15.1			33.5			35.8	
Approach LOS		D			B			C			D	

Intersection Summary			
HCM Average Control Delay	26.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	79.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

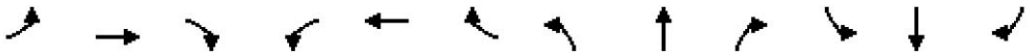
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	780	340	0	1660	0	0	0	0	200	0	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0
Lane Util. Factor		0.91			0.91					0.95	0.91	0.95
Frpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Frt		0.95			1.00					1.00	0.87	0.85
Flt Protected		1.00			1.00					0.95	0.99	1.00
Satd. Flow (prot)		4951			5187					1715	1494	1534
Flt Permitted		1.00			1.00					0.95	0.99	1.00
Satd. Flow (perm)		4951			5187					1715	1494	1534
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	857	374	0	1824	0	0	0	0	220	0	341
RTOR Reduction (vph)	0	91	0	0	0	0	0	0	0	0	15	15
Lane Group Flow (vph)	0	1140	0	0	1824	0	0	0	0	196	169	166
Confl. Peds. (#/hr)						5						
Turn Type										Perm		Perm
Protected Phases		4			8						6	
Permitted Phases										6		6
Actuated Green, G (s)		48.1			48.1					13.9	13.9	13.9
Effective Green, g (s)		48.1			48.1					13.9	13.9	13.9
Actuated g/C Ratio		0.69			0.69					0.20	0.20	0.20
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)		3402			3564					341	297	305
v/s Ratio Prot		0.23			c0.35							
v/s Ratio Perm										c0.11	0.11	0.11
v/c Ratio		0.33			0.51					0.57	0.57	0.54
Uniform Delay, d1		4.5			5.3					25.4	25.3	25.2
Progression Factor		1.00			0.23					1.00	1.00	1.00
Incremental Delay, d2		0.3			0.4					2.3	2.5	2.0
Delay (s)		4.7			1.6					27.7	27.8	27.2
Level of Service		A			A					C	C	C
Approach Delay (s)		4.7			1.6			0.0			27.6	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

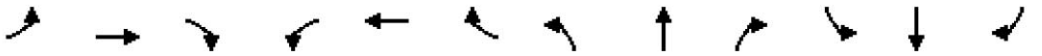
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	810	0	0	970	170	780	10	300	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0	4.0			
Lane Util. Factor	1.00	0.91			0.91		0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.98		1.00	0.99	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.96	1.00			
Satd. Flow (prot)	1805	5187			5059		1715	1636	1534			
Flt Permitted	0.95	1.00			1.00		0.95	0.96	1.00			
Satd. Flow (perm)	1805	5187			5059		1715	1636	1534			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	880	0	0	1054	185	848	11	326	0	0	0
RTOR Reduction (vph)	0	0	0	0	34	0	0	4	86	0	0	0
Lane Group Flow (vph)	152	880	0	0	1205	0	449	439	207	0	0	0
Confl. Peds. (#/hr)	5					5						
Turn Type	Prot						Split		Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases									2			
Actuated Green, G (s)	8.0	39.2			27.2		22.8	22.8	22.8			
Effective Green, g (s)	8.0	39.2			27.2		22.8	22.8	22.8			
Actuated g/C Ratio	0.11	0.56			0.39		0.33	0.33	0.33			
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)	206	2905			1966		559	533	500			
v/s Ratio Prot	c0.08	0.17			c0.24		0.26	c0.27				
v/s Ratio Perm									0.13			
v/c Ratio	0.74	0.30			0.61		0.80	0.82	0.41			
Uniform Delay, d1	30.0	8.2			17.2		21.6	21.7	18.4			
Progression Factor	0.98	0.85			1.00		1.00	1.00	1.00			
Incremental Delay, d2	12.3	0.3			1.4		8.2	10.0	0.6			
Delay (s)	41.7	7.2			18.6		29.7	31.7	18.9			
Level of Service	D	A			B		C	C	B			
Approach Delay (s)		12.3			18.6			27.8			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

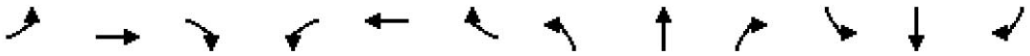
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	320	800	10	0	950	100	50	160	10	30	20	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.97	0.95			0.95	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3602			3610	1615	3502	3577		1805	3610	1615
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3602			3610	1615	3502	3577		1805	3610	1615
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	340	851	11	0	1011	106	53	170	11	32	21	170
RTOR Reduction (vph)	0	1	0	0	0	49	0	4	0	0	0	158
Lane Group Flow (vph)	340	862	0	0	1011	57	53	177	0	32	21	12
Confl. Peds. (#/hr)			5									
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	22.0	90.0			64.0	64.0	9.3	12.8		5.2	8.7	8.7
Effective Green, g (s)	22.0	90.0			64.0	64.0	9.3	12.8		5.2	8.7	8.7
Actuated g/C Ratio	0.18	0.75			0.53	0.53	0.08	0.11		0.04	0.07	0.07
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)	642	2702			1925	861	271	382		78	262	117
v/s Ratio Prot	c0.10	0.24			c0.28		0.02	c0.05		c0.02	0.01	
v/s Ratio Perm						0.04						0.01
v/c Ratio	0.53	0.32			0.53	0.07	0.20	0.46		0.41	0.08	0.11
Uniform Delay, d1	44.3	4.9			18.2	13.5	51.8	50.4		55.9	51.9	52.0
Progression Factor	1.00	1.00			0.33	0.05	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.3			1.0	0.1	0.4	0.9		3.5	0.1	0.4
Delay (s)	45.1	5.2			7.0	0.8	52.2	51.3		59.4	52.0	52.4
Level of Service	D	A			A	A	D	D		E	D	D
Approach Delay (s)		16.5			6.4			51.5			53.4	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

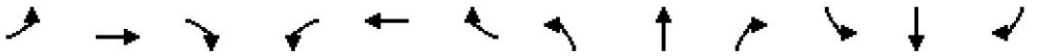
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	750	30	10	1010	30	10	10	20	10	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.90		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5151		1805	3610	1564	1797	1688		1798	1663	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.74	1.00	
Satd. Flow (perm)	1805	5151		1805	3610	1564	1381	1688		1395	1663	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	52	773	31	10	1041	31	10	10	21	10	10	31
RTOR Reduction (vph)	0	1	0	0	0	3	0	20	0	0	29	0
Lane Group Flow (vph)	52	803	0	10	1041	28	10	11	0	10	12	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Turn Type	Prot			Prot		Perm	Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	9.2	99.0		1.4	91.2	91.2	7.6	7.6		7.6	7.6	
Effective Green, g (s)	9.2	99.0		1.4	91.2	91.2	7.6	7.6		7.6	7.6	
Actuated g/C Ratio	0.08	0.82		0.01	0.76	0.76	0.06	0.06		0.06	0.06	
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)	138	4250		21	2744	1189	87	107		88	105	
v/s Ratio Prot	c0.03	0.16		0.01	c0.29			0.01			0.01	
v/s Ratio Perm						0.02	c0.01			0.01		
v/c Ratio	0.38	0.19		0.48	0.38	0.02	0.11	0.11		0.11	0.11	
Uniform Delay, d1	52.7	2.2		58.9	4.9	3.5	53.0	53.0		53.0	53.0	
Progression Factor	0.91	0.94		1.14	0.42	0.29	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	0.1		15.6	0.4	0.0	0.6	0.4		0.6	0.5	
Delay (s)	49.6	2.1		82.9	2.4	1.1	53.6	53.4		53.6	53.5	
Level of Service	D	A		F	A	A	D	D		D	D	
Approach Delay (s)		5.0			3.1			53.5			53.5	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
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 (vph)	40	700	80	100	890	80	70	90	40	40	130	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	5097		1805	5110		1805	1803		1805	1900	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	5097		1805	5110		1805	1803		1805	1900	1589
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	714	82	102	908	82	71	92	41	41	133	82
RTOR Reduction (vph)	0	7	0	0	5	0	0	20	0	0	0	73
Lane Group Flow (vph)	41	789	0	102	985	0	71	113	0	41	133	9
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	6.6	68.0		13.7	75.1		8.4	13.2		9.1	13.9	13.9
Effective Green, g (s)	6.6	68.0		13.7	75.1		8.4	13.2		9.1	13.9	13.9
Actuated g/C Ratio	0.05	0.57		0.11	0.63		0.07	0.11		0.08	0.12	0.12
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)	99	2888		206	3198		126	198		137	220	184
v/s Ratio Prot	0.02	0.15		c0.06	c0.19		0.04	c0.06		0.02	c0.07	
v/s Ratio Perm												0.01
v/c Ratio	0.41	0.27		0.50	0.31		0.56	0.57		0.30	0.60	0.05
Uniform Delay, d1	54.8	13.3		49.9	10.4		54.0	50.7		52.4	50.4	47.2
Progression Factor	1.09	0.66		0.65	0.29		1.45	1.60		1.00	1.00	1.00
Incremental Delay, d2	2.8	0.2		1.8	0.2		4.3	3.0		1.2	4.6	0.1
Delay (s)	62.6	9.0		34.1	3.3		82.4	84.2		53.7	55.1	47.3
Level of Service	E	A		C	A		F	F		D	E	D
Approach Delay (s)		11.6			6.2			83.6			52.4	
Approach LOS		B			A			F			D	

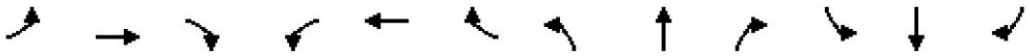
Intersection Summary			
HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	640	50	490	640	0	0	0	0	0	0	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3610	1572	1805	3610							1644
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3610	1572	1805	3610							1644
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	696	54	533	696	0	0	0	0	0	0	228
RTOR Reduction (vph)	0	0	33	0	0	0	0	0	0	0	0	212
Lane Group Flow (vph)	0	696	21	533	696	0	0	0	0	0	0	16
Confl. Peds. (#/hr)			5									5
Turn Type			Perm	Prot								custom
Protected Phases		4		3 6	8							6
Permitted Phases			4									
Actuated Green, G (s)		45.8	45.8	66.2	103.8							8.2
Effective Green, g (s)		45.8	45.8	66.2	103.8							8.2
Actuated g/C Ratio		0.38	0.38	0.55	0.86							0.07
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)		1378	600	996	3123							112
v/s Ratio Prot		c0.19		c0.30	0.19							0.01
v/s Ratio Perm			0.01									
v/c Ratio		0.51	0.03	0.54	0.22							0.14
Uniform Delay, d1		28.4	23.2	17.1	1.4							52.6
Progression Factor		1.00	1.00	0.64	1.04							1.00
Incremental Delay, d2		1.3	0.1	0.4	0.1							0.6
Delay (s)		29.7	23.4	11.4	1.5							53.2
Level of Service		C	C	B	A							D
Approach Delay (s)		29.3			5.8			0.0			53.2	
Approach LOS		C			A			A			D	

Intersection Summary			
HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.5%	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 (vph)	20	620	50	0	1420	140	230	100	10	10	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99			0.99		1.00	0.99		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3570			3553		1805	1873		1805	1615	
Flt Permitted	0.10	1.00			1.00		0.74	1.00		0.62	1.00	
Satd. Flow (perm)	188	3570			3553		1399	1873		1171	1615	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	660	53	0	1511	149	245	106	11	11	0	32
RTOR Reduction (vph)	0	4	0	0	5	0	0	3	0	0	25	0
Lane Group Flow (vph)	21	709	0	0	1655	0	245	114	0	11	7	0
Confl. Peds. (#/hr)						5						
Turn Type	Perm						Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	85.8	85.8			85.8		26.2	26.2		26.2	26.2	
Effective Green, g (s)	85.8	85.8			85.8		26.2	26.2		26.2	26.2	
Actuated g/C Ratio	0.71	0.71			0.71		0.22	0.22		0.22	0.22	
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)	134	2553			2540		305	409		256	353	
v/s Ratio Prot		0.20			c0.47			0.06			0.00	
v/s Ratio Perm	0.11						c0.18			0.01		
v/c Ratio	0.16	0.28			0.65		0.80	0.28		0.04	0.02	
Uniform Delay, d1	5.5	6.1			9.1		44.5	39.0		37.0	36.8	
Progression Factor	0.11	0.03			0.38		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	0.2			1.3		14.1	0.4		0.1	0.0	
Delay (s)	2.8	0.4			4.7		58.6	39.4		37.1	36.8	
Level of Service	A	A			A		E	D		D	D	
Approach Delay (s)		0.5			4.7			52.4			36.9	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.8%	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)	110	910	250	120	1230	60	50	30	30	60	120	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1585	1805	5187	1564	1715	1660		1715	1801	1587
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1585	1805	5187	1564	1715	1660		1715	1801	1587
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	968	266	128	1309	64	53	32	32	64	128	96
RTOR Reduction (vph)	0	0	85	0	0	19	0	30	0	0	0	84
Lane Group Flow (vph)	117	968	181	128	1309	45	48	39	0	58	134	12
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	7.0	73.4	73.4	7.0	73.4	73.4	9.1	9.1		14.5	14.5	14.5
Effective Green, g (s)	7.0	73.4	73.4	7.0	73.4	73.4	9.1	9.1		14.5	14.5	14.5
Actuated g/C Ratio	0.06	0.61	0.61	0.06	0.61	0.61	0.08	0.08		0.12	0.12	0.12
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	105	2208	969	105	3173	957	130	126		207	218	192
v/s Ratio Prot	0.06	c0.27		c0.07	0.25		c0.03	0.02		0.03	c0.07	
v/s Ratio Perm			0.11			0.03						0.01
v/c Ratio	1.11	0.44	0.19	1.22	0.41	0.05	0.37	0.31		0.28	0.61	0.06
Uniform Delay, d1	56.5	12.4	10.2	56.5	12.1	9.3	52.7	52.5		48.0	50.1	46.7
Progression Factor	0.78	1.22	2.26	0.82	0.38	0.19	1.00	1.00		1.01	1.02	2.33
Incremental Delay, d2	121.8	0.6	0.4	149.2	0.3	0.1	1.8	1.4		0.7	4.9	0.1
Delay (s)	165.6	15.8	23.5	195.3	4.9	1.8	54.5	53.9		49.0	56.2	109.1
Level of Service	F	B	C	F	A	A	D	D		D	E	F
Approach Delay (s)		30.3			21.0			54.2			72.4	
Approach LOS		C			C			D			E	

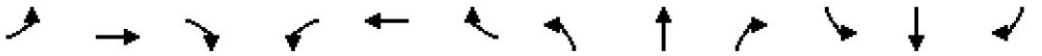
Intersection Summary			
HCM Average Control Delay	30.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	570	100	10	560	280	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3516		1805	3610	1805	1596
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3516		1805	3610	1805	1596
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	679	119	12	667	333	71
RTOR Reduction (vph)	17	0	0	0	0	33
Lane Group Flow (vph)	781	0	12	667	333	38
Confl. Peds. (#/hr)		5	5			5
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	17.1		3.4	24.5	15.3	18.7
Effective Green, g (s)	17.1		3.4	24.5	15.3	18.7
Actuated g/C Ratio	0.36		0.07	0.51	0.32	0.39
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)	1258		128	1850	578	758
v/s Ratio Prot	c0.22		0.01	c0.18	c0.18	0.00
v/s Ratio Perm						0.02
v/c Ratio	0.62		0.09	0.36	0.58	0.05
Uniform Delay, d1	12.7		20.8	7.0	13.5	9.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		0.3	0.1	1.4	0.0
Delay (s)	13.6		21.1	7.1	14.9	9.1
Level of Service	B		C	A	B	A
Approach Delay (s)	13.6			7.3	13.9	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	47.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

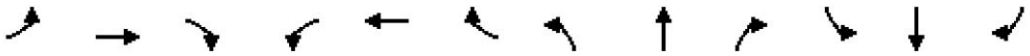
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	510	120	30	230	30	460	280	730	60	20	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91	1.00	0.97	0.95		1.00	1.00	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1584	3502	3548		1805	1900	1615	1805	3610	1590
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1584	3502	3548		1805	1900	1615	1805	3610	1590
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	11	560	132	33	253	33	505	308	802	66	22	11
RTOR Reduction (vph)	0	0	106	0	9	0	0	0	130	0	0	11
Lane Group Flow (vph)	11	560	26	33	277	0	505	308	672	66	22	0
Confl. Peds. (#/hr)			5	5			5					5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	1.7	17.3	17.3	3.4	19.0		47.7	45.8	45.8	5.4	3.5	3.5
Effective Green, g (s)	1.7	17.3	17.3	3.4	19.0		47.7	45.8	45.8	5.4	3.5	3.5
Actuated g/C Ratio	0.02	0.20	0.20	0.04	0.22		0.54	0.52	0.52	0.06	0.04	0.04
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	35	1021	312	135	767		980	990	841	111	144	63
v/s Ratio Prot	0.01	c0.11		0.01	c0.08		0.28	0.16		c0.04	0.01	
v/s Ratio Perm			0.02						c0.42			0.00
v/c Ratio	0.31	0.55	0.08	0.24	0.36		0.52	0.31	0.80	0.59	0.15	0.01
Uniform Delay, d1	42.5	31.8	28.8	41.0	29.3		12.8	12.0	17.3	40.2	40.8	40.5
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	5.1	0.6	0.1	0.9	0.3		0.5	0.2	5.3	8.3	0.5	0.0
Delay (s)	47.6	32.4	28.9	41.9	29.6		13.2	12.2	22.6	48.5	41.3	40.6
Level of Service	D	C	C	D	C		B	B	C	D	D	D
Approach Delay (s)		32.0			30.9			17.7			46.0	
Approach LOS		C			C			B			D	

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	87.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.4%	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)	30	10	50	0	0	0	0	1050	340	100	200	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.95					0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Frt	1.00	0.90	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1622	1534					3610	1615	3502	3610	
Flt Permitted	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1622	1534					3610	1615	3502	3610	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	33	11	55	0	0	0	0	1154	374	110	220	0
RTOR Reduction (vph)	0	21	29	0	0	0	0	0	163	0	0	0
Lane Group Flow (vph)	33	13	3	0	0	0	0	1154	211	110	220	0
Confl. Peds. (#/hr)							5					5
Turn Type	Split		Perm						Perm	Prot		
Protected Phases	6	6						4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	4.2	4.2	4.2					28.2	28.2	5.6	37.8	
Effective Green, g (s)	4.2	4.2	4.2					28.2	28.2	5.6	37.8	
Actuated g/C Ratio	0.08	0.08	0.08					0.56	0.56	0.11	0.76	
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)	152	136	129					2036	911	392	2729	
v/s Ratio Prot	c0.02	0.01						c0.32		c0.03	0.06	
v/s Ratio Perm			0.00						0.13			
v/c Ratio	0.22	0.10	0.02					0.57	0.23	0.28	0.08	
Uniform Delay, d1	21.4	21.1	21.0					7.0	5.5	20.4	1.6	
Progression Factor	1.00	1.00	1.00					1.00	1.00	0.95	0.70	
Incremental Delay, d2	0.7	0.3	0.1					1.1	0.6	0.4	0.1	
Delay (s)	22.1	21.5	21.1					8.1	6.1	19.7	1.2	
Level of Service	C	C	C					A	A	B	A	
Approach Delay (s)		21.5			0.0			7.6			7.3	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	130	270	1020	0	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	1.00	0.95			0.95
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3502	1615	3610			3610
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3502	1615	3610			3610
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	153	318	1200	0	0	188
RTOR Reduction (vph)	0	41	0	0	0	0
Lane Group Flow (vph)	153	277	1200	0	0	188
Confl. Peds. (#/hr)				5		
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Actuated Green, G (s)	12.4	12.4	29.6			29.6
Effective Green, g (s)	12.4	12.4	29.6			29.6
Actuated g/C Ratio	0.25	0.25	0.59			0.59
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)	868	401	2137			2137
v/s Ratio Prot	0.04		c0.33			0.05
v/s Ratio Perm		c0.17				
v/c Ratio	0.18	0.69	0.56			0.09
Uniform Delay, d1	14.8	17.1	6.2			4.4
Progression Factor	1.00	1.00	0.19			1.00
Incremental Delay, d2	0.1	5.1	0.9			0.1
Delay (s)	14.9	22.2	2.1			4.5
Level of Service	B	C	A			A
Approach Delay (s)	19.8		2.1			4.5
Approach LOS	B		A			A

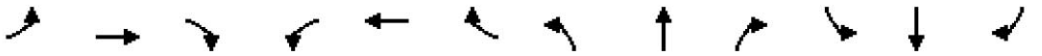
Intersection Summary			
HCM Average Control Delay	6.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	740	10	110	1800	1910	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.91		0.97	0.91	0.94	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	1.00	
Flt Protected	1.00		0.95	1.00	0.95	
Satd. Flow (prot)	5175		3502	5187	5100	
Flt Permitted	1.00		0.95	1.00	0.95	
Satd. Flow (perm)	5175		3502	5187	5100	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	804	11	120	1957	2076	11
RTOR Reduction (vph)	1	0	0	0	1	0
Lane Group Flow (vph)	814	0	120	1957	2086	0
Confl. Peds. (#/hr)		5	5			
Turn Type			Prot			
Protected Phases	4		3	8	2	
Permitted Phases						
Actuated Green, G (s)	25.0		13.9	42.9	38.0	
Effective Green, g (s)	25.0		13.9	42.9	38.0	
Actuated g/C Ratio	0.28		0.16	0.48	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)	1455		548	2503	2180	
v/s Ratio Prot	0.16		0.03	c0.38	c0.41	
v/s Ratio Perm						
v/c Ratio	0.56		0.22	0.78	0.96	
Uniform Delay, d1	27.3		32.8	19.1	24.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.5		0.2	1.7	10.8	
Delay (s)	27.7		33.0	20.8	35.5	
Level of Service	C		C	C	D	
Approach Delay (s)	27.7			21.5	35.5	
Approach LOS	C			C	D	

Intersection Summary			
HCM Average Control Delay	28.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	88.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

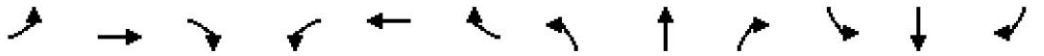
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	870	40	160	1640	20	130	110	210	100	100	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	5187	1590	3502	5176		3502	1900	1591	1805	3439	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	5187	1590	3502	5176		3502	1900	1591	1805	3439	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	926	43	170	1745	21	138	117	223	106	106	43
RTOR Reduction (vph)	0	0	25	0	1	0	0	0	184	0	38	0
Lane Group Flow (vph)	53	926	18	170	1765	0	138	117	39	106	111	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	3.8	30.3	30.3	7.1	33.6		12.7	12.9	12.9	7.9	8.1	
Effective Green, g (s)	3.8	30.3	30.3	7.1	33.6		12.7	12.9	12.9	7.9	8.1	
Actuated g/C Ratio	0.05	0.41	0.41	0.10	0.45		0.17	0.17	0.17	0.11	0.11	
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)	92	2118	649	335	2344		599	330	277	192	375	
v/s Ratio Prot	0.03	c0.18		0.05	c0.34		0.04	c0.06		c0.06	0.03	
v/s Ratio Perm			0.01						0.02			
v/c Ratio	0.58	0.44	0.03	0.51	0.75		0.23	0.35	0.14	0.55	0.30	
Uniform Delay, d1	34.4	15.8	13.1	31.9	16.9		26.5	27.0	26.0	31.5	30.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.5	0.1	0.0	1.2	1.4		0.2	0.7	0.2	3.4	0.4	
Delay (s)	42.9	16.0	13.1	33.1	18.3		26.7	27.6	26.2	34.9	30.9	
Level of Service	D	B	B	C	B		C	C	C	C	C	
Approach Delay (s)		17.2			19.6			26.7			32.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

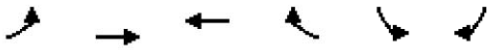
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	470	100	50	530	140	420	890	200	70	220	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1597	3502	3610	1596	3502	3610	1595	3502	3610	1597
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1597	3502	3610	1596	3502	3610	1595	3502	3610	1597
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	125	534	114	57	602	159	477	1011	227	80	250	125
RTOR Reduction (vph)	0	0	70	0	0	35	0	0	82	0	0	39
Lane Group Flow (vph)	125	534	44	57	602	124	477	1011	145	80	250	86
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	9.7	23.0	32.2	7.2	20.5	27.7	9.2	30.8	38.0	7.2	28.8	38.5
Effective Green, g (s)	9.7	23.0	32.2	7.2	20.5	27.7	9.2	30.8	38.0	7.2	28.8	38.5
Actuated g/C Ratio	0.12	0.27	0.38	0.09	0.24	0.33	0.11	0.37	0.45	0.09	0.34	0.46
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	208	986	687	299	879	601	383	1321	796	299	1235	806
v/s Ratio Prot	c0.07	0.15	0.01	0.02	c0.17	0.02	c0.14	c0.28	0.02	0.02	0.07	0.01
v/s Ratio Perm			0.02			0.06			0.08			0.04
v/c Ratio	0.60	0.54	0.06	0.19	0.68	0.21	1.25	0.77	0.18	0.27	0.20	0.11
Uniform Delay, d1	35.4	26.1	16.5	35.8	28.9	20.3	37.5	23.5	13.8	36.0	19.6	13.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	0.6	0.0	0.3	2.2	0.2	130.6	2.7	0.1	0.5	0.1	0.1
Delay (s)	40.2	26.7	16.5	36.1	31.1	20.5	168.1	26.2	13.9	36.5	19.7	13.1
Level of Service	D	C	B	D	C	C	F	C	B	D	B	B
Approach Delay (s)		27.4			29.4			64.1			20.8	
Approach LOS		C			C			E			C	

Intersection Summary			
HCM Average Control Delay	43.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

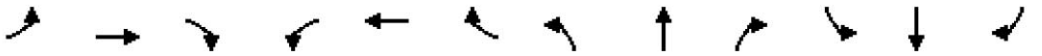
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	170	580	600	400	170	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.96	1.00
Satd. Flow (prot)	1805	3610	3610	1601	3473	1459
Flt Permitted	0.95	1.00	1.00	1.00	0.96	1.00
Satd. Flow (perm)	1805	3610	3610	1601	3473	1459
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	191	652	674	449	191	112
RTOR Reduction (vph)	0	0	0	27	13	45
Lane Group Flow (vph)	191	652	674	422	196	49
Confl. Peds. (#/hr)				5		5
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Actuated Green, G (s)	7.1	24.6	13.5	22.0	8.5	15.6
Effective Green, g (s)	7.1	24.6	13.5	22.0	8.5	15.6
Actuated g/C Ratio	0.17	0.60	0.33	0.54	0.21	0.38
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)	312	2161	1186	1013	718	696
v/s Ratio Prot	c0.11	0.18	c0.19	c0.09	0.06	0.01
v/s Ratio Perm				0.18		0.02
v/c Ratio	0.61	0.30	0.57	0.42	0.27	0.07
Uniform Delay, d1	15.7	4.0	11.4	5.7	13.7	8.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.1	0.6	0.3	0.2	0.0
Delay (s)	19.3	4.1	12.0	6.0	13.9	8.2
Level of Service	B	A	B	A	B	A
Approach Delay (s)		7.6	9.6		12.1	
Approach LOS		A	A		B	

Intersection Summary			
HCM Average Control Delay	9.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	41.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

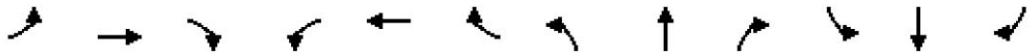
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	290	130	160	620	130	800	350	750	30	50	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1602	3502	3610	1591	3502	3610	1591	3502	3610	1604
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1602	3502	3610	1591	3502	3610	1591	3502	3610	1604
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	171	354	159	195	756	159	976	427	915	37	61	61
RTOR Reduction (vph)	0	0	67	0	0	111	0	0	385	0	0	46
Lane Group Flow (vph)	171	354	92	195	756	48	976	427	530	37	61	15
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	11.1	26.5	48.6	9.9	25.3	25.3	22.1	27.1	27.1	4.1	9.1	20.2
Effective Green, g (s)	11.1	26.5	48.6	9.9	25.3	25.3	22.1	27.1	27.1	4.1	9.1	20.2
Actuated g/C Ratio	0.13	0.32	0.58	0.12	0.30	0.30	0.26	0.32	0.32	0.05	0.11	0.24
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	240	1644	1008	415	1093	481	926	1170	516	172	393	464
v/s Ratio Prot	c0.09	0.07	0.02	0.06	c0.21		c0.28	0.12		0.01	0.02	0.00
v/s Ratio Perm			0.03			0.03			c0.33			0.00
v/c Ratio	0.71	0.22	0.09	0.47	0.69	0.10	1.05	0.36	1.03	0.22	0.16	0.03
Uniform Delay, d1	34.7	20.9	7.7	34.4	25.7	21.0	30.7	21.7	28.2	38.2	33.8	24.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.6	0.1	0.0	0.8	1.9	0.1	44.9	0.2	47.0	0.6	0.2	0.0
Delay (s)	44.3	21.0	7.8	35.2	27.6	21.1	75.6	21.8	75.2	38.8	34.0	24.3
Level of Service	D	C	A	D	C	C	E	C	E	D	C	C
Approach Delay (s)		23.8			28.0			65.5			31.4	
Approach LOS		C			C			E			C	

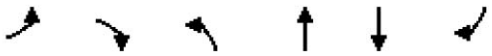
Intersection Summary			
HCM Average Control Delay	47.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	83.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	780	290	10	500	0	0	0	0	10	0	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lane Util. Factor		0.91	0.91	1.00	0.95					1.00	1.00	
Frt		0.99	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3439	1470	1805	3610					1805	1615	
Flt Permitted		1.00	1.00	0.23	1.00					0.95	1.00	
Satd. Flow (perm)		3439	1470	434	3610					1805	1615	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	886	330	11	568	0	0	0	0	11	0	477
RTOR Reduction (vph)	0	5	159	0	0	0	0	0	0	0	133	0
Lane Group Flow (vph)	0	914	138	11	568	0	0	0	0	11	344	0
Turn Type			Perm	Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Actuated Green, G (s)		18.5	18.5	18.5	18.5					13.4	13.4	
Effective Green, g (s)		18.5	18.5	18.5	18.5					13.4	13.4	
Actuated g/C Ratio		0.46	0.46	0.46	0.46					0.34	0.34	
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)		1595	682	201	1674					606	542	
v/s Ratio Prot		c0.27			0.16						c0.21	
v/s Ratio Perm			0.09	0.03						0.01		
v/c Ratio		0.57	0.20	0.05	0.34					0.02	0.63	
Uniform Delay, d1		7.8	6.3	5.9	6.8					8.9	11.2	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.5	0.1	0.1	0.1					0.0	2.4	
Delay (s)		8.3	6.5	6.0	6.9					8.9	13.6	
Level of Service		A	A	A	A					A	B	
Approach Delay (s)		7.9			6.9			0.0			13.5	
Approach LOS		A			A			A			B	

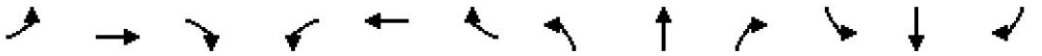
Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	39.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	800	0	500	0	0	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	851	0	532	0	0	0

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total (vph)	426	426	355	177
Volume Left (vph)	426	426	355	177
Volume Right (vph)	0	0	0	0
Hadj (s)	0.50	0.50	0.50	0.50
Departure Headway (s)	6.8	6.8	7.3	7.3
Degree Utilization, x	0.80	0.80	0.72	0.36
Capacity (veh/h)	527	524	480	478
Control Delay (s)	30.1	30.1	25.8	13.2
Approach Delay (s)	30.1		21.6	
Approach LOS	D		C	

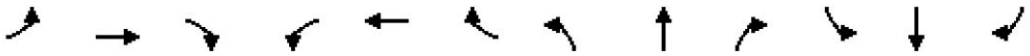
Intersection Summary			
Delay	26.9		
HCM Level of Service	D		
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	0	550	10	440	10	1020	460	90	260	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1900		3502	1900	1615	1805	3610	1591	3502	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1900		3502	1900	1615	1805	3610	1591	3502	3610	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	11	0	611	11	489	11	1133	511	100	289	11
RTOR Reduction (vph)	0	0	0	0	0	212	0	0	147	0	0	5
Lane Group Flow (vph)	11	11	0	611	11	277	11	1133	364	100	289	6
Confl. Peds. (#/hr)			5	5					5	5		
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	1.0	4.3		14.7	18.0	18.0	1.0	34.2	34.2	5.2	38.4	38.4
Effective Green, g (s)	1.0	4.3		14.7	18.0	18.0	1.0	34.2	34.2	5.2	38.4	38.4
Actuated g/C Ratio	0.01	0.06		0.20	0.24	0.24	0.01	0.46	0.46	0.07	0.52	0.52
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	24	110		692	460	391	24	1659	731	245	1863	834
v/s Ratio Prot	0.01	0.01		c0.17	0.01		0.01	c0.31		c0.03	0.08	
v/s Ratio Perm						c0.17			0.23			0.00
v/c Ratio	0.46	0.10		0.88	0.02	0.71	0.46	0.68	0.50	0.41	0.16	0.01
Uniform Delay, d1	36.4	33.2		29.0	21.5	25.8	36.4	15.8	14.1	33.1	9.5	8.7
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	13.2	0.4		12.8	0.0	5.8	13.2	1.2	0.5	1.1	0.0	0.0
Delay (s)	49.7	33.6		41.8	21.5	31.6	49.7	17.0	14.6	34.2	9.5	8.7
Level of Service	D	C		D	C	C	D	B	B	C	A	A
Approach Delay (s)		41.6			37.1			16.5			15.7	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	23.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	74.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

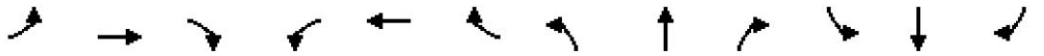
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	400	20	10	710	40	70	70	30	30	10	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.98		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1805	3585		1805	3578			1812		1802	1635	
Flt Permitted	0.95	1.00		0.95	1.00			0.81		0.64	1.00	
Satd. Flow (perm)	1805	3585		1805	3578			1490		1218	1635	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	128	426	21	11	755	43	74	74	32	32	11	149
RTOR Reduction (vph)	0	3	0	0	5	0	0	12	0	0	117	0
Lane Group Flow (vph)	128	444	0	11	793	0	0	168	0	32	43	0
Confl. Peds. (#/hr)	5					5			5	5		
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	8.0	27.6		1.1	20.7			11.3		11.3	11.3	
Effective Green, g (s)	8.0	27.6		1.1	20.7			11.3		11.3	11.3	
Actuated g/C Ratio	0.15	0.53		0.02	0.40			0.22		0.22	0.22	
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)	278	1903		38	1424			324		265	355	
v/s Ratio Prot	c0.07	0.12		0.01	c0.22						0.03	
v/s Ratio Perm								c0.11		0.03		
v/c Ratio	0.46	0.23		0.29	0.56			0.52		0.12	0.12	
Uniform Delay, d1	20.0	6.5		25.1	12.1			18.0		16.4	16.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.1		4.2	0.5			1.4		0.2	0.2	
Delay (s)	21.2	6.6		29.3	12.6			19.4		16.6	16.5	
Level of Service	C	A		C	B			B		B	B	
Approach Delay (s)		9.9			12.8			19.4			16.5	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	52.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	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)	40	400	80	90	670	260	150	990	180	90	200	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3511		1805	3610	1595	1805	3610	1594	3502	3511	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3511		1805	3610	1595	1805	3610	1594	3502	3511	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	444	89	100	744	289	167	1100	200	100	222	44
RTOR Reduction (vph)	0	18	0	0	0	54	0	0	48	0	16	0
Lane Group Flow (vph)	44	515	0	100	744	235	167	1100	152	100	250	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			
Actuated Green, G (s)	3.7	24.0		7.2	27.5	34.7	9.3	31.9	39.1	7.2	29.8	
Effective Green, g (s)	3.7	24.0		7.2	27.5	34.7	9.3	31.9	39.1	7.2	29.8	
Actuated g/C Ratio	0.04	0.28		0.08	0.32	0.40	0.11	0.37	0.45	0.08	0.35	
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)	77	976		151	1150	715	195	1334	796	292	1212	
v/s Ratio Prot	0.02	0.15		c0.06	c0.21	0.03	c0.09	c0.30	0.02	0.03	0.07	
v/s Ratio Perm						0.12			0.08			
v/c Ratio	0.57	0.53		0.66	0.65	0.33	0.86	0.82	0.19	0.34	0.21	
Uniform Delay, d1	40.5	26.4		38.4	25.2	17.8	37.8	24.7	14.1	37.3	19.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.8	0.5		10.4	1.3	0.3	28.9	4.3	0.1	0.7	0.1	
Delay (s)	50.4	26.9		48.8	26.5	18.0	66.8	28.9	14.3	38.0	20.0	
Level of Service	D	C		D	C	B	E	C	B	D	C	
Approach Delay (s)		28.7			26.3			31.2			24.9	
Approach LOS		C			C			C			C	

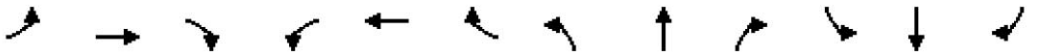
Intersection Summary			
HCM Average Control Delay	28.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	86.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	60	80	1420	40	20	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1801	1592	3610	1576	1805	3610
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1801	1592	3610	1576	1805	3610
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	67	90	1596	45	22	899
RTOR Reduction (vph)	0	80	0	7	0	0
Lane Group Flow (vph)	67	10	1596	38	22	899
Confl. Peds. (#/hr)	5	5		5	5	
Turn Type		custom		Perm	Prot	
Protected Phases			2		1	6
Permitted Phases	8	8		2		
Actuated Green, G (s)	6.1	6.1	33.9	33.9	1.1	39.0
Effective Green, g (s)	6.1	6.1	33.9	33.9	1.1	39.0
Actuated g/C Ratio	0.11	0.11	0.64	0.64	0.02	0.73
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)	207	183	2305	1006	37	2651
v/s Ratio Prot			c0.44		0.01	c0.25
v/s Ratio Perm	c0.04	0.01		0.02		
v/c Ratio	0.32	0.06	0.69	0.04	0.59	0.34
Uniform Delay, d1	21.6	20.9	6.2	3.6	25.8	2.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1	0.9	0.0	23.1	0.1
Delay (s)	22.5	21.1	7.1	3.6	48.8	2.6
Level of Service	C	C	A	A	D	A
Approach Delay (s)	21.7		7.0			3.7
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.1%	ICU Level of Service	B
Analysis Period (min)	15		

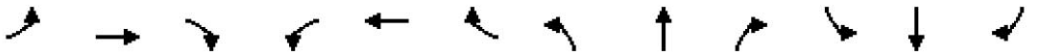
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	780	120	500	910	260	0	0	0	520	50	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91	1.00	1.00	0.95	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97				1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1805	5187	1572	1805	3610	1571				1715	1734	1598
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1805	5187	1572	1805	3610	1571				1715	1734	1598
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	848	130	543	989	283	0	0	0	565	54	533
RTOR Reduction (vph)	0	0	76	0	0	128	0	0	0	0	0	22
Lane Group Flow (vph)	76	848	54	543	989	155	0	0	0	311	308	511
Confl. Peds. (#/hr)	5		5	5		5						5
Turn Type	Prot		Perm	Prot		Perm				Split		pm+ov
Protected Phases	7	4		3	8					6	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	20.2	35.1	35.1	54.0	68.9	68.9				28.9	28.9	49.1
Effective Green, g (s)	20.2	35.1	35.1	54.0	68.9	68.9				28.9	28.9	49.1
Actuated g/C Ratio	0.16	0.27	0.27	0.42	0.53	0.53				0.22	0.22	0.38
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)	280	1400	424	750	1913	833				381	385	653
v/s Ratio Prot	0.04	c0.16		c0.30	0.27					0.18	0.18	c0.12
v/s Ratio Perm			0.03			0.10						0.20
v/c Ratio	0.27	0.61	0.13	0.72	0.52	0.19				0.82	0.80	0.78
Uniform Delay, d1	48.4	41.4	35.9	31.8	19.8	15.9				48.0	47.8	35.7
Progression Factor	1.00	1.00	1.00	0.56	0.49	0.09				1.00	1.00	1.00
Incremental Delay, d2	0.5	2.0	0.6	3.2	0.9	0.4				12.7	11.3	6.1
Delay (s)	48.9	43.4	36.5	20.9	10.5	1.8				60.7	59.1	41.8
Level of Service	D	D	D	C	B	A				E	E	D
Approach Delay (s)		42.9			12.3			0.0			51.5	
Approach LOS		D			B			A			D	

Intersection Summary			
HCM Average Control Delay	31.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

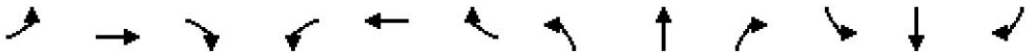
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	810	210	130	1420	400	210	420	480	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.86	1.00	0.91	0.91	0.88			
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1805	3610	1596	1805	6536	1586	1643	3450	2842			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1805	3610	1596	1805	6536	1586	1643	3450	2842			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	298	862	223	138	1511	426	223	447	511	0	0	0
RTOR Reduction (vph)	0	0	53	0	0	98	0	0	348	0	0	0
Lane Group Flow (vph)	298	862	170	138	1511	328	201	469	163	0	0	0
Confl. Peds. (#/hr)	5		5	5		5						
Turn Type	Prot		pm+ov	Prot		Perm	Split		Perm			
Protected Phases	7	4	2	3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	26.7	71.4	99.0	19.0	63.7	63.7	27.6	27.6	27.6			
Effective Green, g (s)	26.7	71.4	99.0	19.0	63.7	63.7	27.6	27.6	27.6			
Actuated g/C Ratio	0.21	0.55	0.76	0.15	0.49	0.49	0.21	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)	371	1983	1265	264	3203	777	349	732	603			
v/s Ratio Prot	c0.17	0.24	0.03	0.08	c0.23		0.12	c0.14				
v/s Ratio Perm			0.08			0.21			0.06			
v/c Ratio	0.80	0.43	0.13	0.52	0.47	0.42	0.58	0.64	0.27			
Uniform Delay, d1	49.2	17.3	4.1	51.3	22.0	21.3	45.9	46.7	42.8			
Progression Factor	0.53	0.34	0.21	0.71	0.52	0.34	1.00	1.00	1.00			
Incremental Delay, d2	9.4	0.5	0.0	1.6	0.4	1.5	2.3	1.9	0.2			
Delay (s)	35.6	6.4	0.9	37.8	11.9	8.7	48.2	48.6	43.0			
Level of Service	D	A	A	D	B	A	D	D	D			
Approach Delay (s)		11.8			13.0			46.1			0.0	
Approach LOS		B			B			D			A	

Intersection Summary			
HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

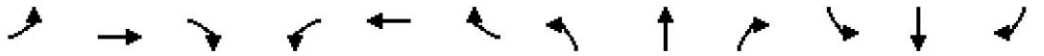
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	1040	240	50	1570	10	270	10	150	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.97		1.00	1.00		1.00	0.86			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1805	5010		1805	5181		1805	1607			1783	
Flt Permitted	0.95	1.00		0.95	1.00		0.78	1.00			0.91	
Satd. Flow (perm)	1805	5010		1805	5181		1488	1607			1650	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	1118	258	54	1688	11	290	11	161	11	11	11
RTOR Reduction (vph)	0	23	0	0	0	0	0	113	0	0	8	0
Lane Group Flow (vph)	43	1353	0	54	1699	0	290	59	0	0	25	0
Confl. Peds. (#/hr)	5		5	5		5			5	5		
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	5.6	76.2		8.8	79.4		33.0	33.0			33.0	
Effective Green, g (s)	5.6	76.2		8.8	79.4		33.0	33.0			33.0	
Actuated g/C Ratio	0.04	0.59		0.07	0.61		0.25	0.25			0.25	
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)	78	2937		122	3164		378	408			419	
v/s Ratio Prot	0.02	0.27		c0.03	c0.33			0.04				
v/s Ratio Perm							c0.19				0.02	
v/c Ratio	0.55	0.46		0.44	0.54		0.77	0.15			0.06	
Uniform Delay, d1	61.0	15.3		58.2	14.7		44.9	37.6			36.7	
Progression Factor	0.96	0.35		0.65	0.59		1.00	1.00			1.00	
Incremental Delay, d2	7.5	0.5		2.1	0.5		9.0	0.2			0.1	
Delay (s)	66.0	5.8		40.0	9.1		54.0	37.7			36.8	
Level of Service	E	A		D	A		D	D			D	
Approach Delay (s)		7.6			10.1			47.9			36.8	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

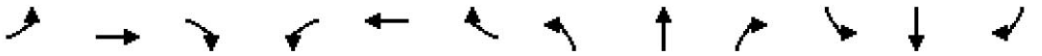
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	1000	200	90	1300	10	220	80	40	10	40	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.98		1.00	1.00			0.98			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.99	1.00
Satd. Flow (prot)	1805	3500		1805	3605			1801			1880	1586
Flt Permitted	0.12	1.00		0.15	1.00			0.77			0.92	1.00
Satd. Flow (perm)	235	3500		287	3605			1435			1755	1586
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	1087	217	98	1413	11	239	87	43	11	43	98
RTOR Reduction (vph)	0	11	0	0	0	0	0	4	0	0	0	29
Lane Group Flow (vph)	33	1293	0	98	1424	0	0	365	0	0	54	69
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	84.3	84.3		84.3	84.3			37.7			37.7	37.7
Effective Green, g (s)	84.3	84.3		84.3	84.3			37.7			37.7	37.7
Actuated g/C Ratio	0.65	0.65		0.65	0.65			0.29			0.29	0.29
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)	152	2270		186	2338			416			509	460
v/s Ratio Prot		0.37			c0.39							
v/s Ratio Perm	0.14			0.34				c0.25			0.03	0.04
v/c Ratio	0.22	0.57		0.53	0.61			0.88			0.11	0.15
Uniform Delay, d1	9.3	12.7		12.2	13.3			43.9			33.8	34.3
Progression Factor	0.58	0.58		0.28	0.16			1.00			1.00	1.00
Incremental Delay, d2	3.0	1.0		5.1	0.6			18.3			0.1	0.2
Delay (s)	8.5	8.4		8.6	2.7			62.3			33.9	34.4
Level of Service	A	A		A	A			E			C	C
Approach Delay (s)		8.4			3.1			62.3			34.2	
Approach LOS		A			A			E			C	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

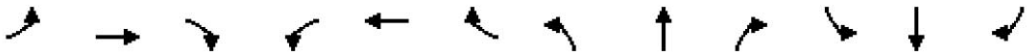
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	710	40	450	1210	270	40	360	430	150	290	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3576		1805	3492		1805	1900	1601	1805	1900	1586
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3576		1805	3492		1805	1900	1601	1805	1900	1586
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)	147	747	42	474	1274	284	42	379	453	158	305	116
RTOR Reduction (vph)	0	3	0	0	14	0	0	0	18	0	0	72
Lane Group Flow (vph)	147	786	0	474	1544	0	42	379	435	158	305	44
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			6
Actuated Green, G (s)	11.0	32.4		36.6	58.0		5.6	34.0	70.6	11.0	39.4	39.4
Effective Green, g (s)	11.0	32.4		36.6	58.0		5.6	34.0	70.6	11.0	39.4	39.4
Actuated g/C Ratio	0.08	0.25		0.28	0.45		0.04	0.26	0.54	0.08	0.30	0.30
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)	153	891		508	1558		78	497	869	153	576	481
v/s Ratio Prot	0.08	c0.22		0.26	c0.44		0.02	c0.20	0.14	c0.09	0.16	
v/s Ratio Perm									0.13			0.03
v/c Ratio	0.96	0.88		0.93	0.99		0.54	0.76	0.50	1.03	0.53	0.09
Uniform Delay, d1	59.3	47.0		45.5	35.7		60.9	44.3	18.6	59.5	37.6	32.5
Progression Factor	1.25	0.79		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	54.5	8.7		24.3	20.5		7.0	10.6	0.5	81.7	3.5	0.4
Delay (s)	128.8	45.9		69.8	56.3		67.9	54.9	19.1	141.2	41.1	32.8
Level of Service	F	D		E	E		E	D	B	F	D	C
Approach Delay (s)		59.0			59.4			36.9			66.7	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM Average Control Delay	55.8	HCM Level of Service	E
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

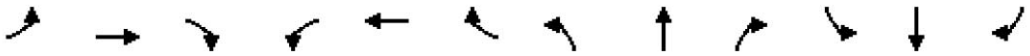
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	500	630	130	580	240	1170	1590	450	190	450	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3610	2825	3502	3610	1594	3502	3610	1591	3502	5134	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3610	2825	3502	3610	1594	3502	3610	1591	3502	5134	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	556	700	144	644	267	1300	1767	500	211	500	33
RTOR Reduction (vph)	0	0	66	0	0	41	0	0	41	0	8	0
Lane Group Flow (vph)	44	556	634	144	644	226	1300	1767	459	211	525	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	24.4	63.5	7.0	27.4	34.4	39.1	48.2	55.2	7.0	16.1	
Effective Green, g (s)	4.0	24.4	63.5	7.0	27.4	34.4	39.1	48.2	55.2	7.0	16.1	
Actuated g/C Ratio	0.04	0.24	0.62	0.07	0.27	0.34	0.38	0.47	0.54	0.07	0.16	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	70	859	1748	239	964	534	1335	1696	918	239	806	
v/s Ratio Prot	0.02	c0.15	0.14	0.04	c0.18	0.03	0.37	c0.49	0.03	c0.06	0.10	
v/s Ratio Perm			0.09			0.11			0.25			
v/c Ratio	0.63	0.65	0.36	0.60	0.67	0.42	0.97	1.04	0.50	0.88	0.65	
Uniform Delay, d1	48.6	35.2	9.6	46.4	33.5	26.4	31.2	27.2	15.0	47.4	40.6	
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	16.3	1.7	0.1	4.2	1.8	0.5	18.5	33.6	0.4	29.4	1.9	
Delay (s)	64.9	36.9	9.7	50.7	35.3	27.0	49.8	60.8	15.4	76.8	42.5	
Level of Service	E	D	A	D	D	C	D	E	B	E	D	
Approach Delay (s)		23.2			35.3			50.4			52.2	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	42.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	102.6	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

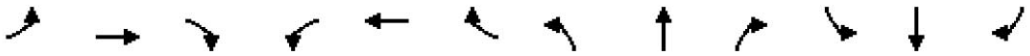


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	20	10	30	20	110	10	3040	20	60	1070	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.91		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1805			1688		1805	5181		1805	5170	
Flt Permitted		0.45			0.94		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		842			1594		1805	5181		1805	5170	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	45	22	11	34	22	124	11	3416	22	67	1202	22
RTOR Reduction (vph)	0	6	0	0	87	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	72	0	0	93	0	11	3438	0	67	1223	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		10.8			10.8		1.3	64.8		5.4	68.9	
Effective Green, g (s)		10.8			10.8		1.3	64.8		5.4	68.9	
Actuated g/C Ratio		0.12			0.12		0.01	0.70		0.06	0.74	
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)		98			185		25	3610		105	3830	
v/s Ratio Prot							0.01	c0.66		c0.04	0.24	
v/s Ratio Perm		c0.09			0.06							
v/c Ratio		0.73			0.50		0.44	0.95		0.64	0.32	
Uniform Delay, d1		39.7			38.6		45.5	12.7		42.8	4.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		24.4			2.2		11.9	6.9		12.0	0.0	
Delay (s)		64.1			40.7		57.4	19.6		54.9	4.1	
Level of Service		E			D		E	B		D	A	
Approach Delay (s)		64.1			40.7			19.7			6.8	
Approach LOS		E			D			B			A	

Intersection Summary			
HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	93.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

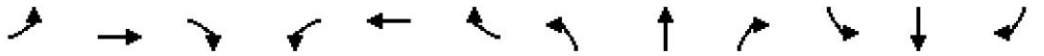
HCM Signalized Intersection Capacity Analysis
97: Via Vista Dr & Alessandro Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	40	50	20	30	100	60	2810	20	20	910	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	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	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1801	1900	1615	1805	1900	1588	1805	5181		1805	5148	
Flt Permitted	0.53	1.00	1.00	0.73	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1012	1900	1615	1383	1900	1588	1805	5181		1805	5148	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	180	45	56	22	34	112	67	3157	22	22	1022	45
RTOR Reduction (vph)	0	0	47	0	0	99	0	0	0	0	3	0
Lane Group Flow (vph)	180	45	9	22	34	13	67	3179	0	22	1064	0
Confl. Peds. (#/hr)	5					5	5		5	5		5
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)	21.6	15.0	15.0	13.2	10.6	10.6	6.6	56.3		2.6	52.3	
Effective Green, g (s)	21.6	15.0	15.0	13.2	10.6	10.6	6.6	56.3		2.6	52.3	
Actuated g/C Ratio	0.23	0.16	0.16	0.14	0.11	0.11	0.07	0.61		0.03	0.57	
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)	296	308	262	209	218	182	129	3153		51	2911	
v/s Ratio Prot	c0.05	0.02		0.00	0.02		0.04	c0.61		0.01	c0.21	
v/s Ratio Perm	c0.10		0.01	0.01		0.01						
v/c Ratio	0.61	0.15	0.03	0.11	0.16	0.07	0.52	1.01		0.43	0.37	
Uniform Delay, d1	30.7	33.3	32.6	34.4	36.9	36.6	41.4	18.1		44.2	11.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.5	0.2	0.1	0.2	0.3	0.2	3.5	18.0		5.8	0.1	
Delay (s)	34.2	33.5	32.7	34.6	37.3	36.7	44.9	36.1		50.0	11.1	
Level of Service	C	C	C	C	D	D	D	D		D	B	
Approach Delay (s)		33.8			36.6			36.3			11.9	
Approach LOS		C			D			D			B	

Intersection Summary			
HCM Average Control Delay	30.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	92.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

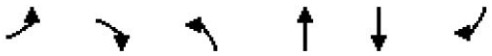
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	20	10	280	10	90	10	2880	830	30	990	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		0.94	1.00		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	0.87		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3406		5090	1622		1805	5187	1594	1805	5178	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3406		5090	1622		1805	5187	1594	1805	5178	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	21	11	298	11	96	11	3064	883	32	1053	11
RTOR Reduction (vph)	0	10	0	0	82	0	0	0	172	0	0	0
Lane Group Flow (vph)	21	22	0	298	25	0	11	3064	711	32	1064	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	2.7	4.8		9.1	11.2		4.0	45.6	54.7	2.4	44.0	
Effective Green, g (s)	2.7	4.8		9.1	11.2		4.0	45.6	54.7	2.4	44.0	
Actuated g/C Ratio	0.03	0.06		0.12	0.14		0.05	0.59	0.70	0.03	0.56	
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)	63	210		595	233		93	3036	1201	56	2925	
v/s Ratio Prot	c0.01	0.01		0.06	0.02		0.01	c0.59	c0.07	0.02	c0.21	
v/s Ratio Perm									0.38			
v/c Ratio	0.33	0.10		0.50	0.11		0.12	1.01	0.59	0.57	0.36	
Uniform Delay, d1	36.7	34.5		32.3	29.0		35.3	16.2	5.9	37.2	9.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.1	0.2		0.7	0.2		0.6	18.6	0.8	13.3	0.1	
Delay (s)	39.8	34.7		32.9	29.2		35.8	34.8	6.7	50.6	9.4	
Level of Service	D	C		C	C		D	C	A	D	A	
Approach Delay (s)		36.8			31.9			28.5			10.6	
Approach LOS		D			C			C			B	

Intersection Summary			
HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	77.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

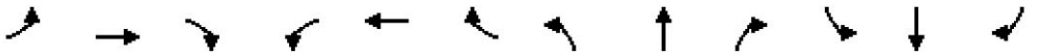
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	150	80	100	850	530	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1567	1805	1900	1900	1576
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1567	1805	1900	1900	1576
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	174	93	116	988	616	140
RTOR Reduction (vph)	0	79	0	0	0	18
Lane Group Flow (vph)	174	14	116	988	616	122
Confl. Peds. (#/hr)	5	5	5			5
Turn Type		custom	Prot			Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	16.0	16.0	13.0	86.0	69.0	69.0
Effective Green, g (s)	16.0	16.0	13.0	86.0	69.0	69.0
Actuated g/C Ratio	0.15	0.15	0.12	0.78	0.63	0.63
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	228	213	1485	1192	989
v/s Ratio Prot			0.06	c0.52	0.32	
v/s Ratio Perm	c0.10	0.01				0.08
v/c Ratio	0.67	0.06	0.54	0.67	0.52	0.12
Uniform Delay, d1	44.5	40.5	45.7	5.5	11.3	8.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.1	2.8	2.4	1.6	0.3
Delay (s)	50.9	40.6	48.5	7.8	12.9	8.5
Level of Service	D	D	D	A	B	A
Approach Delay (s)	47.3			12.1	12.1	
Approach LOS	D			B	B	

Intersection Summary			
HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

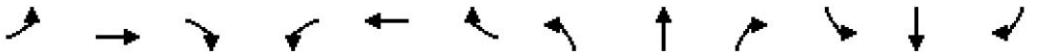
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	950	80	60	1720	0	70	0	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		4.0	6.0		4.0	4.6				
Lane Util. Factor		0.91		1.00	0.91		1.00	0.95				
Frpb, ped/bikes		1.00		1.00	1.00		1.00	0.98				
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00				
Frt		0.99		1.00	1.00		1.00	0.85				
Flt Protected		1.00		0.95	1.00		0.95	1.00				
Satd. Flow (prot)		5118		1805	5187		1805	3017				
Flt Permitted		1.00		0.95	1.00		0.95	1.00				
Satd. Flow (perm)		5118		1805	5187		1805	3017				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	979	82	62	1773	0	72	0	21	0	0	0
RTOR Reduction (vph)	0	4	0	0	0	0	0	20	0	0	0	0
Lane Group Flow (vph)	0	1057	0	62	1773	0	72	1	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												4
Actuated Green, G (s)		81.5		8.0	93.5		6.5	5.9				
Effective Green, g (s)		81.5		8.0	93.5		6.5	5.9				
Actuated g/C Ratio		0.74		0.07	0.85		0.06	0.05				
Clearance Time (s)		6.0		4.0	6.0		4.0	4.6				
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)		3792		131	4409		107	162				
v/s Ratio Prot		0.21		0.03	c0.34		c0.04	0.00				
v/s Ratio Perm												
v/c Ratio		0.28		0.47	0.40		0.67	0.01				
Uniform Delay, d1		4.7		49.0	1.9		50.7	49.3				
Progression Factor		0.08		0.84	1.20		1.00	1.00				
Incremental Delay, d2		0.2		2.0	0.2		15.4	0.0				
Delay (s)		0.5		42.9	2.5		66.1	49.3				
Level of Service		A		D	A		E	D				
Approach Delay (s)		0.5			3.8			62.3			0.0	
Approach LOS		A			A			E			A	

Intersection Summary			
HCM Average Control Delay	4.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

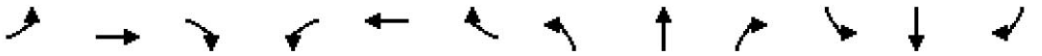
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	570	120	110	1230	200	370	400	120	100	230	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	5.3	5.3	4.0	5.3	5.3
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91		0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	5187	1586	3502	5065		3502	3610	1587	3502	3610	1588
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	5187	1586	3502	5065		3502	3610	1587	3502	3610	1588
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	289	588	124	113	1268	206	381	412	124	103	237	216
RTOR Reduction (vph)	0	0	64	0	17	0	0	0	99	0	0	153
Lane Group Flow (vph)	289	588	60	113	1457	0	381	412	25	103	237	63
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	16.2	53.3	53.3	8.9	46.0		15.3	22.5	22.5	6.0	13.2	13.2
Effective Green, g (s)	16.2	53.3	53.3	8.9	46.0		15.3	22.5	22.5	6.0	13.2	13.2
Actuated g/C Ratio	0.15	0.48	0.48	0.08	0.42		0.14	0.20	0.20	0.05	0.12	0.12
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	516	2513	768	283	2118		487	738	325	191	433	191
v/s Ratio Prot	c0.08	0.11		0.03	c0.29		c0.11	c0.11		0.03	0.07	
v/s Ratio Perm			0.04						0.02			0.04
v/c Ratio	0.56	0.23	0.08	0.40	0.69		0.78	0.56	0.08	0.54	0.55	0.33
Uniform Delay, d1	43.6	16.5	15.2	48.0	26.1		45.7	39.3	35.4	50.7	45.6	44.3
Progression Factor	1.28	1.01	1.40	1.34	0.65		0.92	1.06	1.52	1.00	1.00	1.00
Incremental Delay, d2	1.4	0.2	0.2	0.2	0.4		7.8	0.9	0.1	2.9	1.4	1.0
Delay (s)	57.2	16.9	21.4	64.5	17.5		50.0	42.5	53.8	53.6	47.0	45.4
Level of Service	E	B	C	E	B		D	D	D	D	D	D
Approach Delay (s)		29.1			20.9			47.2			47.6	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

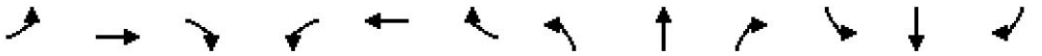
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	390	150	10	870	420	370	750	30	280	640	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	5187	1593	1805	3610	1586	3502	3587		3502	3610	1588
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	5187	1593	1805	3610	1586	3502	3587		3502	3610	1588
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	453	453	174	12	1012	488	430	872	35	326	744	581
RTOR Reduction (vph)	0	0	0	0	0	195	0	3	0	0	0	134
Lane Group Flow (vph)	453	453	174	12	1012	293	430	904	0	326	744	447
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		Free	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Actuated Green, G (s)	13.0	42.8	110.0	1.2	31.0	31.0	13.0	33.3		12.7	33.0	33.0
Effective Green, g (s)	13.0	42.8	110.0	1.2	31.0	31.0	13.0	33.3		12.7	33.0	33.0
Actuated g/C Ratio	0.12	0.39	1.00	0.01	0.28	0.28	0.12	0.30		0.12	0.30	0.30
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
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)	414	2018	1593	20	1017	447	414	1086		404	1083	476
v/s Ratio Prot	c0.13	0.09		0.01	c0.28		c0.12	0.25		0.09	0.21	
v/s Ratio Perm			c0.11			0.19						c0.28
v/c Ratio	1.09	0.22	0.11	0.60	1.00	0.66	1.04	0.83		0.81	0.69	0.94
Uniform Delay, d1	48.5	22.5	0.0	54.2	39.4	34.8	48.5	35.8		47.5	33.9	37.5
Progression Factor	0.87	1.41	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	71.9	0.3	0.1	40.2	27.1	7.3	54.6	7.5		11.2	3.6	28.7
Delay (s)	114.2	31.9	0.1	94.3	66.5	42.1	103.1	43.2		58.7	37.5	66.2
Level of Service	F	C	A	F	E	D	F	D		E	D	E
Approach Delay (s)		61.3			58.9			62.5			51.8	
Approach LOS		E			E			E			D	

Intersection Summary			
HCM Average Control Delay	58.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

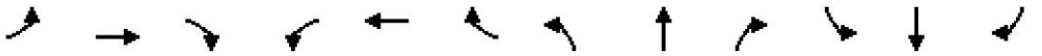
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	20	40	20	10	20	70	790	10	30	370	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.2		4.0	4.1	4.1	4.0	5.3		4.0	5.3	5.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3187		1805	1900	1581	1805	3602		1805	3610	1592
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3187		1805	1900	1581	1805	3602		1805	3610	1592
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	22	43	22	11	22	75	849	11	32	398	54
RTOR Reduction (vph)	0	39	0	0	0	21	0	1	0	0	0	18
Lane Group Flow (vph)	43	26	0	22	11	1	75	859	0	32	398	36
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	5.4	9.0		2.4	6.1	6.1	8.7	76.0		5.1	72.4	72.4
Effective Green, g (s)	5.4	9.0		2.4	6.1	6.1	8.7	76.0		5.1	72.4	72.4
Actuated g/C Ratio	0.05	0.08		0.02	0.06	0.06	0.08	0.69		0.05	0.66	0.66
Clearance Time (s)	4.0	4.2		4.0	4.1	4.1	4.0	5.3		4.0	5.3	5.3
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)	89	261		39	105	88	143	2489		84	2376	1048
v/s Ratio Prot	c0.02	c0.01		0.01	0.01		c0.04	c0.24		0.02	0.11	
v/s Ratio Perm						0.00						0.02
v/c Ratio	0.48	0.10		0.56	0.10	0.01	0.52	0.35		0.38	0.17	0.03
Uniform Delay, d1	50.9	46.7		53.3	49.4	49.1	48.7	6.9		50.9	7.2	6.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.13	0.80		1.23	0.46	0.22
Incremental Delay, d2	4.1	0.2		17.3	0.4	0.1	3.3	0.4		2.8	0.1	0.1
Delay (s)	55.0	46.9		70.6	49.8	49.2	58.2	5.9		65.5	3.5	1.5
Level of Service	E	D		E	D	D	E	A		E	A	A
Approach Delay (s)		50.1			57.9			10.1			7.4	
Approach LOS		D			E			B			A	

Intersection Summary			
HCM Average Control Delay	13.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	46.3%	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)	150	90	110	60	120	50	100	340	30	30	210	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1587	1805	1900	1587	1805	3557		1805	3610	1586
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	1900	1587	1805	1900	1587	1805	3557		1805	3610	1586
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	176	106	129	71	141	59	118	400	35	35	247	106
RTOR Reduction (vph)	0	0	103	0	0	51	0	4	0	0	0	56
Lane Group Flow (vph)	176	106	26	71	141	8	118	431	0	35	247	50
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	15.1	22.4	22.4	7.0	14.3	14.3	12.4	59.4		5.2	52.2	52.2
Effective Green, g (s)	15.1	22.4	22.4	7.0	14.3	14.3	12.4	59.4		5.2	52.2	52.2
Actuated g/C Ratio	0.14	0.20	0.20	0.06	0.13	0.13	0.11	0.54		0.05	0.47	0.47
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	248	387	323	115	247	206	203	1921		85	1713	753
v/s Ratio Prot	c0.10	0.06		0.04	c0.07		c0.07	c0.12		0.02	0.07	
v/s Ratio Perm			0.02			0.00						0.03
v/c Ratio	0.71	0.27	0.08	0.62	0.57	0.04	0.58	0.22		0.41	0.14	0.07
Uniform Delay, d1	45.4	36.9	35.5	50.2	45.0	41.8	46.3	13.2		50.9	16.3	15.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.23	1.06		1.00	1.00	1.00
Incremental Delay, d2	9.0	0.4	0.1	9.5	3.2	0.1	3.8	0.2		3.2	0.2	0.2
Delay (s)	54.3	37.3	35.6	59.7	48.1	41.9	61.0	14.3		54.1	16.5	15.9
Level of Service	D	D	D	E	D	D	E	B		D	B	B
Approach Delay (s)		44.1			49.8			24.3			19.7	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

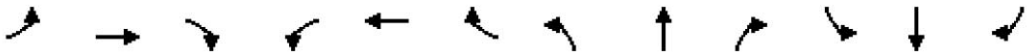
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
106: Rider St & Perris Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	110	20	130	160	260	30	510	70	40	290	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3		5.3	5.3	5.3	4.0	5.3		4.0	5.3	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1795	1852		1795	1900	1583	1805	3531		1805	3568	
Flt Permitted	0.49	1.00		0.57	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	922	1852		1083	1900	1583	1805	3531		1805	3568	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	22	124	22	146	180	292	34	573	79	45	326	22
RTOR Reduction (vph)	0	7	0	0	0	240	0	6	0	0	3	0
Lane Group Flow (vph)	22	139	0	146	180	52	34	646	0	45	345	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	19.6	19.6		19.6	19.6	19.6	5.2	68.7		7.1	70.6	
Effective Green, g (s)	19.6	19.6		19.6	19.6	19.6	5.2	68.7		7.1	70.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.05	0.62		0.06	0.64	
Clearance Time (s)	5.3	5.3		5.3	5.3	5.3	4.0	5.3		4.0	5.3	
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)	164	330		193	339	282	85	2205		117	2290	
v/s Ratio Prot		0.07			0.09		0.02	c0.18		c0.02	0.10	
v/s Ratio Perm	0.02			c0.13		0.03						
v/c Ratio	0.13	0.42		0.76	0.53	0.18	0.40	0.29		0.38	0.15	
Uniform Delay, d1	38.1	40.2		42.9	41.0	38.4	50.9	9.5		49.4	7.8	
Progression Factor	1.00	1.00		0.73	0.70	1.21	0.93	1.13		1.46	0.37	
Incremental Delay, d2	0.4	0.9		13.5	1.4	0.3	3.0	0.3		2.1	0.1	
Delay (s)	38.4	41.0		44.7	30.3	46.6	50.1	11.1		74.3	3.0	
Level of Service	D	D		D	C	D	D	B		E	A	
Approach Delay (s)		40.7			41.4			13.0			11.2	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	56.2%	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)	140	290	30	20	450	140	110	220	20	160	130	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.99		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3553		1805	3467		1805	3560		1805	3263	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3553		1805	3467		1805	3560		1805	3263	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	163	337	35	23	523	163	128	256	23	186	151	209
RTOR Reduction (vph)	0	7	0	0	28	0	0	6	0	0	142	0
Lane Group Flow (vph)	163	365	0	23	658	0	128	273	0	186	218	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	14.8	41.5		3.1	29.8		14.3	31.8		17.6	35.1	
Effective Green, g (s)	14.8	41.5		3.1	29.8		14.3	31.8		17.6	35.1	
Actuated g/C Ratio	0.13	0.38		0.03	0.27		0.13	0.29		0.16	0.32	
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)	243	1340		51	939		235	1029		289	1041	
v/s Ratio Prot	c0.09	0.10		0.01	c0.19		0.07	c0.08		c0.10	c0.07	
v/s Ratio Perm												
v/c Ratio	0.67	0.27		0.45	0.70		0.54	0.27		0.64	0.21	
Uniform Delay, d1	45.3	23.8		52.6	36.1		44.8	30.1		43.3	27.3	
Progression Factor	0.87	0.93		1.00	1.00		1.00	1.00		0.92	0.90	
Incremental Delay, d2	7.1	0.1		6.2	2.4		2.6	0.6		4.8	0.5	
Delay (s)	46.5	22.2		58.8	38.5		47.4	30.7		44.7	25.0	
Level of Service	D	C		E	D		D	C		D	C	
Approach Delay (s)		29.6			39.1			36.0			31.7	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

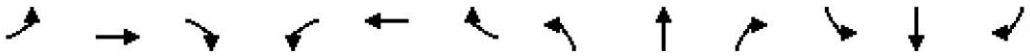
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	80	30	30	120	140	60	470	30	40	400	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9		4.0	4.9	4.9	4.0	5.3		4.0	5.3	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1810		1805	1900	1586	1805	3573		1805	3578	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1810		1805	1900	1586	1805	3573		1805	3578	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	38	100	38	38	150	175	75	588	38	50	500	25
RTOR Reduction (vph)	0	16	0	0	0	152	0	3	0	0	2	0
Lane Group Flow (vph)	38	122	0	38	150	23	75	623	0	50	523	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	4.7	14.2		4.7	14.2	14.2	8.7	65.5		7.4	64.2	
Effective Green, g (s)	4.7	14.2		4.7	14.2	14.2	8.7	65.5		7.4	64.2	
Actuated g/C Ratio	0.04	0.13		0.04	0.13	0.13	0.08	0.60		0.07	0.58	
Clearance Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	5.3		4.0	5.3	
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)	77	234		77	245	205	143	2128		121	2088	
v/s Ratio Prot	c0.02	0.07		0.02	c0.08		c0.04	c0.17		0.03	0.15	
v/s Ratio Perm						0.01						
v/c Ratio	0.49	0.52		0.49	0.61	0.11	0.52	0.29		0.41	0.25	
Uniform Delay, d1	51.5	44.7		51.5	45.3	42.3	48.7	10.9		49.2	11.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.89	2.14		0.94	1.31	
Incremental Delay, d2	4.9	2.1		4.9	4.5	0.2	3.4	0.3		2.3	0.3	
Delay (s)	56.4	46.8		56.4	49.8	42.6	46.9	23.7		48.5	14.9	
Level of Service	E	D		E	D	D	D	C		D	B	
Approach Delay (s)		48.9			47.0			26.2			17.9	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM Average Control Delay	29.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.9
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

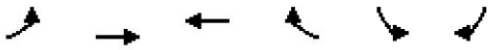
HCM Unsignalized Intersection Capacity Analysis
114: Orange Ave & Evans Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	50	190	40	60	180	30	60	140	40	20	110	80
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	55	209	44	66	198	33	66	154	44	22	121	88

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	308	297	66	198	22	209
Volume Left (vph)	55	66	66	0	22	0
Volume Right (vph)	44	33	0	44	0	88
Hadj (s)	-0.05	-0.02	0.50	-0.16	0.50	-0.29
Departure Headway (s)	6.0	6.0	7.4	6.7	7.4	6.6
Degree Utilization, x	0.51	0.50	0.13	0.37	0.05	0.38
Capacity (veh/h)	561	555	439	484	440	487
Control Delay (s)	15.1	14.9	10.3	12.3	9.6	12.5
Approach Delay (s)	15.1	14.9	11.8		12.2	
Approach LOS	C	B	B		B	

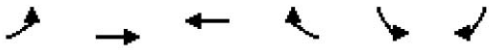
Intersection Summary				
Delay	13.6			
HCM Level of Service	B			
Intersection Capacity Utilization	45.2%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	140	280	400	80	30	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1900	1900	1569	1805	1564
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	1900	1900	1569	1805	1564
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	156	311	444	89	33	311
RTOR Reduction (vph)	0	0	0	44	0	232
Lane Group Flow (vph)	156	311	444	45	33	79
Confl. Peds. (#/hr)	5			5	5	5
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Actuated Green, G (s)	14.7	74.0	55.3	55.3	28.0	28.0
Effective Green, g (s)	14.7	74.0	55.3	55.3	28.0	28.0
Actuated g/C Ratio	0.13	0.67	0.50	0.50	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)	241	1278	955	789	459	398
v/s Ratio Prot	c0.09	0.16	c0.23		0.02	
v/s Ratio Perm				0.03		c0.05
v/c Ratio	0.65	0.24	0.46	0.06	0.07	0.20
Uniform Delay, d1	45.2	7.0	17.7	14.0	31.1	32.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.9	0.5	1.6	0.1	0.3	1.1
Delay (s)	51.1	7.5	19.4	14.1	31.4	33.3
Level of Service	D	A	B	B	C	C
Approach Delay (s)		22.0	18.5		33.1	
Approach LOS		C	B		C	

Intersection Summary			
HCM Average Control Delay	23.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

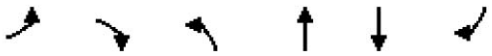
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	60	460	640	70	40	40
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	500	696	76	43	43
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						2
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	772				1364	734
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	772				1364	734
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				71	90
cM capacity (veh/h)	852				152	424

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	65	500	772	87
Volume Left	65	0	0	43
Volume Right	0	0	76	43
cSH	852	1700	1700	303
Volume to Capacity	0.08	0.29	0.45	0.29
Queue Length 95th (ft)	6	0	0	29
Control Delay (s)	9.6	0.0	0.0	26.2
Lane LOS	A			D
Approach Delay (s)	1.1		0.0	26.2
Approach LOS				D

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

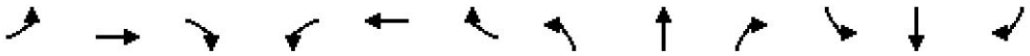


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	100	20	20	640	340	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	111	22	22	711	378	56
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1166	411	433			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1166	411	433			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	97	98			
cM capacity (veh/h)	211	643	1137			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	133	22	711	433
Volume Left	111	22	0	0
Volume Right	22	0	0	56
cSH	238	1137	1700	1700
Volume to Capacity	0.56	0.02	0.42	0.25
Queue Length 95th (ft)	77	1	0	0
Control Delay (s)	37.9	8.2	0.0	0.0
Lane LOS	E	A		
Approach Delay (s)	37.9	0.2		0.0
Approach LOS	E			

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

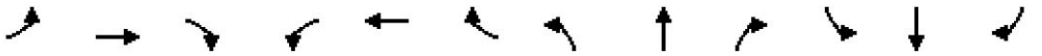
HCM Unsignalized Intersection Capacity Analysis
124: Gilman Springs Rd & SR-79 NB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	310	0	0	340	240	270	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	21	323	0	0	354	250	281	0	0	0	0	0
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)									10			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	609			328			729	979	333	729	729	364
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	609			328			729	979	333	729	729	364
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			15	100	100	100	100	100
cM capacity (veh/h)	979			1238			332	246	708	333	343	682

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	21	323	354	250	281
Volume Left	21	0	0	0	281
Volume Right	0	0	0	250	0
cSH	979	1700	1700	1700	327
Volume to Capacity	0.02	0.19	0.21	0.15	0.86
Queue Length 95th (ft)	2	0	0	0	195
Control Delay (s)	8.8	0.0	0.0	0.0	56.8
Lane LOS	A				F
Approach Delay (s)	0.5		0.0		56.8
Approach LOS					F

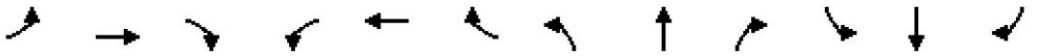
Intersection Summary			
Average Delay	13.1		
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	220	180	10	650	0	0	0	0	130	0	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	234	191	11	691	0	0	0	0	138	0	21
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												7
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	696			431			967	957	244	957	1148	701
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	696			431			967	957	244	957	1148	701
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	100	41	100	95
cM capacity (veh/h)	905			1140			221	256	796	235	198	438

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	234	191	11	691	160
Volume Left	0	0	11	0	138
Volume Right	0	191	0	0	21
cSH	1700	1700	1140	1700	271
Volume to Capacity	0.14	0.11	0.01	0.41	0.59
Queue Length 95th (ft)	0	0	1	0	86
Control Delay (s)	0.0	0.0	8.2	0.0	36.6
Lane LOS			A		E
Approach Delay (s)	0.0		0.1		36.6
Approach LOS					E

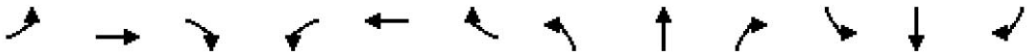
Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	48.1%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	300	250	50	30	370	420	140	690	30	260	420	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1596	3502	3610	1615	3502	3610	1594	3502	3610	1598
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1596	3502	3610	1615	3502	3610	1594	3502	3610	1598
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	330	275	55	33	407	462	154	758	33	286	462	209
RTOR Reduction (vph)	0	0	29	0	0	39	0	0	22	0	0	87
Lane Group Flow (vph)	330	275	26	33	407	423	154	758	11	286	462	122
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		pm+ov	Prot		pt+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	8 1	5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	11.3	33.1	41.6	3.8	25.6	39.9	8.5	24.6	28.4	10.3	26.4	37.7
Effective Green, g (s)	11.3	33.1	41.6	3.8	25.6	39.9	8.5	24.6	28.4	10.3	26.4	37.7
Actuated g/C Ratio	0.13	0.38	0.47	0.04	0.29	0.45	0.10	0.28	0.32	0.12	0.30	0.43
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	451	1361	829	152	1053	734	339	1011	588	411	1085	759
v/s Ratio Prot	c0.09	0.08	0.00	0.01	0.11	c0.26	0.04	c0.21	0.00	0.08	0.13	0.02
v/s Ratio Perm			0.01						0.01			0.06
v/c Ratio	0.73	0.20	0.03	0.22	0.39	0.58	0.45	0.75	0.02	0.70	0.43	0.16
Uniform Delay, d1	36.8	18.4	12.3	40.6	24.8	17.7	37.5	28.8	20.2	37.2	24.6	15.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.0	0.1	0.0	0.7	0.2	1.1	1.0	3.1	0.0	5.1	0.3	0.1
Delay (s)	42.8	18.5	12.4	41.3	25.1	18.8	38.4	31.9	20.2	42.3	24.9	15.5
Level of Service	D	B	B	D	C	B	D	C	C	D	C	B
Approach Delay (s)		30.2			22.5			32.5			28.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	28.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	87.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.6%	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												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	200	120	40	220	10	300	30	50	30	50	10
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	12	233	140	47	256	12	349	35	58	35	58	12

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	12	372	47	267	349	93	105
Volume Left (vph)	12	0	47	0	349	0	35
Volume Right (vph)	0	140	0	12	0	58	12
Hadj (s)	0.50	-0.26	0.50	-0.03	0.50	-0.44	0.00
Departure Headway (s)	7.6	6.8	7.7	7.2	7.5	6.5	7.7
Degree Utilization, x	0.02	0.70	0.10	0.53	0.72	0.17	0.23
Capacity (veh/h)	448	508	439	469	466	524	404
Control Delay (s)	9.6	23.1	10.4	16.9	26.5	9.6	13.0
Approach Delay (s)	22.7		15.9		22.9		13.0
Approach LOS	C		C		C		B

Intersection Summary				
Delay	20.2			
HCM Level of Service	C			
Intersection Capacity Utilization	54.7%	ICU Level of Service	A	
Analysis Period (min)	15			

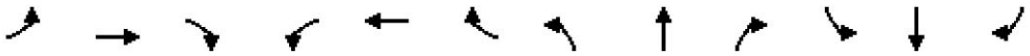
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	190	50	90	180	90	40	180	60	130	260	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1802	3486		1802	1710	1441	1805	3462		1805	3478	
Flt Permitted	0.64	1.00		0.60	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1215	3486		1134	1710	1441	1805	3462		1805	3478	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	72	196	52	93	186	93	41	186	62	134	268	72
RTOR Reduction (vph)	0	36	0	0	0	54	0	45	0	0	31	0
Lane Group Flow (vph)	72	212	0	93	186	39	41	203	0	134	309	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Parking (#/hr)					0	0						
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	9.9	9.9		9.9	9.9	16.1	1.1	10.6		6.2	15.7	
Effective Green, g (s)	9.9	9.9		9.9	9.9	16.1	1.1	10.6		6.2	15.7	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.42	0.03	0.27		0.16	0.41	
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)	311	892		290	437	748	51	948		289	1411	
v/s Ratio Prot		0.06			c0.11	0.01	0.02	0.06		c0.07	c0.09	
v/s Ratio Perm	0.06			0.08		0.02						
v/c Ratio	0.23	0.24		0.32	0.43	0.05	0.80	0.21		0.46	0.22	
Uniform Delay, d1	11.4	11.4		11.7	12.0	6.7	18.7	10.8		14.7	7.5	
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	0.1		0.6	0.7	0.0	59.0	0.1		1.2	0.1	
Delay (s)	11.8	11.5		12.3	12.7	6.8	77.7	11.0		15.9	7.6	
Level of Service	B	B		B	B	A	E	B		B	A	
Approach Delay (s)		11.6			11.1			20.4			9.9	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	38.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	10	180	10	10	1070	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1700	1800
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1800	1528		1751	1615	1530
Flt Permitted	1.00	1.00		0.84	0.95	1.00
Satd. Flow (perm)	1800	1528		1500	1615	1530
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	12	222	12	12	1321	12
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	12	222	0	24	1321	12
Confl. Peds. (#/hr)		5	5			5
Turn Type		pm+ov	Perm			Prot
Protected Phases	4	2		8	2	2
Permitted Phases		4	8			
Actuated Green, G (s)	5.7	89.9		5.7	84.2	84.2
Effective Green, g (s)	5.7	89.9		5.7	84.2	84.2
Actuated g/C Ratio	0.06	0.90		0.06	0.84	0.84
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	103	1528		86	1361	1290
v/s Ratio Prot	0.01	0.12			c0.82	0.01
v/s Ratio Perm		0.02		c0.02		
v/c Ratio	0.12	0.15		0.28	0.97	0.01
Uniform Delay, d1	44.7	0.6		45.1	6.8	1.2
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.0		1.8	17.8	0.0
Delay (s)	45.2	0.6		46.9	24.5	1.2
Level of Service	D	A		D	C	A
Approach Delay (s)	2.9			46.9	24.3	
Approach LOS	A			D	C	

Intersection Summary			
HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	10.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

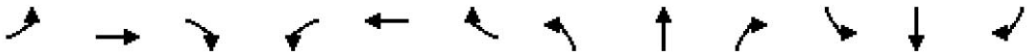
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	30	210	0	10	530	200	10	20	0	230	10	40
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	38	262	0	12	662	250	12	25	0	288	12	50

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	300	925	38	350
Volume Left (vph)	38	13	13	288
Volume Right (vph)	0	250	0	50
Hadj (s)	0.03	-0.16	0.07	0.08
Departure Headway (s)	6.4	5.7	7.7	6.6
Degree Utilization, x	0.53	1.48	0.08	0.65
Capacity (veh/h)	543	631	404	526
Control Delay (s)	16.5	239.7	11.4	21.0
Approach Delay (s)	16.5	239.7	11.4	21.0
Approach LOS	C	F	B	C

Intersection Summary			
Delay	145.4		
HCM Level of Service	F		
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	20	390	10	10	720	80	10	10	10	160	10	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	22	419	11	11	774	86	11	11	11	172	11	43

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	452	871	32	226
Volume Left (vph)	22	11	11	172
Volume Right (vph)	11	86	11	43
Hadj (s)	0.00	-0.06	-0.13	0.04
Departure Headway (s)	5.8	5.6	7.5	6.8
Degree Utilization, x	0.73	1.35	0.07	0.43
Capacity (veh/h)	605	652	416	501
Control Delay (s)	23.1	183.8	11.0	14.9
Approach Delay (s)	23.1	183.8	11.0	14.9
Approach LOS	C	F	B	B

Intersection Summary			
Delay	110.2		
HCM Level of Service	F		
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	20	540	60	90	750	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	587	65	98	815	22

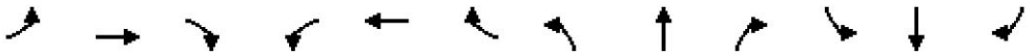
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	609	163	837
Volume Left (vph)	0	65	815
Volume Right (vph)	587	0	22
Hadj (s)	-0.58	0.08	0.18
Departure Headway (s)	5.6	7.0	6.3
Degree Utilization, x	0.94	0.32	1.47
Capacity (veh/h)	635	504	574
Control Delay (s)	46.2	13.2	238.2
Approach Delay (s)	46.2	13.2	238.2
Approach LOS	E	B	F

Intersection Summary			
Delay	142.8		
HCM Level of Service	F		
Intersection Capacity Utilization	100.0%	ICU Level of Service	G
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	40	30	180	110	110	260
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	44	33	200	122	122	289
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			78		583	61
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			78		583	61
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		71	71
cM capacity (veh/h)			1534		415	1010

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	78	322	411
Volume Left	0	200	122
Volume Right	33	0	289
cSH	1700	1534	708
Volume to Capacity	0.05	0.13	0.58
Queue Length 95th (ft)	0	11	94
Control Delay (s)	0.0	5.2	16.9
Lane LOS		A	C
Approach Delay (s)	0.0	5.2	16.9
Approach LOS			C

Intersection Summary			
Average Delay	10.6		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	20	10	10	30	10	10	10	250	20	10	210	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	22	11	11	33	11	11	11	275	22	11	231	11

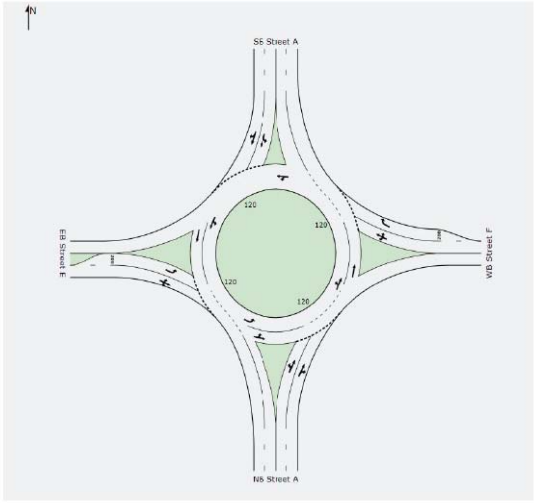
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	44	55	308	253
Volume Left (vph)	22	33	11	11
Volume Right (vph)	11	11	22	11
Hadj (s)	-0.05	0.00	-0.04	-0.02
Departure Headway (s)	5.2	5.2	4.4	4.5
Degree Utilization, x	0.06	0.08	0.38	0.32
Capacity (veh/h)	612	611	790	770
Control Delay (s)	8.6	8.7	10.1	9.5
Approach Delay (s)	8.6	8.7	10.1	9.5
Approach LOS	A	A	B	A

Intersection Summary				
Delay	9.7			
HCM Level of Service	A			
Intersection Capacity Utilization	29.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Title: Intersection 1 - Existing Plus Phase 1 - PM Peak Hour
Intersection Type: Roundabout

Lane Use & Performance

	Demand Flow veh/h	HV %	Capacity veh/h	Deg. Satn. v/c	Lane Util. %	Average Delay sec	Level of Service	Percentile Back of Queue Vehicles veh	Percentile Back of Queue Distance ft	Prob. Blockage %
South: NB Street A										
Lane 1	557	0.0	658	0.846	100	15.0	LOS B	7.6	189.2	0.0
Lane 2	603	0.0	713	0.846	100	13.5	LOS B	7.8	195.6	0.0
Approach	1160	0.0		0.846		14.2	LOS B	7.8	195.6	
East: WB Street F										
Lane 1	60	0.0	475	0.126	100	14.3	LOS B	0.6	14.2	0.0
Lane 2	30	0.0	344	0.087	69	13.6	LOS B	0.3	8.7	0.0
Approach	90	0.0		0.126		14.1	LOS B	0.6	14.2	
North: SB Street A										
Lane 1	641	0.0	1304	0.491	100	5.7	LOS A	3.6	89.7	0.0
Lane 2	709	0.0	1444	0.491	100	6.7	LOS A	3.6	90.9	0.0
Approach	1350	0.0		0.491		6.2	LOS A	3.6	90.9	
West: EB Street E										
Lane 1	512	0.0	826	0.619	100	17.9	LOS B	4.8	119.1	0.0
Lane 2	528	0.0	853	0.619	100	16.6	LOS B	4.8	120.4	0.0
Approach	1040	0.0		0.619		17.2	LOS B	4.8	120.4	
All Vehicles	3640			0.846		12.1	LOS B	7.8	195.6	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	200	460	220	50	70	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	217	500	239	54	76	141

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	217	500	239	54	76	141
Volume Left (vph)	0	0	239	0	76	0
Volume Right (vph)	0	500	0	0	0	141
Hadj (s)	0.00	-0.70	0.50	0.00	0.50	-0.70
Departure Headway (s)	5.6	4.9	6.5	6.0	7.2	6.0
Degree Utilization, x	0.34	0.68	0.43	0.09	0.15	0.24
Capacity (veh/h)	619	722	535	570	461	548
Control Delay (s)	10.2	16.5	13.2	8.4	10.3	9.7
Approach Delay (s)	14.6		12.3		9.9	
Approach LOS	B		B		A	

Intersection Summary			
Delay	13.2		
HCM Level of Service	B		
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

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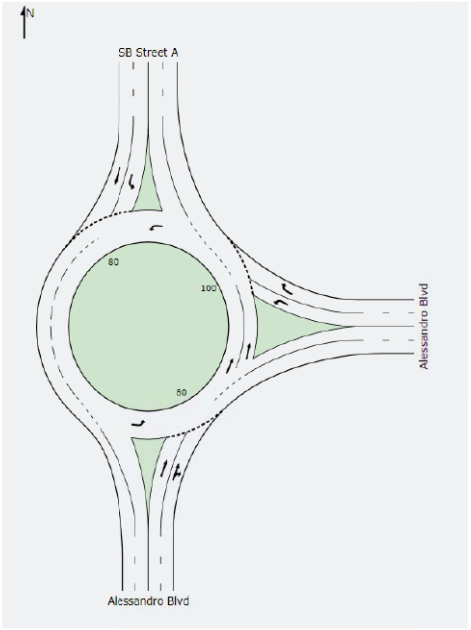
LANE OUTPUT

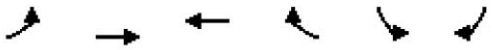
*Use the **Control** sheet to create output data in this sheet. For detailed information, refer to the **Intro** sheet.*

Title: Intersection 3 - Existing Plus Phase 1 - PM Peak Hour
Intersection Type: Roundabout

Lane Use & Performance

	Demand Flow veh/h	HV %	Capacity veh/h	Deg. Satn. v/c	Lane Util. %	Average Delay sec	Level of Service	Percentile Back of Queue Vehicles veh	Percentile Back of Queue Distance ft	Prob. Blockage %
South: NB Alessandro Blvd										
Lane 1	179	0.0	1169	0.153	100	6.2	LOS A	0.8	20.2	0.0
Lane 2	181	0.0	1185	0.153	100	7.6	LOS A	0.8	20.2	0.0
Approach	360	0.0		0.153		6.9	LOS A	0.8	20.2	
East: WB Alessandro Blvd										
Lane 1	60	0.0	1058	0.057	100	12.9	LOS B	0.2	5.8	0.0
Lane 2	60	0.0	1058	0.057	100	7.2	LOS A	0.2	5.8	0.0
Approach	120	0.0		0.057		10.1	LOS B	0.2	5.8	
North: SB Street A										
Lane 1	160	0.0	1275	0.126	100	12.3	LOS B	0.6	14.7	0.0
Lane 2	200	0.0	1379	0.145	100	5.9	LOS A	0.7	17.5	0.0
Approach	360	0.0		0.145		8.8	LOS A	0.7	17.5	
All Vehicles	840			0.153		8.1	LOS A	0.8	20.2	

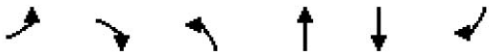




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	280	100	20	20	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	304	109	22	22	11
Pedestrians		5	5		5	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	135				456	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	135				456	130
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	99
cM capacity (veh/h)	1455				557	918

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	315	130	33
Volume Left	11	0	22
Volume Right	0	22	11
cSH	1455	1700	641
Volume to Capacity	0.01	0.08	0.05
Queue Length 95th (ft)	1	0	4
Control Delay (s)	0.3	0.0	10.9
Lane LOS	A		B
Approach Delay (s)	0.3	0.0	10.9
Approach LOS			B

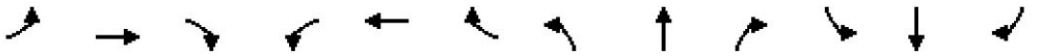
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	30	220	110	300	630	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	31	227	113	309	649	31
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1206	670	680			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1206	670	680			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	51	88			
cM capacity (veh/h)	179	459	922			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	258	423	680
Volume Left	31	113	0
Volume Right	227	0	31
cSH	386	922	1700
Volume to Capacity	0.67	0.12	0.40
Queue Length 95th (ft)	117	10	0
Control Delay (s)	31.2	3.6	0.0
Lane LOS	D	A	
Approach Delay (s)	31.2	3.6	0.0
Approach LOS	D		

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	0	20	5	5	5	50	650	0	10	860	60
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	36	0	24	6	6	6	60	774	0	12	1024	71
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1959	1950	1034	1974	2022	784	1100			779		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1959	1950	1034	1974	2022	784	1100			779		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	9	100	92	85	89	98	91			99		
cM capacity (veh/h)	39	58	282	39	52	393	639			844		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	60	18	60	774	0	12	1024	71
Volume Left	36	6	60	0	0	12	0	0
Volume Right	24	6	0	0	0	0	0	71
cSH	60	63	639	1700	1700	844	1700	1700
Volume to Capacity	0.99	0.28	0.09	0.46	0.00	0.01	0.60	0.04
Queue Length 95th (ft)	117	25	8	0	0	1	0	0
Control Delay (s)	226.7	82.7	11.2	0.0	0.0	9.3	0.0	0.0
Lane LOS	F	F	B			A		
Approach Delay (s)	226.7	82.7	0.8			0.1		
Approach LOS	F	F						

Intersection Summary				
Average Delay	7.8			
Intersection Capacity Utilization	57.0%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	10	30	20	20	0	20	590	10	10	650	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		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
Frpb, ped/bikes		0.99			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frt		0.97			1.00		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1763			1854		1805	1894		1805	1900	1561
Flt Permitted		0.97			0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1763			1854		1805	1894		1805	1900	1561
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	85	11	32	21	21	0	21	628	11	11	691	149
RTOR Reduction (vph)	0	8	0	0	0	0	0	1	0	0	0	28
Lane Group Flow (vph)	0	120	0	0	42	0	21	638	0	11	691	121
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Split			Split			Prot			Prot		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)		42.7			7.1		3.3	52.7		1.5	50.9	50.9
Effective Green, g (s)		42.7			7.1		3.3	52.7		1.5	50.9	50.9
Actuated g/C Ratio		0.36			0.06		0.03	0.44		0.01	0.42	0.42
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)		627			110		50	832		23	806	662
v/s Ratio Prot		c0.07			c0.02		c0.01	0.34		0.01	c0.36	
v/s Ratio Perm												0.08
v/c Ratio		0.19			0.38		0.42	0.77		0.48	0.86	0.18
Uniform Delay, d1		26.7			54.3		57.4	28.5		58.9	31.3	21.6
Progression Factor		0.77			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.6			2.2		5.6	4.3		14.8	9.0	0.1
Delay (s)		21.1			56.5		63.0	32.7		73.7	40.2	21.7
Level of Service		C			E		E	C		E	D	C
Approach Delay (s)		21.1			56.5			33.7			37.4	
Approach LOS		C			E			C			D	

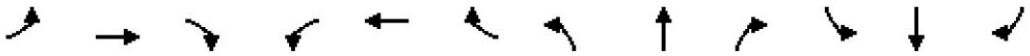
Intersection Summary			
HCM Average Control Delay	35.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	10	80	30	20	160	10
Sign Control	Yield			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	13	104	39	26	208	13
Pedestrians	5			5		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	439	5	531	426	5	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	439	5	531	426	5	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	97	90	89	94	87	
cM capacity (veh/h)	445	1080	365	453	1623	

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2
Volume Total	13	104	65	208	13
Volume Left	0	0	39	208	0
Volume Right	0	104	0	0	13
cSH	445	1080	395	1623	1700
Volume to Capacity	0.03	0.10	0.16	0.13	0.01
Queue Length 95th (ft)	2	8	15	11	0
Control Delay (s)	13.3	8.7	15.9	7.5	0.0
Lane LOS	B	A	C	A	
Approach Delay (s)	9.2		15.9	7.1	
Approach LOS	A		C		

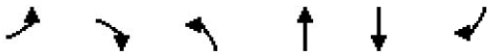
Intersection Summary			
Average Delay	9.1		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	10	10	20	10	30	10	580	410	270	420	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	11	11	23	11	34	11	659	466	307	477	11
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1828	2254	493	2033	2027	902	494			1130		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1828	2254	493	2033	2027	902	494			1130		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	51	46	98	0	61	90	99			51		
cM capacity (veh/h)	23	21	575	15	29	336	1076			623		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	34	68	11	1125	307	489
Volume Left	11	23	11	0	307	0
Volume Right	11	34	0	466	0	11
cSH	32	34	1076	1700	623	1700
Volume to Capacity	1.05	2.00	0.01	0.66	0.49	0.29
Queue Length 95th (ft)	92	190	1	0	68	0
Control Delay (s)	358.5	715.5	8.4	0.0	16.3	0.0
Lane LOS	F	F	A		C	
Approach Delay (s)	358.5	715.5	0.1		6.3	
Approach LOS	F	F				

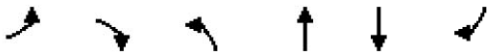
Intersection Summary				
Average Delay	32.5			
Intersection Capacity Utilization	85.1%	ICU Level of Service	E	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	330	130	70	700	390	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1764		1805	1900	1900	1615
Flt Permitted	0.97		0.95	1.00	1.00	1.00
Satd. Flow (perm)	1764		1805	1900	1900	1615
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	384	151	81	814	453	70
RTOR Reduction (vph)	24	0	0	0	0	20
Lane Group Flow (vph)	511	0	81	814	453	50
Confl. Peds. (#/hr)						
Turn Type			Prot			pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases						6
Actuated Green, G (s)	18.7		3.8	28.6	20.8	39.5
Effective Green, g (s)	18.7		3.8	28.6	20.8	39.5
Actuated g/C Ratio	0.34		0.07	0.52	0.38	0.71
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)	597		124	983	715	1270
v/s Ratio Prot	c0.29		0.04	c0.43	0.24	0.01
v/s Ratio Perm						0.02
v/c Ratio	0.86		0.65	0.83	0.63	0.04
Uniform Delay, d1	17.0		25.1	11.3	14.1	2.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	11.6		11.7	5.8	1.8	0.0
Delay (s)	28.6		36.8	17.1	16.0	2.3
Level of Service	C		D	B	B	A
Approach Delay (s)	28.6			18.9	14.1	
Approach LOS	C			B	B	

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	55.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

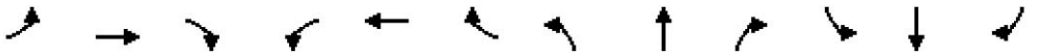
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	10	130	1310	160	90	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.97	0.91	0.91	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1588	3502	5187	5187	1586
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1805	1588	3502	5187	5187	1586
Peak-hour factor, PHF	0.72	0.72	0.72	0.72	0.72	0.72
Adj. Flow (vph)	14	181	1819	222	125	28
RTOR Reduction (vph)	0	164	0	0	0	25
Lane Group Flow (vph)	14	17	1819	222	125	3
Confl. Peds. (#/hr)	5	5				5
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	8.0	8.0	58.0	69.7	7.7	7.7
Effective Green, g (s)	8.0	8.0	58.0	69.7	7.7	7.7
Actuated g/C Ratio	0.09	0.09	0.68	0.81	0.09	0.09
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)	168	148	2370	4219	466	142
v/s Ratio Prot	0.01		c0.52	0.04	c0.02	
v/s Ratio Perm		c0.01				0.00
v/c Ratio	0.08	0.11	0.77	0.05	0.27	0.02
Uniform Delay, d1	35.5	35.6	9.3	1.6	36.4	35.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.3	1.5	0.0	0.3	0.1
Delay (s)	35.7	35.9	10.9	1.6	36.7	35.6
Level of Service	D	D	B	A	D	D
Approach Delay (s)	35.9			9.8	36.5	
Approach LOS	D			A	D	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	85.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.2%	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)	20	0	1150	0	0	0	0	1440	280	0	200	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0		4.0	4.0
Lane Util. Factor	1.00		0.88					0.91	1.00		0.91	1.00
Frpb, ped/bikes	1.00		0.99					1.00	0.98		1.00	0.97
Flpb, ped/bikes	1.00		1.00					1.00	1.00		1.00	1.00
Frt	1.00		0.85					1.00	0.85		1.00	0.85
Flt Protected	0.95		1.00					1.00	1.00		1.00	1.00
Satd. Flow (prot)	1805		2804					5187	1590		5187	1574
Flt Permitted	0.95		1.00					1.00	1.00		1.00	1.00
Satd. Flow (perm)	1805		2804					5187	1590		5187	1574
Peak-hour factor, PHF	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Adj. Flow (vph)	29	0	1667	0	0	0	0	2087	406	0	290	29
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	76	0	0	5
Lane Group Flow (vph)	29	0	1667	0	0	0	0	2087	330	0	290	24
Confl. Peds. (#/hr)			5						5			5
Turn Type	custom		Free						Perm			Perm
Protected Phases								2			6	
Permitted Phases	4		Free						2			6
Actuated Green, G (s)	1.3		49.7					40.4	40.4		40.4	40.4
Effective Green, g (s)	1.3		49.7					40.4	40.4		40.4	40.4
Actuated g/C Ratio	0.03		1.00					0.81	0.81		0.81	0.81
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)	47		2804					4216	1292		4216	1279
v/s Ratio Prot								0.40			0.06	
v/s Ratio Perm	0.02		c0.59						0.21			0.01
v/c Ratio	0.62		0.59					0.50	0.26		0.07	0.02
Uniform Delay, d1	24.0		0.0					1.5	1.1		0.9	0.9
Progression Factor	1.00		1.00					1.00	1.00		1.00	1.00
Incremental Delay, d2	21.7		0.9					0.1	0.1		0.0	0.0
Delay (s)	45.7		0.9					1.5	1.2		0.9	0.9
Level of Service	D		A					A	A		A	A
Approach Delay (s)		1.7			0.0			1.5			0.9	
Approach LOS		A			A			A			A	

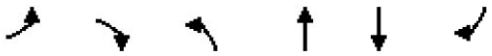
Intersection Summary			
HCM Average Control Delay	1.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	49.7	Sum of lost time (s)	0.0
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	500	300	10	80	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	0.98	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1576	1900	1576	1805	1900
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	1576	1900	1576	1805	1900
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	543	326	11	87	446
RTOR Reduction (vph)	0	380	0	7	0	0
Lane Group Flow (vph)	98	163	326	4	87	446
Confl. Peds. (#/hr)	5	5		5		
Turn Type		Perm		Perm	Prot	
Protected Phases	8		2		1	6
Permitted Phases		8		2		
Actuated Green, G (s)	10.5	10.5	13.2	13.2	3.8	21.0
Effective Green, g (s)	10.5	10.5	13.2	13.2	3.8	21.0
Actuated g/C Ratio	0.27	0.27	0.33	0.33	0.10	0.53
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)	480	419	635	527	174	1010
v/s Ratio Prot	0.05		0.17		0.05	c0.23
v/s Ratio Perm		c0.10		0.00		
v/c Ratio	0.20	0.39	0.51	0.01	0.50	0.44
Uniform Delay, d1	11.3	11.9	10.6	8.8	16.9	5.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.6	0.7	0.0	2.3	0.3
Delay (s)	11.5	12.5	11.3	8.8	19.2	6.0
Level of Service	B	B	B	A	B	A
Approach Delay (s)	12.3		11.2			8.1
Approach LOS	B		B			A

Intersection Summary			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	39.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

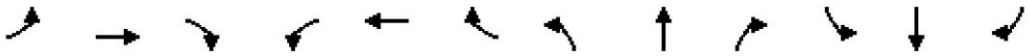
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	50	160	440	1820	1180	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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	0.95	0.91	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1805	1589	1805	3610	5187	1567
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1805	1589	1805	3610	5187	1567
Peak-hour factor, PHF	0.65	0.65	0.65	0.65	0.65	0.65
Adj. Flow (vph)	77	246	677	2800	1815	262
RTOR Reduction (vph)	0	221	0	0	0	52
Lane Group Flow (vph)	77	25	677	2800	1815	210
Confl. Peds. (#/hr)	5	5				5
Turn Type		Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.7	9.7	37.0	79.0	38.0	38.0
Effective Green, g (s)	9.7	9.7	37.0	79.0	38.0	38.0
Actuated g/C Ratio	0.10	0.10	0.38	0.82	0.39	0.39
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)	181	159	691	2949	2038	616
v/s Ratio Prot	c0.04		0.38	c0.78	0.35	
v/s Ratio Perm		0.02				0.13
v/c Ratio	0.43	0.16	0.98	0.95	0.89	0.34
Uniform Delay, d1	40.9	39.8	29.5	7.2	27.4	20.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.5	28.8	7.7	5.3	0.3
Delay (s)	42.5	40.2	58.3	15.0	32.8	20.9
Level of Service	D	D	E	B	C	C
Approach Delay (s)	40.8			23.4	31.3	
Approach LOS	D			C	C	

Intersection Summary			
HCM Average Control Delay	27.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	96.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

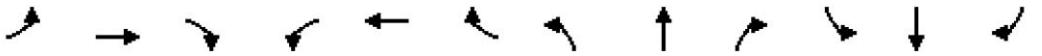
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	320	80	20	290	10	80	0	20	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	344	86	22	312	11	86	0	22	0	0	0
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	328			435			757	763	397	757	800	327
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	328			435			757	763	397	757	800	327
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			73	100	97	100	100	100
cM capacity (veh/h)	1238			1131			317	328	651	306	312	713

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	430	344	86	22	0
Volume Left	0	22	86	0	0
Volume Right	86	11	0	22	0
cSH	1238	1131	317	651	1700
Volume to Capacity	0.00	0.02	0.27	0.03	0.00
Queue Length 95th (ft)	0	1	27	3	0
Control Delay (s)	0.0	0.7	20.5	10.7	0.0
Lane LOS		A	C	B	A
Approach Delay (s)	0.0	0.7	18.6		0.0
Approach LOS			C		A

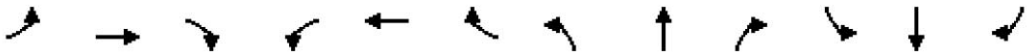
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	160	70	80	130	30	60	530	50	20	710	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1798		1805	1837		1805	1871		1805	1862	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1798		1805	1837		1805	1871		1805	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	108	172	75	86	140	32	65	570	54	22	763	97
RTOR Reduction (vph)	0	18	0	0	10	0	0	3	0	0	4	0
Lane Group Flow (vph)	108	229	0	86	162	0	65	621	0	22	856	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	10.7	18.0		5.3	12.6		7.0	43.9		2.6	39.5	
Effective Green, g (s)	10.7	18.0		5.3	12.6		7.0	43.9		2.6	39.5	
Actuated g/C Ratio	0.12	0.21		0.06	0.15		0.08	0.51		0.03	0.46	
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)	225	377		111	270		147	957		55	857	
v/s Ratio Prot	0.06	c0.13		c0.05	0.09		0.04	c0.33		0.01	c0.46	
v/s Ratio Perm												
v/c Ratio	0.48	0.61		0.77	0.60		0.44	0.65		0.40	1.00	
Uniform Delay, d1	35.0	30.7		39.7	34.2		37.5	15.3		40.8	23.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	2.8		27.9	3.6		2.1	1.5		4.7	30.1	
Delay (s)	36.6	33.5		67.6	37.8		39.7	16.8		45.6	53.2	
Level of Service	D	C		E	D		D	B		D	D	
Approach Delay (s)		34.4			47.7			19.0			53.1	
Approach LOS		C			D			B			D	

Intersection Summary			
HCM Average Control Delay	38.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	85.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

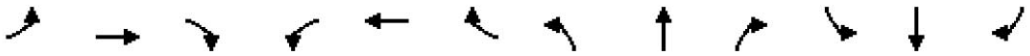
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	50	10	20	10	10	10	60	370	10	10	190	140
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	53	11	21	11	11	11	63	389	11	11	200	147

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	63	21	32	453	11	358
Volume Left (vph)	53	0	11	63	0	11
Volume Right (vph)	0	21	11	0	11	147
Hadj (s)	0.42	-0.70	-0.13	0.07	-0.70	-0.24
Departure Headway (s)	7.1	5.9	6.7	5.3	4.6	5.3
Degree Utilization, x	0.12	0.03	0.06	0.67	0.01	0.52
Capacity (veh/h)	455	532	465	657	766	668
Control Delay (s)	9.9	7.9	10.1	17.2	6.4	13.9
Approach Delay (s)	9.4		10.1	17.0		13.9
Approach LOS	A		B	C		B

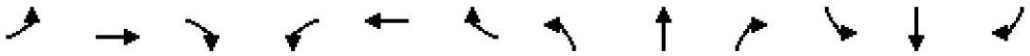
Intersection Summary				
Delay	14.9			
HCM Level of Service	B			
Intersection Capacity Utilization	61.4%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	240	160	50	270	50	100	70	30	20	40	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	1.00	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97		1.00	0.99		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.94		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.99	
Satd. Flow (prot)	1805	3360		1805	1900	1574		1846	1591		1831	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.97	1.00		0.99	
Satd. Flow (perm)	1805	3360		1805	1900	1574		1846	1591		1831	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	267	178	56	300	56	111	78	33	22	44	11
RTOR Reduction (vph)	0	116	0	0	0	39	0	0	26	0	7	0
Lane Group Flow (vph)	11	329	0	56	300	17	0	189	7	0	70	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot		Perm	Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8			2			
Actuated Green, G (s)	1.0	12.0		5.8	16.8	16.8		11.5	11.5		8.6	
Effective Green, g (s)	1.0	12.0		5.8	16.8	16.8		11.5	11.5		8.6	
Actuated g/C Ratio	0.02	0.22		0.11	0.31	0.31		0.21	0.21		0.16	
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)	33	748		194	592	491		394	339		292	
v/s Ratio Prot	0.01	0.10		c0.03	c0.16			c0.10			c0.04	
v/s Ratio Perm						0.01			0.00			
v/c Ratio	0.33	0.44		0.29	0.51	0.04		0.48	0.02		0.24	
Uniform Delay, d1	26.1	18.1		22.2	15.2	12.9		18.6	16.8		19.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	5.9	0.4		0.8	0.7	0.0		0.9	0.0		0.4	
Delay (s)	32.0	18.5		23.0	15.8	12.9		19.5	16.8		20.2	
Level of Service	C	B		C	B	B		B	B		C	
Approach Delay (s)		18.8			16.4			19.1			20.2	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	53.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.0%	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)	100	130	140	30	140	20	140	410	30	30	610	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.92		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3305		1805	3531		1805	3610	1595	1805	5047	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3305		1805	3531		1805	3610	1595	1805	5047	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	108	140	151	32	151	22	151	441	32	32	656	129
RTOR Reduction (vph)	0	115	0	0	16	0	0	0	18	0	31	0
Lane Group Flow (vph)	108	176	0	32	157	0	151	441	14	32	754	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	9.6	13.7		4.0	8.1		9.6	21.1	25.1	2.6	14.1	
Effective Green, g (s)	9.6	13.7		4.0	8.1		9.6	21.1	25.1	2.6	14.1	
Actuated g/C Ratio	0.17	0.24		0.07	0.14		0.17	0.37	0.44	0.05	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)	302	789		126	498		302	1327	809	82	1240	
v/s Ratio Prot	c0.06	0.05		0.02	c0.04		c0.08	0.12	0.00	0.02	c0.15	
v/s Ratio Perm									0.01			
v/c Ratio	0.36	0.22		0.25	0.31		0.50	0.33	0.02	0.39	0.61	
Uniform Delay, d1	21.2	17.6		25.3	22.2		21.7	13.1	9.2	26.6	19.2	
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	0.1		1.1	0.4		1.3	0.1	0.0	3.1	0.9	
Delay (s)	21.9	17.7		26.4	22.5		23.0	13.2	9.2	29.7	20.1	
Level of Service	C	B		C	C		C	B	A	C	C	
Approach Delay (s)		18.8			23.1			15.4			20.4	
Approach LOS		B			C			B			C	

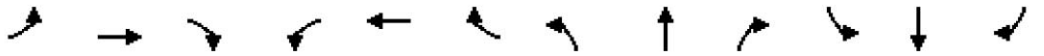
Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	57.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	150	10	50	480	80	120	50	180	30	40	180	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	160	11	53	511	85	128	53	191	32	43	191	96

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	165	59	723	149	128	138	191
Volume Left (vph)	160	0	511	53	0	43	0
Volume Right (vph)	0	53	128	0	32	0	96
Hadj (s)	0.48	-0.64	0.04	0.18	-0.17	0.15	-0.35
Departure Headway (s)	8.0	6.9	6.9	7.9	7.5	7.8	7.3
Degree Utilization, x	0.37	0.11	1.39	0.33	0.27	0.30	0.39
Capacity (veh/h)	430	496	522	442	461	449	481
Control Delay (s)	14.4	9.6	206.0	13.5	12.1	12.9	13.6
Approach Delay (s)	13.2		206.0	12.8		13.3	
Approach LOS	B		F	B		B	

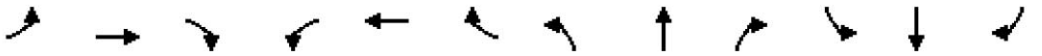
Intersection Summary				
Delay	103.0			
HCM Level of Service	F			
Intersection Capacity Utilization	73.0%	ICU Level of Service		D
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	20	20	470	50	90	10	330	150	100	570	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3317		1805	3233		1805	5187	1601	1805	5082	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3317		1805	3233		1805	5187	1601	1805	5082	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	22	22	505	54	97	11	355	161	108	613	86
RTOR Reduction (vph)	0	21	0	0	78	0	0	0	86	0	14	0
Lane Group Flow (vph)	54	23	0	505	73	0	11	355	75	108	685	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	2.3	2.3		9.3	9.3		1.1	13.1	22.4	7.2	19.2	
Effective Green, g (s)	2.3	2.3		9.3	9.3		1.1	13.1	22.4	7.2	19.2	
Actuated g/C Ratio	0.05	0.05		0.19	0.19		0.02	0.27	0.47	0.15	0.40	
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)	87	159		350	628		41	1419	882	271	2037	
v/s Ratio Prot	0.03	0.01		c0.28	c0.02		0.01	0.07	0.02	c0.06	c0.13	
v/s Ratio Perm									0.03			
v/c Ratio	0.62	0.15		1.44	0.12		0.27	0.25	0.09	0.40	0.34	
Uniform Delay, d1	22.4	21.9		19.3	15.9		23.0	13.6	7.1	18.4	9.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.0	0.4		214.8	0.1		3.5	0.1	0.0	1.0	0.1	
Delay (s)	35.3	22.3		234.1	16.0		26.5	13.7	7.1	19.4	10.0	
Level of Service	D	C		F	B		C	B	A	B	B	
Approach Delay (s)		29.5			183.9			11.9			11.3	
Approach LOS		C			F			B			B	

Intersection Summary			
HCM Average Control Delay	66.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	47.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

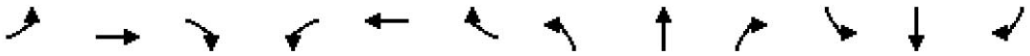
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	320	130	140	290	70	170	710	120	50	680	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1600	1805	3493		1805	3610	1592	1805	3610	1593
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1600	1805	3493		1805	3610	1592	1805	3610	1593
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	155	330	134	144	299	72	175	732	124	52	701	175
RTOR Reduction (vph)	0	0	59	0	21	0	0	0	32	0	0	60
Lane Group Flow (vph)	155	330	75	144	350	0	175	732	92	52	701	115
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Actuated Green, G (s)	14.9	19.5	35.3	12.9	17.5		15.8	65.3	78.2	6.3	55.8	70.7
Effective Green, g (s)	14.9	19.5	35.3	12.9	17.5		15.8	65.3	78.2	6.3	55.8	70.7
Actuated g/C Ratio	0.12	0.16	0.29	0.11	0.15		0.13	0.54	0.65	0.05	0.46	0.59
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	224	587	471	194	509		238	1964	1037	95	1679	939
v/s Ratio Prot	c0.09	0.09	0.02	0.08	c0.10		c0.10	0.20	0.01	0.03	c0.19	0.02
v/s Ratio Perm			0.03						0.05			0.06
v/c Ratio	0.69	0.56	0.16	0.74	0.69		0.74	0.37	0.09	0.55	0.42	0.12
Uniform Delay, d1	50.4	46.3	31.4	51.9	48.6		50.1	15.6	7.7	55.5	21.3	10.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.92	0.82	0.53	1.00	1.00	1.00
Incremental Delay, d2	8.9	1.2	0.2	14.2	3.8		10.4	0.5	0.0	6.3	0.8	0.1
Delay (s)	59.2	47.6	31.5	66.1	52.5		56.7	13.4	4.2	61.8	22.1	11.0
Level of Service	E	D	C	E	D		E	B	A	E	C	B
Approach Delay (s)		47.0			56.3			19.6			22.2	
Approach LOS		D			E			B			C	

Intersection Summary			
HCM Average Control Delay	32.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

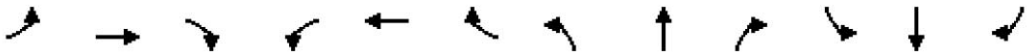
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	180	10	130	450	1140	0	0	630	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor					1.00	1.00	1.00	0.95			0.95	
Frpb, ped/bikes					1.00	0.98	1.00	1.00			0.99	
Flpb, ped/bikes					1.00	1.00	1.00	1.00			1.00	
Frt					1.00	0.85	1.00	1.00			0.95	
Flt Protected					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (prot)					1814	1587	1805	3610			3388	
Flt Permitted					0.95	1.00	0.95	1.00			1.00	
Satd. Flow (perm)					1814	1587	1805	3610			3388	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	191	11	138	479	1213	0	0	670	383
RTOR Reduction (vph)	0	0	0	0	0	58	0	0	0	0	56	0
Lane Group Flow (vph)	0	0	0	0	202	80	479	1213	0	0	997	0
Confl. Peds. (#/hr)						5						5
Turn Type				Split		Perm	Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases						8						
Actuated Green, G (s)					18.9	18.9	37.3	93.1			51.8	
Effective Green, g (s)					18.9	18.9	37.3	93.1			51.8	
Actuated g/C Ratio					0.16	0.16	0.31	0.78			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)					286	250	561	2801			1462	
v/s Ratio Prot					c0.11		c0.27	0.34			c0.29	
v/s Ratio Perm						0.05						
v/c Ratio					0.71	0.32	0.85	0.43			0.68	
Uniform Delay, d1					47.9	44.8	38.8	4.5			27.5	
Progression Factor					1.00	1.00	1.00	1.00			0.57	
Incremental Delay, d2					7.7	0.7	12.0	0.5			2.4	
Delay (s)					55.6	45.6	50.8	5.0			18.1	
Level of Service					E	D	D	A			B	
Approach Delay (s)		0.0			51.6			18.0			18.1	
Approach LOS		A			D			B			B	

Intersection Summary			
HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

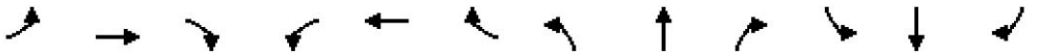
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	540	10	430	0	0	0	0	860	210	150	730	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00					0.91		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99					0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00		1.00	1.00	
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)	1715	1722	1591					5007		1805	3610	
Flt Permitted	0.95	0.95	1.00					1.00		0.95	1.00	
Satd. Flow (perm)	1715	1722	1591					5007		1805	3610	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	557	10	443	0	0	0	0	887	216	155	753	0
RTOR Reduction (vph)	0	0	79	0	0	0	0	53	0	0	0	0
Lane Group Flow (vph)	284	283	364	0	0	0	0	1050	0	155	753	0
Confl. Peds. (#/hr)			5						5			
Turn Type	Split		Perm							Prot		
Protected Phases	4	4						2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	21.7	21.7	21.7					19.2		8.8	32.0	
Effective Green, g (s)	21.7	21.7	21.7					19.2		8.8	32.0	
Actuated g/C Ratio	0.35	0.35	0.35					0.31		0.14	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)	603	606	560					1558		257	1872	
v/s Ratio Prot	0.17	0.16						c0.21		c0.09	0.21	
v/s Ratio Perm			c0.23									
v/c Ratio	0.47	0.47	0.65					0.67		0.60	0.40	
Uniform Delay, d1	15.5	15.5	16.8					18.5		24.8	9.0	
Progression Factor	1.00	1.00	1.00					1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.6	2.6					1.2		4.0	0.1	
Delay (s)	16.1	16.1	19.4					19.7		28.8	9.2	
Level of Service	B	B	B					B		C	A	
Approach Delay (s)		17.6			0.0			19.7			12.5	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	61.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

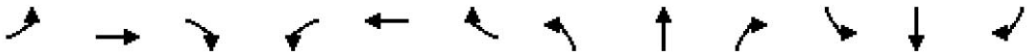


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	530	560	570	60	100	360	140	800	100	340	730	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95		1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.88		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1597	1805	3187		1805	5090		3502	3610	1597
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1597	1805	3187		1805	5090		3502	3610	1597
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	570	602	613	65	108	387	151	860	108	366	785	118
RTOR Reduction (vph)	0	0	43	0	247	0	0	12	0	0	0	47
Lane Group Flow (vph)	570	602	570	65	248	0	151	956	0	366	785	71
Confl. Peds. (#/hr)			5						5			5
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	22.8	32.1	48.5	5.6	14.9		16.4	49.4		16.9	49.9	72.7
Effective Green, g (s)	22.8	32.1	48.5	5.6	14.9		16.4	49.4		16.9	49.9	72.7
Actuated g/C Ratio	0.19	0.27	0.40	0.05	0.12		0.14	0.41		0.14	0.42	0.61
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)	665	966	699	84	396		247	2095		493	1501	1021
v/s Ratio Prot	c0.16	0.17	c0.11	0.04	0.08		0.08	0.19		0.10	c0.22	0.01
v/s Ratio Perm			0.25									0.03
v/c Ratio	0.86	0.62	0.81	0.77	0.88dr		0.61	0.46		0.74	0.52	0.07
Uniform Delay, d1	47.0	38.6	31.8	56.6	49.9		48.8	25.6		49.5	26.2	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.89	0.57		1.34	0.49	0.04
Incremental Delay, d2	10.6	1.3	7.3	34.8	3.1		4.0	0.6		5.1	1.1	0.0
Delay (s)	57.6	39.9	39.0	91.4	53.0		47.7	15.3		71.5	13.9	0.4
Level of Service	E	D	D	F	D		D	B		E	B	A
Approach Delay (s)		45.3			57.4			19.7			29.3	
Approach LOS		D			E			B			C	

Intersection Summary			
HCM Average Control Delay	36.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

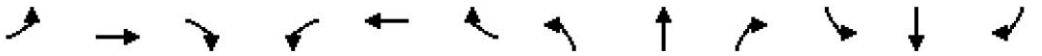
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	160	10	130	490	1160	0	0	980	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		0.97	0.95			0.91	
Frpb, ped/bikes					0.99		1.00	1.00			1.00	
Flpb, ped/bikes					1.00		1.00	1.00			1.00	
Frt					0.94		1.00	1.00			0.97	
Flt Protected					0.97		0.95	1.00			1.00	
Satd. Flow (prot)					1728		3502	3610			4991	
Flt Permitted					0.97		0.95	1.00			1.00	
Satd. Flow (perm)					1728		3502	3610			4991	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	165	10	134	505	1196	0	0	1010	289
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	0	0	39	0
Lane Group Flow (vph)	0	0	0	0	284	0	505	1196	0	0	1260	0
Confl. Peds. (#/hr)						5						5
Turn Type				Split			Prot					
Protected Phases				8	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)					24.6		29.0	87.4			54.4	
Effective Green, g (s)					24.6		29.0	87.4			54.4	
Actuated g/C Ratio					0.21		0.24	0.73			0.45	
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)					354		846	2629			2263	
v/s Ratio Prot					c0.16		c0.14	0.33			c0.25	
v/s Ratio Perm												
v/c Ratio					0.80		0.60	0.45			0.56	
Uniform Delay, d1					45.4		40.3	6.6			24.0	
Progression Factor					1.00		0.83	0.38			1.00	
Incremental Delay, d2					12.4		0.9	0.5			1.0	
Delay (s)					57.8		34.4	3.0			25.0	
Level of Service					E		C	A			C	
Approach Delay (s)		0.0			57.8			12.3			25.0	
Approach LOS		A			E			B			C	

Intersection Summary			
HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.9%	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)	40	150	60	50	110	80	60	900	40	140	1050	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1587	1805	1900	1587	1805	3610	1567	1805	3610	1566
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1900	1587	1805	1900	1587	1805	3610	1567	1805	3610	1566
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	44	165	66	55	121	88	66	989	44	154	1154	55
RTOR Reduction (vph)	0	0	57	0	0	76	0	0	9	0	0	9
Lane Group Flow (vph)	44	165	9	55	121	12	66	989	35	154	1154	46
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	5.6	15.8	15.8	6.3	16.5	16.5	7.2	66.5	66.5	15.4	74.7	74.7
Effective Green, g (s)	5.6	15.8	15.8	6.3	16.5	16.5	7.2	66.5	66.5	15.4	74.7	74.7
Actuated g/C Ratio	0.05	0.13	0.13	0.05	0.14	0.14	0.06	0.55	0.55	0.13	0.62	0.62
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	84	250	209	95	261	218	108	2001	868	232	2247	975
v/s Ratio Prot	0.02	c0.09		c0.03	0.06		0.04	c0.27		c0.09	c0.32	
v/s Ratio Perm			0.01			0.01			0.02			0.03
v/c Ratio	0.52	0.66	0.04	0.58	0.46	0.06	0.61	0.49	0.04	0.66	0.51	0.05
Uniform Delay, d1	55.9	49.5	45.5	55.6	47.7	45.0	55.0	16.4	12.2	49.8	12.6	8.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	0.74	0.73
Incremental Delay, d2	5.8	6.4	0.1	8.3	1.3	0.1	9.8	0.9	0.1	5.4	0.6	0.1
Delay (s)	61.7	55.9	45.6	63.8	49.0	45.1	64.9	17.3	12.3	62.6	10.0	6.5
Level of Service	E	E	D	E	D	D	E	B	B	E	A	A
Approach Delay (s)		54.4			50.8			20.0			15.8	
Approach LOS		D			D			B			B	

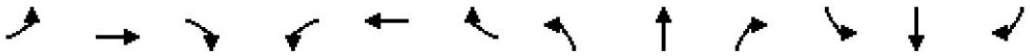
Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	10	10	100	10	10	80
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	10	104	10	10	83
Pedestrians	5			5		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			21		239	21
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			21		239	21
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		99	92
cM capacity (veh/h)			1608		702	1058

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	21	115	10	83
Volume Left	0	104	10	0
Volume Right	10	0	0	83
cSH	1700	1608	702	1058
Volume to Capacity	0.01	0.06	0.01	0.08
Queue Length 95th (ft)	0	5	1	6
Control Delay (s)	0.0	6.8	10.2	8.7
Lane LOS		A	B	A
Approach Delay (s)	0.0	6.8	8.9	
Approach LOS			A	

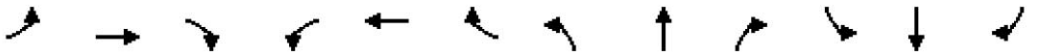
Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	90	110	110	100	10	130	100	90	0	100	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	
Frpb, ped/bikes	1.00	0.98		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.92		1.00	0.99			0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1805	1711		1805	1869			1775			1810	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (perm)	1805	1711		1805	1869			1775			1810	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	93	113	113	103	10	134	103	93	0	103	41
RTOR Reduction (vph)	0	29	0	0	2	0	0	13	0	0	13	0
Lane Group Flow (vph)	41	177	0	113	111	0	0	317	0	0	131	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	7.1	46.7		16.8	56.4			26.6			13.9	
Effective Green, g (s)	7.1	46.7		16.8	56.4			26.6			13.9	
Actuated g/C Ratio	0.06	0.39		0.14	0.47			0.22			0.12	
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)	107	666		253	878			393			210	
v/s Ratio Prot	c0.02	c0.10		c0.06	0.06			c0.18			c0.07	
v/s Ratio Perm												
v/c Ratio	0.38	0.27		0.45	0.13			0.81			0.62	
Uniform Delay, d1	54.3	25.0		47.3	17.9			44.3			50.6	
Progression Factor	1.00	1.00		0.72	0.66			1.00			0.98	
Incremental Delay, d2	2.3	1.0		1.2	0.3			11.4			5.6	
Delay (s)	56.6	25.9		35.3	12.1			55.7			55.2	
Level of Service	E	C		D	B			E			E	
Approach Delay (s)		31.0			23.7			55.7			55.2	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM Average Control Delay	41.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

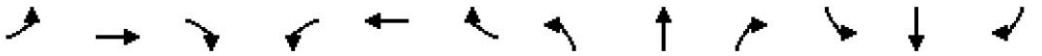
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	50	820	40	20	100	110	580	20	20	390	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.89		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1659		1805	1900	1590	1805	3610	1571	1805	5119	
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1659		1805	1900	1590	1805	3610	1571	1805	5119	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	52	845	41	21	103	113	598	21	21	402	31
RTOR Reduction (vph)	0	106	0	0	0	95	0	0	15	0	7	0
Lane Group Flow (vph)	0	935	0	41	21	8	113	598	6	21	426	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Split			Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			
Actuated Green, G (s)		35.6		6.2	6.2	6.2	10.1	24.2	24.2	2.5	16.6	
Effective Green, g (s)		35.6		6.2	6.2	6.2	10.1	24.2	24.2	2.5	16.6	
Actuated g/C Ratio		0.42		0.07	0.07	0.07	0.12	0.29	0.29	0.03	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)		699		132	139	117	216	1034	450	53	1006	
v/s Ratio Prot		c0.56		c0.02	0.01		c0.06	c0.17		0.01	0.08	
v/s Ratio Perm						0.00			0.00			
v/c Ratio		1.34		0.31	0.15	0.06	0.52	0.58	0.01	0.40	0.42	
Uniform Delay, d1		24.4		37.1	36.7	36.5	34.9	25.8	21.6	40.3	29.8	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		161.6		1.3	0.5	0.2	2.3	0.8	0.0	4.8	0.3	
Delay (s)		186.0		38.5	37.2	36.7	37.2	26.6	21.6	45.1	30.0	
Level of Service		F		D	D	D	D	C	C	D	C	
Approach Delay (s)		186.0			37.2			28.1			30.7	
Approach LOS		F			D			C			C	

Intersection Summary			
HCM Average Control Delay	98.0	HCM Level of Service	F
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	84.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		

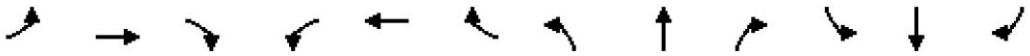
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	290	150	130	190	40	110	490	100	100	550	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3405		1805	3506		1805	3610	1587	1805	3610	1586
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3405		1805	3506		1805	3610	1587	1805	3610	1586
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	67	322	167	144	211	44	122	544	111	111	611	67
RTOR Reduction (vph)	0	66	0	0	18	0	0	0	59	0	0	36
Lane Group Flow (vph)	67	423	0	144	237	0	122	544	52	111	611	31
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.0	21.6		13.7	28.3		13.4	56.0	56.0	12.7	55.3	55.3
Effective Green, g (s)	7.0	21.6		13.7	28.3		13.4	56.0	56.0	12.7	55.3	55.3
Actuated g/C Ratio	0.06	0.18		0.11	0.24		0.11	0.47	0.47	0.11	0.46	0.46
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)	105	613		206	827		202	1685	741	191	1664	731
v/s Ratio Prot	0.04	c0.12		c0.08	0.07		c0.07	0.15		0.06	c0.17	
v/s Ratio Perm									0.03			0.02
v/c Ratio	0.64	0.69		0.70	0.29		0.60	0.32	0.07	0.58	0.37	0.04
Uniform Delay, d1	55.3	46.1		51.2	37.6		50.8	20.1	17.6	51.1	21.0	17.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.34	0.36	0.07
Incremental Delay, d2	12.0	3.4		9.9	0.2		5.0	0.5	0.2	3.6	0.5	0.1
Delay (s)	67.3	49.4		61.1	37.8		55.8	20.6	17.8	72.0	8.1	1.3
Level of Service	E	D		E	D		E	C	B	E	A	A
Approach Delay (s)		51.6			46.2			25.7			16.5	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM Average Control Delay	31.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

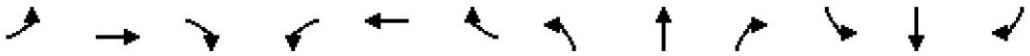
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	440	170	140	330	120	170	480	160	220	440	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	0.96		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3443		1805	3449		1805	5187	1587	1805	5149	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3443		1805	3449		1805	5187	1587	1805	5149	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	454	175	144	340	124	175	495	165	227	454	21
RTOR Reduction (vph)	0	38	0	0	35	0	0	0	105	0	4	0
Lane Group Flow (vph)	41	591	0	144	429	0	175	495	60	227	471	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	5.6	27.3		12.9	34.6		16.6	43.9	43.9	19.9	47.2	
Effective Green, g (s)	5.6	27.3		12.9	34.6		16.6	43.9	43.9	19.9	47.2	
Actuated g/C Ratio	0.05	0.23		0.11	0.29		0.14	0.37	0.37	0.17	0.39	
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)	84	783		194	994		250	1898	581	299	2025	
v/s Ratio Prot	0.02	c0.17		c0.08	0.12		0.10	c0.10		c0.13	c0.09	
v/s Ratio Perm									0.04			
v/c Ratio	0.49	0.75		0.74	0.43		0.70	0.26	0.10	0.76	0.23	
Uniform Delay, d1	55.8	43.2		51.9	34.7		49.3	26.7	25.1	47.8	24.3	
Progression Factor	1.00	1.00		1.00	1.00		1.26	0.47	0.64	1.00	1.00	
Incremental Delay, d2	4.4	4.2		14.2	0.3		7.4	0.3	0.3	10.6	0.3	
Delay (s)	60.2	47.4		66.1	35.0		69.7	12.9	16.5	58.3	24.6	
Level of Service	E	D		E	D		E	B	B	E	C	
Approach Delay (s)		48.2			42.4			25.5			35.5	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		

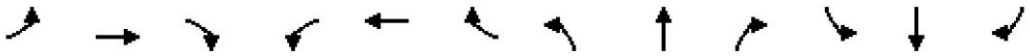
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	690	110	170	670	80	60	90	100	70	140	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.92		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3528		1805	3610	1595	1805	3301		1805	3395	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3528		1805	3610	1595	1805	3301		1805	3395	
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)	63	726	116	179	705	84	63	95	105	74	147	84
RTOR Reduction (vph)	0	8	0	0	0	40	0	91	0	0	72	0
Lane Group Flow (vph)	63	834	0	179	705	44	63	109	0	74	159	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot		pm+ov	Prot			Prot		
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	5.3	24.8		7.1	26.6	32.9	5.3	8.0		6.3	9.0	
Effective Green, g (s)	5.3	24.8		7.1	26.6	32.9	5.3	8.0		6.3	9.0	
Actuated g/C Ratio	0.09	0.40		0.11	0.43	0.53	0.09	0.13		0.10	0.14	
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)	154	1407		206	1544	946	154	425		183	491	
v/s Ratio Prot	0.03	c0.24		c0.10	0.20	0.00	0.03	0.03		c0.04	c0.05	
v/s Ratio Perm						0.02						
v/c Ratio	0.41	0.59		0.87	0.46	0.05	0.41	0.26		0.40	0.32	
Uniform Delay, d1	27.0	14.7		27.1	12.7	7.1	27.0	24.4		26.2	23.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.7		29.8	0.2	0.0	1.8	0.3		1.5	0.4	
Delay (s)	28.7	15.4		56.9	12.9	7.1	28.7	24.7		27.7	24.3	
Level of Service	C	B		E	B	A	C	C		C	C	
Approach Delay (s)		16.3			20.5			25.7			25.1	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	62.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

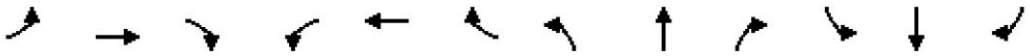
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	350	290	520	590	80	270	510	290	210	640	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.97	0.91		0.97	0.91		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	4801		3502	5085		3502	3610	1600	3502	3537	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	4801		3502	5085		3502	3610	1600	3502	3537	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	167	365	302	542	615	83	281	531	302	219	667	94
RTOR Reduction (vph)	0	144	0	0	16	0	0	0	86	0	10	0
Lane Group Flow (vph)	167	523	0	542	682	0	281	531	216	219	751	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	8.9	15.0		15.2	21.3		10.1	25.4	40.6	8.1	23.4	
Effective Green, g (s)	8.9	15.0		15.2	21.3		10.1	25.4	40.6	8.1	23.4	
Actuated g/C Ratio	0.11	0.19		0.19	0.27		0.13	0.32	0.51	0.10	0.29	
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)	391	904		668	1359		444	1150	895	356	1038	
v/s Ratio Prot	0.05	0.11		c0.15	c0.13		c0.08	0.15	0.05	0.06	c0.21	
v/s Ratio Perm									0.09			
v/c Ratio	0.43	0.58		0.81	0.50		0.63	0.46	0.24	0.62	0.72	
Uniform Delay, d1	33.0	29.5		30.9	24.7		33.0	21.7	10.9	34.3	25.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	0.9		7.4	0.3		2.9	0.3	0.1	3.1	2.5	
Delay (s)	33.8	30.4		38.3	25.0		36.0	22.0	11.1	37.5	27.8	
Level of Service	C	C		D	C		D	C	B	D	C	
Approach Delay (s)		31.1			30.8			22.6			29.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	28.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	79.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

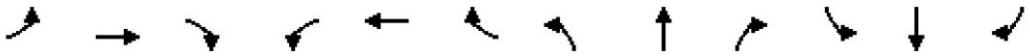
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	560	30	70	820	10	40	20	30	10	60	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.95			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1805	5140		1805	5176			1766			1723	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (perm)	1805	5140		1805	5176			1766			1723	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	106	596	32	74	872	11	43	21	32	11	64	117
RTOR Reduction (vph)	0	4	0	0	1	0	0	19	0	0	56	0
Lane Group Flow (vph)	106	624	0	74	882	0	0	77	0	0	136	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Split			Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	7.4	19.7		6.4	18.7			6.7			10.7	
Effective Green, g (s)	7.4	19.7		6.4	18.7			6.7			10.7	
Actuated g/C Ratio	0.12	0.33		0.11	0.31			0.11			0.18	
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)	224	1702		194	1627			199			310	
v/s Ratio Prot	c0.06	0.12		0.04	c0.17			c0.04			c0.08	
v/s Ratio Perm												
v/c Ratio	0.47	0.37		0.38	0.54			0.39			0.44	
Uniform Delay, d1	24.2	15.2		24.7	16.9			24.5			21.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	1.6	0.1		1.3	0.4			1.3			1.0	
Delay (s)	25.8	15.3		26.0	17.2			25.8			22.7	
Level of Service	C	B		C	B			C			C	
Approach Delay (s)		16.8			17.9			25.8			22.7	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	59.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

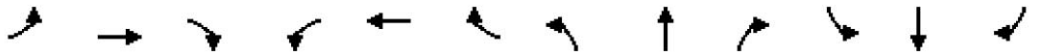
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	560	20	20	880	0	20	10	20	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	5157		1805	5187		1805	1900	1610	1805	1746	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	5157		1805	5187		1805	1900	1610	1805	1746	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	22	602	22	22	946	0	22	11	22	11	11	11
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	20	0	11	0
Lane Group Flow (vph)	22	622	0	22	946	0	22	11	2	11	11	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	0.8	22.8		2.6	24.6		0.8	0.8	3.4	0.8	0.8	
Effective Green, g (s)	0.8	22.8		2.6	24.6		0.8	0.8	3.4	0.8	0.8	
Actuated g/C Ratio	0.02	0.53		0.06	0.57		0.02	0.02	0.08	0.02	0.02	
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)	34	2734		109	2967		34	35	277	34	32	
v/s Ratio Prot	c0.01	0.12		0.01	c0.18		c0.01	0.01	0.00	0.01	c0.01	
v/s Ratio Perm									0.00			
v/c Ratio	0.65	0.23		0.20	0.32		0.65	0.31	0.01	0.32	0.35	
Uniform Delay, d1	21.0	5.4		19.2	4.8		21.0	20.8	18.2	20.8	20.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	35.3	0.0		0.9	0.1		35.3	5.1	0.0	5.5	6.5	
Delay (s)	56.2	5.4		20.1	4.9		56.2	25.9	18.3	26.3	27.4	
Level of Service	E	A		C	A		E	C	B	C	C	
Approach Delay (s)		7.2			5.2			35.0			27.0	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM Average Control Delay	7.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	43.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

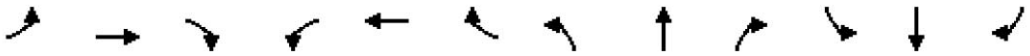
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	120	60	180	80	130	30	620	150	130	490	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		1.00		1.00	1.00	1.00	1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		0.96		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1798		1805	1900	1587	1805	3492		1805	1900	1555
Flt Permitted		0.99		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1798		1805	1900	1587	1805	3492		1805	1900	1555
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)	32	126	63	189	84	137	32	653	158	137	516	32
RTOR Reduction (vph)	0	13	0	0	0	116	0	14	0	0	0	14
Lane Group Flow (vph)	0	208	0	189	84	21	32	797	0	137	516	18
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Split			Split		Perm	Prot			Prot		Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)		19.0		18.4	18.4	18.4	5.2	51.8		14.8	61.4	61.4
Effective Green, g (s)		19.0		18.4	18.4	18.4	5.2	51.8		14.8	61.4	61.4
Actuated g/C Ratio		0.16		0.15	0.15	0.15	0.04	0.43		0.12	0.51	0.51
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)		285		277	291	243	78	1507		223	972	796
v/s Ratio Prot		c0.12		c0.10	0.04		0.02	0.23		c0.08	c0.27	
v/s Ratio Perm						0.01						0.01
v/c Ratio		0.73		0.68	0.29	0.09	0.41	0.53		0.61	0.53	0.02
Uniform Delay, d1		48.0		48.0	45.0	43.6	55.9	25.1		49.9	19.6	14.5
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00		0.88	0.85	1.02
Incremental Delay, d2		9.0		6.8	0.6	0.2	3.5	1.3		4.6	1.9	0.0
Delay (s)		57.0		54.8	45.6	43.7	59.4	26.5		48.5	18.6	14.8
Level of Service		E		D	D	D	E	C		D	B	B
Approach Delay (s)		57.0			49.2			27.7			24.4	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM Average Control Delay	33.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

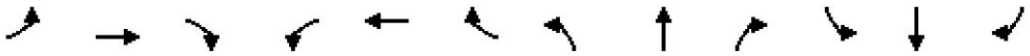
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	70	160	70	60	60	120	700	40	100	780	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	0.93		1.00	0.99		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)	1805	3199		1805	3314		1805	3578		1805	3503	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3199		1805	3314		1805	3578		1805	3503	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	129	75	172	75	65	65	129	753	43	108	839	183
RTOR Reduction (vph)	0	150	0	0	59	0	0	4	0	0	17	0
Lane Group Flow (vph)	129	97	0	75	71	0	129	792	0	108	1005	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.8	8.6		6.3	6.1		8.2	29.4		6.0	27.2	
Effective Green, g (s)	8.8	8.6		6.3	6.1		8.2	29.4		6.0	27.2	
Actuated g/C Ratio	0.13	0.13		0.10	0.09		0.12	0.44		0.09	0.41	
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)	240	415		172	305		223	1587		163	1437	
v/s Ratio Prot	c0.07	c0.03		0.04	0.02		c0.07	0.22		0.06	c0.29	
v/s Ratio Perm												
v/c Ratio	0.54	0.23		0.44	0.23		0.58	0.50		0.66	0.70	
Uniform Delay, d1	26.8	25.9		28.3	27.9		27.4	13.2		29.2	16.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.3	0.3		1.8	0.4		3.6	0.2		9.7	1.5	
Delay (s)	29.2	26.2		30.1	28.3		31.0	13.4		38.9	17.7	
Level of Service	C	C		C	C		C	B		D	B	
Approach Delay (s)		27.2			29.0			15.9			19.7	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	66.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

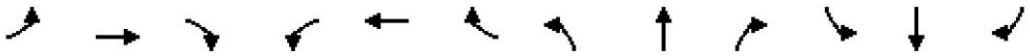
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	70	80	20	40	20	70	250	20	20	270	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.92		1.00	0.95		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3296		1805	3432		1805	3610	1615	1805	3475	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3296		1805	3432		1805	3610	1615	1805	3475	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	128	74	85	21	43	21	74	266	21	21	287	85
RTOR Reduction (vph)	0	70	0	0	19	0	0	0	12	0	27	0
Lane Group Flow (vph)	128	89	0	21	45	0	74	266	9	21	345	0
Confl. Peds. (#/hr)			5									5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	5.6	7.7		2.2	4.3		3.4	18.1	20.3	1.1	15.8	
Effective Green, g (s)	5.6	7.7		2.2	4.3		3.4	18.1	20.3	1.1	15.8	
Actuated g/C Ratio	0.12	0.17		0.05	0.10		0.08	0.40	0.45	0.02	0.35	
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)	435	563		88	327		136	1449	870	44	1217	
v/s Ratio Prot	c0.04	c0.03		0.01	0.01		c0.04	0.07	0.00	0.01	c0.10	
v/s Ratio Perm									0.01			
v/c Ratio	0.29	0.16		0.24	0.14		0.54	0.18	0.01	0.48	0.28	
Uniform Delay, d1	18.0	15.9		20.6	18.7		20.1	8.7	6.9	21.7	10.6	
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	0.1		1.4	0.2		4.4	0.1	0.0	7.9	0.1	
Delay (s)	18.3	16.1		22.0	18.9		24.5	8.8	6.9	29.7	10.7	
Level of Service	B	B		C	B		C	A	A	C	B	
Approach Delay (s)		17.1			19.7			11.9			11.7	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	45.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

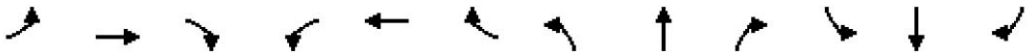
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	500	130	20	490	50	110	190	10	40	180	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3610	1588	1805	3610	1589	3502	1885		1805	3397	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3610	1588	1805	3610	1589	3502	1885		1805	3397	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	133	510	133	20	500	51	112	194	10	41	184	102
RTOR Reduction (vph)	0	0	42	0	0	21	0	2	0	0	86	0
Lane Group Flow (vph)	133	510	91	20	500	30	112	202	0	41	200	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot			Prot		
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	14.1	73.9	81.7	3.3	63.1	70.2	7.8	19.7		7.1	19.0	
Effective Green, g (s)	14.1	73.9	81.7	3.3	63.1	70.2	7.8	19.7		7.1	19.0	
Actuated g/C Ratio	0.12	0.62	0.68	0.03	0.53	0.59	0.06	0.16		0.06	0.16	
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)	212	2223	1134	50	1898	930	228	309		107	538	
v/s Ratio Prot	c0.07	0.14	0.01	0.01	c0.14	0.00	0.03	c0.11		0.02	c0.06	
v/s Ratio Perm			0.05			0.02						
v/c Ratio	0.63	0.23	0.08	0.40	0.26	0.03	0.49	0.65		0.38	0.37	
Uniform Delay, d1	50.4	10.3	6.5	57.4	15.7	10.5	54.2	47.0		54.3	45.2	
Progression Factor	1.02	0.88	1.34	1.00	1.00	1.00	0.74	0.65		1.00	1.00	
Incremental Delay, d2	5.2	0.2	0.0	5.2	0.3	0.0	1.7	4.9		2.3	0.4	
Delay (s)	56.5	9.3	8.7	62.6	16.0	10.5	41.8	35.4		56.6	45.6	
Level of Service	E	A	A	E	B	B	D	D		E	D	
Approach Delay (s)		17.3			17.1			37.7			47.0	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

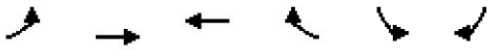
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	360	190	110	300	10	160	290	80	20	260	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1900	1589	1805	1900	1577	1805	1900	1587	1805	1855	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1900	1589	1805	1900	1577	1805	1900	1587	1805	1855	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	52	375	198	115	312	10	167	302	83	21	271	42
RTOR Reduction (vph)	0	0	72	0	0	3	0	0	45	0	5	0
Lane Group Flow (vph)	52	375	126	115	312	7	167	302	38	21	308	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.1	23.6	23.6	12.9	32.4	39.9	13.4	26.3	39.2	7.5	20.4	
Effective Green, g (s)	4.1	23.6	23.6	12.9	32.4	39.9	13.4	26.3	39.2	7.5	20.4	
Actuated g/C Ratio	0.05	0.27	0.27	0.15	0.38	0.46	0.16	0.30	0.45	0.09	0.24	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	86	520	435	270	713	802	280	579	721	157	438	
v/s Ratio Prot	0.03	c0.20		0.06	c0.16	0.00	c0.09	0.16	0.01	0.01	c0.17	
v/s Ratio Perm			0.08			0.00			0.02			
v/c Ratio	0.60	0.72	0.29	0.43	0.44	0.01	0.60	0.52	0.05	0.13	0.70	
Uniform Delay, d1	40.3	28.4	24.7	33.3	20.1	12.5	33.9	24.8	13.2	36.4	30.2	
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	11.4	4.9	0.4	1.1	0.4	0.0	3.4	0.9	0.0	0.4	5.1	
Delay (s)	51.7	33.3	25.1	34.4	20.6	12.5	37.3	25.7	13.2	36.8	35.3	
Level of Service	D	C	C	C	C	B	D	C	B	D	D	
Approach Delay (s)		32.2			24.0			27.3			35.4	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	29.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	86.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

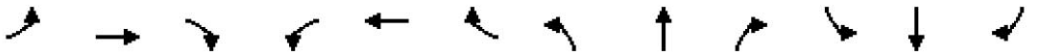
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	80	410	390	30	40	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1900	3610	1578	1805	1603
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	1900	3610	1578	1805	1603
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	84	432	411	32	42	53
RTOR Reduction (vph)	0	0	0	23	0	33
Lane Group Flow (vph)	84	432	411	9	42	20
Confl. Peds. (#/hr)				5	5	5
Turn Type	Prot			Perm		pm+ov
Protected Phases	7	4	8		6	7
Permitted Phases				8		6
Actuated Green, G (s)	5.8	19.7	9.9	9.9	7.4	13.2
Effective Green, g (s)	5.8	19.7	9.9	9.9	7.4	13.2
Actuated g/C Ratio	0.17	0.56	0.28	0.28	0.21	0.38
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)	298	1066	1018	445	381	786
v/s Ratio Prot	0.05	c0.23	0.11		c0.02	0.00
v/s Ratio Perm				0.01		0.01
v/c Ratio	0.28	0.41	0.40	0.02	0.11	0.03
Uniform Delay, d1	12.8	4.4	10.2	9.1	11.2	6.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3	0.3	0.0	0.1	0.0
Delay (s)	13.3	4.6	10.5	9.1	11.3	6.9
Level of Service	B	A	B	A	B	A
Approach Delay (s)		6.0	10.4		8.9	
Approach LOS		A	B		A	

Intersection Summary			
HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	35.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

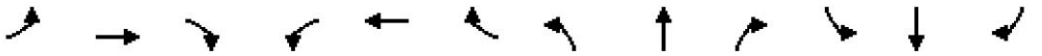
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	270	70	50	240	70	100	320	70	30	200	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1592	1805	1900	1592	1805	3498		1805	3610	1576
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	1900	1592	1805	1900	1592	1805	3498		1805	3610	1576
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	293	76	54	261	76	109	348	76	33	217	43
RTOR Reduction (vph)	0	0	53	0	0	57	0	20	0	0	0	35
Lane Group Flow (vph)	76	293	23	54	261	19	109	404	0	33	217	8
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	6.5	16.8	16.8	3.6	13.9	13.9	8.5	16.2		2.2	9.9	9.9
Effective Green, g (s)	6.5	16.8	16.8	3.6	13.9	13.9	8.5	16.2		2.2	9.9	9.9
Actuated g/C Ratio	0.12	0.31	0.31	0.07	0.25	0.25	0.16	0.30		0.04	0.18	0.18
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	214	582	488	119	482	404	280	1034		72	652	285
v/s Ratio Prot	c0.04	c0.15		0.03	0.14		c0.06	c0.12		0.02	0.06	
v/s Ratio Perm			0.01			0.01						0.00
v/c Ratio	0.36	0.50	0.05	0.45	0.54	0.05	0.39	0.39		0.46	0.33	0.03
Uniform Delay, d1	22.2	15.6	13.4	24.7	17.7	15.4	20.8	15.4		25.7	19.6	18.5
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	1.0	0.7	0.0	2.7	1.2	0.0	0.9	0.2		4.6	0.3	0.0
Delay (s)	23.2	16.3	13.4	27.4	18.9	15.5	21.7	15.6		30.3	19.9	18.5
Level of Service	C	B	B	C	B	B	C	B		C	B	B
Approach Delay (s)		17.0			19.4			16.9			20.8	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	12.0
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 (vph)	40	520	160	40	480	30	90	190	10	40	260	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	0.95		1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.96		1.00	0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3468		1805	3574		1805	3581		1805	1900	1585
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3468		1805	3574		1805	3581		1805	1900	1585
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	536	165	41	495	31	93	196	10	41	268	62
RTOR Reduction (vph)	0	18	0	0	3	0	0	4	0	0	0	50
Lane Group Flow (vph)	41	683	0	41	523	0	93	202	0	41	268	12
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	7.1	62.3		7.1	62.3		11.5	28.0		6.6	23.1	23.1
Effective Green, g (s)	7.1	62.3		7.1	62.3		11.5	28.0		6.6	23.1	23.1
Actuated g/C Ratio	0.06	0.52		0.06	0.52		0.10	0.23		0.05	0.19	0.19
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)	107	1800		107	1856		173	836		99	366	305
v/s Ratio Prot	c0.02	c0.20		0.02	0.15		c0.05	0.06		0.02	c0.14	
v/s Ratio Perm												0.01
v/c Ratio	0.38	0.38		0.38	0.28		0.54	0.24		0.41	0.73	0.04
Uniform Delay, d1	54.3	17.3		54.3	16.2		51.7	37.4		54.8	45.5	39.4
Progression Factor	1.36	0.27		1.28	0.59		1.00	1.00		1.32	0.87	0.58
Incremental Delay, d2	2.0	0.5		2.2	0.4		3.2	0.2		2.8	7.3	0.1
Delay (s)	76.0	5.3		71.8	10.0		54.9	37.5		75.4	46.8	23.0
Level of Service	E	A		E	A		D	D		E	D	C
Approach Delay (s)		9.2			14.5			42.9			46.0	
Approach LOS		A			B			D			D	

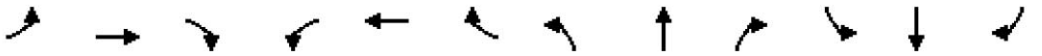
Intersection Summary			
HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	290	150	330	420	50	110	480	230	40	440	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	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	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1900	1586	1805	3546		1805	3610	1567	1805	3583	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1900	1586	1805	3546		1805	3610	1567	1805	3583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	315	163	359	457	54	120	522	250	43	478	22
RTOR Reduction (vph)	0	0	114	0	7	0	0	0	189	0	3	0
Lane Group Flow (vph)	43	315	49	359	504	0	120	522	61	43	497	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	6.2	36.2	36.2	32.8	62.8		13.0	29.4	29.4	5.6	22.0	
Effective Green, g (s)	6.2	36.2	36.2	32.8	62.8		13.0	29.4	29.4	5.6	22.0	
Actuated g/C Ratio	0.05	0.30	0.30	0.27	0.52		0.11	0.24	0.24	0.05	0.18	
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)	93	573	478	493	1856		196	884	384	84	657	
v/s Ratio Prot	0.02	c0.17		c0.20	0.14		0.07	c0.14		0.02	c0.14	
v/s Ratio Perm			0.03						0.04			
v/c Ratio	0.46	0.55	0.10	0.73	0.27		0.61	0.59	0.16	0.51	0.76	
Uniform Delay, d1	55.3	35.1	30.2	39.6	15.9		51.1	40.0	35.6	55.9	46.5	
Progression Factor	0.54	0.65	1.88	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.4	3.6	0.4	5.3	0.4		5.6	1.1	0.2	5.2	5.0	
Delay (s)	33.2	26.3	57.3	44.9	16.3		56.7	41.0	35.8	61.0	51.4	
Level of Service	C	C	E	D	B		E	D	D	E	D	
Approach Delay (s)		36.6			28.1			41.7			52.2	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	38.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

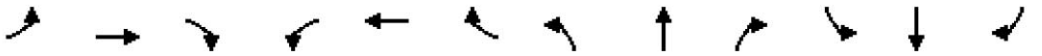
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	260	30	10	320	70	30	20	10	140	40	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		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	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1866		1805	1844		1805	1900	1573	1805	1900	1590
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1866		1805	1844		1805	1900	1573	1805	1900	1590
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	151	302	35	12	372	81	35	23	12	163	47	256
RTOR Reduction (vph)	0	4	0	0	9	0	0	0	11	0	0	191
Lane Group Flow (vph)	151	333	0	12	444	0	35	23	1	163	47	65
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.1	29.8		1.2	22.9		2.5	7.2	7.2	12.2	16.9	16.9
Effective Green, g (s)	8.1	29.8		1.2	22.9		2.5	7.2	7.2	12.2	16.9	16.9
Actuated g/C Ratio	0.12	0.45		0.02	0.34		0.04	0.11	0.11	0.18	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	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)	220	837		33	636		68	206	171	332	484	405
v/s Ratio Prot	c0.08	0.18		0.01	c0.24		c0.02	c0.01		c0.09	0.02	
v/s Ratio Perm									0.00			0.04
v/c Ratio	0.69	0.40		0.36	0.70		0.51	0.11	0.01	0.49	0.10	0.16
Uniform Delay, d1	27.9	12.3		32.2	18.8		31.4	26.7	26.4	24.3	18.9	19.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.6	0.3		6.7	3.4		6.4	0.2	0.0	1.1	0.1	0.2
Delay (s)	36.5	12.6		38.9	22.1		37.8	27.0	26.4	25.5	19.0	19.4
Level of Service	D	B		D	C		D	C	C	C	B	B
Approach Delay (s)		20.0			22.6			32.3			21.5	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM Average Control Delay	21.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	66.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

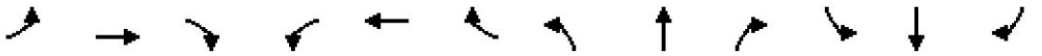
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	1050	100	70	840	200	80	280	40	270	370	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1586	1805	5021		3502	3535		3502	3610	1589
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1586	1805	5021		3502	3535		3502	3610	1589
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	204	1129	108	75	903	215	86	301	43	290	398	118
RTOR Reduction (vph)	0	0	48	0	26	0	0	12	0	0	0	90
Lane Group Flow (vph)	204	1129	60	75	1092	0	86	332	0	290	398	28
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	16.1	59.5	59.5	10.8	54.2		5.6	16.9		16.8	28.1	28.1
Effective Green, g (s)	16.1	59.5	59.5	10.8	54.2		5.6	16.9		16.8	28.1	28.1
Actuated g/C Ratio	0.13	0.50	0.50	0.09	0.45		0.05	0.14		0.14	0.23	0.23
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)	242	1790	786	162	2268		163	498		490	845	372
v/s Ratio Prot	c0.11	c0.31		0.04	c0.22		0.02	c0.09		c0.08	0.11	
v/s Ratio Perm			0.04									0.02
v/c Ratio	0.84	0.63	0.08	0.46	0.48		0.53	0.67		0.59	0.47	0.07
Uniform Delay, d1	50.7	22.2	15.8	51.8	23.1		55.9	48.9		48.4	39.6	35.8
Progression Factor	0.68	0.69	0.96	0.69	0.52		0.88	0.77		1.00	1.00	1.00
Incremental Delay, d2	21.2	1.6	0.2	2.0	0.7		3.0	3.3		1.9	0.4	0.1
Delay (s)	55.9	16.9	15.5	37.7	12.7		52.0	41.0		50.3	40.0	35.9
Level of Service	E	B	B	D	B		D	D		D	D	D
Approach Delay (s)		22.3			14.3			43.2			43.1	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	26.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

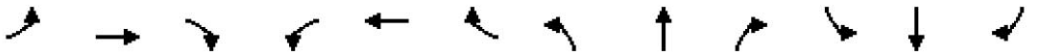
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	1140	150	120	990	110	120	160	50	130	130	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3610	1585	1805	5100		1805	3467		1805	3470	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3610	1585	1805	5100		1805	3467		1805	3470	
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)	74	1200	158	126	1042	116	126	168	53	137	137	42
RTOR Reduction (vph)	0	0	61	0	7	0	0	34	0	0	34	0
Lane Group Flow (vph)	74	1200	97	126	1151	0	126	187	0	137	145	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	8.0	63.7	63.7	15.3	71.0		14.7	16.0		9.0	10.3	
Effective Green, g (s)	8.0	63.7	63.7	15.3	71.0		14.7	16.0		9.0	10.3	
Actuated g/C Ratio	0.07	0.53	0.53	0.13	0.59		0.12	0.13		0.08	0.09	
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)	120	1916	841	230	3018		221	462		135	298	
v/s Ratio Prot	0.04	c0.33		c0.07	0.23		c0.07	0.05		c0.08	0.04	
v/s Ratio Perm			0.06									
v/c Ratio	0.62	0.63	0.12	0.55	0.38		0.57	0.41		1.01	0.49	
Uniform Delay, d1	54.5	19.8	14.1	49.1	12.9		49.7	47.6		55.5	52.3	
Progression Factor	0.94	0.90	1.00	0.91	0.48		0.95	0.96		1.00	1.00	
Incremental Delay, d2	7.3	1.2	0.2	2.5	0.3		3.5	0.6		81.4	1.3	
Delay (s)	58.5	19.0	14.3	47.3	6.6		50.5	46.1		136.9	53.6	
Level of Service	E	B	B	D	A		D	D		F	D	
Approach Delay (s)		20.5			10.6			47.7			89.7	
Approach LOS		C			B			D			F	

Intersection Summary			
HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.3%	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)	90	920	110	50	830	170	140	300	60	220	380	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1593	1805	5040		1805	3510		1805	3610	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1593	1805	5040		1805	3510		1805	3610	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	96	979	117	53	883	181	149	319	64	234	404	170
RTOR Reduction (vph)	0	0	40	0	20	0	0	18	0	0	0	84
Lane Group Flow (vph)	96	979	77	53	1044	0	149	365	0	234	404	86
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot			Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	12.1	61.4	79.3	5.6	54.9		17.9	18.4		18.6	19.1	31.2
Effective Green, g (s)	12.1	61.4	79.3	5.6	54.9		17.9	18.4		18.6	19.1	31.2
Actuated g/C Ratio	0.10	0.51	0.66	0.05	0.46		0.15	0.15		0.16	0.16	0.26
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)	182	2654	1106	84	2306		269	538		280	575	416
v/s Ratio Prot	c0.05	0.19	0.01	0.03	c0.21		0.08	c0.10		c0.13	0.11	0.02
v/s Ratio Perm			0.04									0.03
v/c Ratio	0.53	0.37	0.07	0.63	0.45		0.55	0.68		0.84	0.70	0.21
Uniform Delay, d1	51.2	17.6	7.2	56.2	22.3		47.3	48.0		49.2	47.8	34.7
Progression Factor	1.05	0.43	0.31	0.74	0.53		0.58	0.55		1.00	1.00	1.00
Incremental Delay, d2	2.1	0.3	0.0	12.7	0.6		2.3	3.2		18.9	3.9	0.2
Delay (s)	55.9	7.8	2.3	54.3	12.4		29.7	29.4		68.2	51.6	35.0
Level of Service	E	A	A	D	B		C	C		E	D	C
Approach Delay (s)		11.1			14.4			29.5			52.9	
Approach LOS		B			B			C			D	

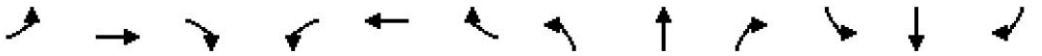
Intersection Summary			
HCM Average Control Delay	24.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	820	100	60	820	110	210	270	100	200	340	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.96		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)	1805	5092		1805	5084		1805	3449		1805	3508	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	5092		1805	5084		1805	3449		1805	3508	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	99	901	110	66	901	121	231	297	110	220	374	77
RTOR Reduction (vph)	0	9	0	0	11	0	0	42	0	0	19	0
Lane Group Flow (vph)	99	1002	0	66	1011	0	231	365	0	220	432	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	12.1	55.1		7.2	50.2		21.1	18.3		23.4	20.6	
Effective Green, g (s)	12.1	55.1		7.2	50.2		21.1	18.3		23.4	20.6	
Actuated g/C Ratio	0.10	0.46		0.06	0.42		0.18	0.15		0.19	0.17	
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)	182	2338		108	2127		317	526		352	602	
v/s Ratio Prot	c0.05	0.20		0.04	c0.20		c0.13	0.11		0.12	c0.12	
v/s Ratio Perm												
v/c Ratio	0.54	0.43		0.61	0.48		0.73	0.69		0.62	0.72	
Uniform Delay, d1	51.3	21.8		55.0	25.3		46.7	48.2		44.3	47.0	
Progression Factor	0.82	1.12		0.53	0.37		0.78	0.66		1.00	1.00	
Incremental Delay, d2	3.0	0.5		8.6	0.7		8.1	3.9		3.4	4.1	
Delay (s)	45.0	25.0		37.6	9.9		44.5	35.8		47.7	51.0	
Level of Service	D	C		D	A		D	D		D	D	
Approach Delay (s)		26.7			11.6			39.0			49.9	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

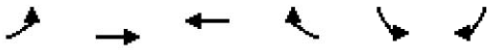
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	590	210	140	570	110	280	470	70	200	650	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1587	1805	5047		1805	3610	1589	1805	3610	1588
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1587	1805	5047		1805	3610	1589	1805	3610	1588
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	268	608	216	144	588	113	289	485	72	206	670	186
RTOR Reduction (vph)	0	0	144	0	23	0	0	0	59	0	0	140
Lane Group Flow (vph)	268	608	72	144	678	0	289	485	13	206	670	46
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	15.0	40.0	40.0	10.0	35.0		24.5	22.3	22.3	31.7	29.5	29.5
Effective Green, g (s)	15.0	40.0	40.0	10.0	35.0		24.5	22.3	22.3	31.7	29.5	29.5
Actuated g/C Ratio	0.12	0.33	0.33	0.08	0.29		0.20	0.19	0.19	0.26	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	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	3.0
Lane Grp Cap (vph)	226	1203	529	150	1472		369	671	295	477	887	390
v/s Ratio Prot	c0.15	c0.17		c0.08	0.13		c0.16	0.13		0.11	c0.19	
v/s Ratio Perm			0.05						0.01			0.03
v/c Ratio	1.19	0.51	0.14	0.96	0.46		0.78	0.72	0.05	0.43	0.76	0.12
Uniform Delay, d1	52.5	32.1	27.9	54.8	34.8		45.2	45.9	40.1	36.7	41.9	35.1
Progression Factor	0.71	0.67	1.26	0.95	0.88		0.85	0.37	0.05	1.00	1.00	1.00
Incremental Delay, d2	116.8	1.4	0.5	60.1	1.0		9.2	3.4	0.1	0.6	3.7	0.1
Delay (s)	154.1	22.9	35.8	111.9	31.6		47.6	20.5	1.9	37.3	45.6	35.3
Level of Service	F	C	D	F	C		D	C	A	D	D	D
Approach Delay (s)		57.6			45.3			28.2			42.2	
Approach LOS		E			D			C			D	

Intersection Summary			
HCM Average Control Delay	44.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

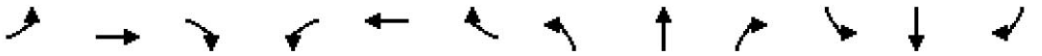
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	90	1470	1060	190	290	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	3610	3610	1591	3502	1600
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	3610	3610	1591	3502	1600
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	92	1500	1082	194	296	112
RTOR Reduction (vph)	0	0	0	44	0	44
Lane Group Flow (vph)	92	1500	1082	150	296	68
Confl. Peds. (#/hr)				5		5
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Actuated Green, G (s)	15.0	96.5	77.5	93.0	15.5	30.5
Effective Green, g (s)	15.0	96.5	77.5	93.0	15.5	30.5
Actuated g/C Ratio	0.12	0.80	0.65	0.78	0.13	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)	226	2903	2331	1286	452	460
v/s Ratio Prot	0.05	c0.42	0.30	0.02	c0.08	0.02
v/s Ratio Perm				0.08		0.02
v/c Ratio	0.41	0.52	0.46	0.12	0.65	0.15
Uniform Delay, d1	48.4	3.9	10.7	3.3	49.7	34.7
Progression Factor	0.95	2.02	1.16	5.76	0.56	0.31
Incremental Delay, d2	0.9	0.5	0.6	0.0	3.3	0.1
Delay (s)	46.9	8.4	13.1	19.3	31.1	11.0
Level of Service	D	A	B	B	C	B
Approach Delay (s)		10.7	14.1		25.6	
Approach LOS		B	B		C	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

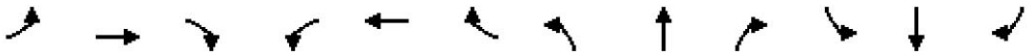
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	1300	340	20	880	60	250	70	20	120	80	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1587	1805	5132		3502	3476		1805	3610	1603
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1587	1805	5132		3502	3476		1805	3610	1603
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	73	1354	354	21	917	62	260	73	21	125	83	94
RTOR Reduction (vph)	0	0	84	0	4	0	0	20	0	0	0	33
Lane Group Flow (vph)	73	1354	270	21	975	0	260	74	0	125	83	61
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Prot			Prot		pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4									6
Actuated Green, G (s)	11.5	78.2	78.2	2.8	69.5		14.6	8.2		14.8	8.4	19.9
Effective Green, g (s)	11.5	78.2	78.2	2.8	69.5		14.6	8.2		14.8	8.4	19.9
Actuated g/C Ratio	0.10	0.65	0.65	0.02	0.58		0.12	0.07		0.12	0.07	0.17
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)	173	2353	1034	42	2972		426	238		223	253	319
v/s Ratio Prot	c0.04	c0.38		0.01	0.19		c0.07	0.02		0.07	c0.02	0.02
v/s Ratio Perm			0.17									0.02
v/c Ratio	0.42	0.58	0.26	0.50	0.33		0.61	0.31		0.56	0.33	0.19
Uniform Delay, d1	51.1	11.6	8.8	57.9	13.1		50.0	53.2		49.5	53.1	43.1
Progression Factor	0.91	0.55	0.24	0.93	1.13		1.00	1.00		0.72	0.89	0.89
Incremental Delay, d2	1.5	0.9	0.5	8.0	0.3		2.6	0.8		3.1	0.7	0.3
Delay (s)	47.8	7.4	2.7	61.6	15.0		52.6	54.0		38.6	48.1	38.6
Level of Service	D	A	A	E	B		D	D		D	D	D
Approach Delay (s)		8.1			16.0			53.0			41.2	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

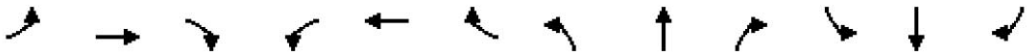
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	880	550	30	490	90	410	350	20	90	410	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3610	1595	1805	3516		3502	3577		1805	3557	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3610	1595	1805	3516		3502	3577		1805	3557	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	957	598	33	533	98	446	380	22	98	446	43
RTOR Reduction (vph)	0	0	66	0	11	0	0	4	0	0	7	0
Lane Group Flow (vph)	87	957	532	33	620	0	446	398	0	98	482	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot			Prot		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	10.6	54.5	77.0	4.7	48.6		22.5	33.3		11.5	22.3	
Effective Green, g (s)	10.6	54.5	77.0	4.7	48.6		22.5	33.3		11.5	22.3	
Actuated g/C Ratio	0.09	0.45	0.64	0.04	0.41		0.19	0.28		0.10	0.19	
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)	159	1640	1023	71	1424		657	993		173	661	
v/s Ratio Prot	0.05	c0.27	0.10	0.02	c0.18		c0.13	0.11		0.05	c0.14	
v/s Ratio Perm			0.24									
v/c Ratio	0.55	0.58	0.52	0.46	0.44		0.68	0.40		0.57	0.73	
Uniform Delay, d1	52.4	24.3	11.6	56.4	25.8		45.4	35.2		51.9	46.0	
Progression Factor	0.79	0.59	0.94	1.04	0.59		1.00	1.00		0.34	0.35	
Incremental Delay, d2	3.3	1.3	0.4	4.6	1.0		2.8	0.3		4.1	3.9	
Delay (s)	44.7	15.6	11.2	63.6	16.0		48.2	35.5		21.6	20.2	
Level of Service	D	B	B	E	B		D	D		C	C	
Approach Delay (s)		15.5			18.4			42.2			20.4	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

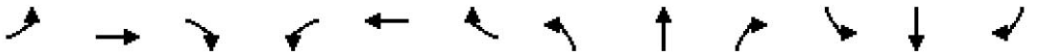
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	690	110	30	520	50	60	230	30	60	350	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3527		1805	3556		1805	3541		1805	3563	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3527		1805	3556		1805	3541		1805	3563	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	61	697	111	30	525	51	61	232	30	61	354	30
RTOR Reduction (vph)	0	7	0	0	4	0	0	10	0	0	6	0
Lane Group Flow (vph)	61	801	0	30	572	0	61	252	0	61	378	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.2	72.1		5.4	69.3		8.3	14.6		11.9	18.2	
Effective Green, g (s)	8.2	72.1		5.4	69.3		8.3	14.6		11.9	18.2	
Actuated g/C Ratio	0.07	0.60		0.05	0.58		0.07	0.12		0.10	0.15	
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)	123	2119		81	2054		125	431		179	540	
v/s Ratio Prot	c0.03	c0.23		0.02	c0.16		c0.03	0.07		c0.03	c0.11	
v/s Ratio Perm												
v/c Ratio	0.50	0.38		0.37	0.28		0.49	0.59		0.34	0.70	
Uniform Delay, d1	53.9	12.4		55.6	12.8		53.8	49.8		50.4	48.3	
Progression Factor	1.08	0.30		0.84	1.06		1.00	1.00		0.64	0.34	
Incremental Delay, d2	2.6	0.4		2.7	0.3		3.0	2.0		1.1	3.8	
Delay (s)	60.7	4.1		49.4	13.8		56.8	51.9		33.1	20.3	
Level of Service	E	A		D	B		E	D		C	C	
Approach Delay (s)		8.1			15.6			52.8			22.1	
Approach LOS		A			B			D			C	

Intersection Summary			
HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

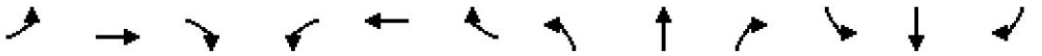
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	580	160	60	440	110	110	610	50	120	680	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3480		1805	3489		1805	3610	1585	1805	3610	1585
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3480		1805	3489		1805	3610	1585	1805	3610	1585
Peak-hour factor, PHF	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. Flow (vph)	50	580	160	60	440	110	110	610	50	120	680	60
RTOR Reduction (vph)	0	19	0	0	17	0	0	0	36	0	0	42
Lane Group Flow (vph)	50	721	0	60	533	0	110	610	14	120	680	18
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.0	48.1		7.8	47.9		12.1	34.0	34.0	14.1	36.0	36.0
Effective Green, g (s)	8.0	48.1		7.8	47.9		12.1	34.0	34.0	14.1	36.0	36.0
Actuated g/C Ratio	0.07	0.40		0.06	0.40		0.10	0.28	0.28	0.12	0.30	0.30
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)	120	1395		117	1393		182	1023	449	212	1083	476
v/s Ratio Prot	0.03	c0.21		c0.03	0.15		0.06	0.17		c0.07	c0.19	
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.42	0.52		0.51	0.38		0.60	0.60	0.03	0.57	0.63	0.04
Uniform Delay, d1	53.8	27.2		54.3	25.6		51.7	37.1	31.1	50.1	36.2	29.7
Progression Factor	0.63	0.37		0.84	0.98		1.17	0.88	1.45	1.06	0.97	1.32
Incremental Delay, d2	2.2	1.3		3.7	0.8		5.4	2.5	0.1	2.8	2.3	0.1
Delay (s)	36.0	11.4		49.4	25.8		66.0	35.1	45.3	56.1	37.2	39.5
Level of Service	D	B		D	C		E	D	D	E	D	D
Approach Delay (s)		13.0			28.1			40.2			40.0	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM Average Control Delay	30.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

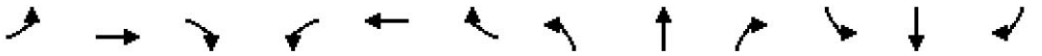
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1570	120	10	1290	70	140	30	20	120	100	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.88	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1615	3502	5187	1591	3502	3610	2794	3502	3610	1592
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1615	3502	5187	1591	3502	3610	2794	3502	3610	1592
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	82	1619	124	10	1330	72	144	31	21	124	103	196
RTOR Reduction (vph)	0	0	42	0	0	24	0	0	18	0	0	127
Lane Group Flow (vph)	82	1619	82	10	1330	48	144	31	3	124	103	69
Confl. Peds. (#/hr)	5					5	5		5	5		5
Turn Type	Prot		Perm	Prot		Perm	Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	6.8	35.9	35.9	2.3	31.4	31.4	10.2	9.1	11.4	10.5	9.4	9.4
Effective Green, g (s)	6.8	35.9	35.9	2.3	31.4	31.4	10.2	9.1	11.4	10.5	9.4	9.4
Actuated g/C Ratio	0.09	0.49	0.49	0.03	0.43	0.43	0.14	0.12	0.15	0.14	0.13	0.13
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	166	2523	786	109	2207	677	484	445	583	498	460	203
v/s Ratio Prot	c0.05	c0.31		0.00	0.26		c0.04	0.01	0.00	0.04	0.03	
v/s Ratio Perm			0.05			0.03			0.00			c0.04
v/c Ratio	0.49	0.64	0.10	0.09	0.60	0.07	0.30	0.07	0.01	0.25	0.22	0.34
Uniform Delay, d1	31.9	14.1	10.3	34.7	16.4	12.6	28.6	28.6	26.4	28.1	28.9	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	0.6	0.1	0.4	0.5	0.0	0.3	0.1	0.0	0.3	0.2	1.0
Delay (s)	34.2	14.7	10.3	35.1	16.8	12.6	28.9	28.7	26.4	28.4	29.2	30.4
Level of Service	C	B	B	D	B	B	C	C	C	C	C	C
Approach Delay (s)		15.3			16.8			28.6			29.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	73.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

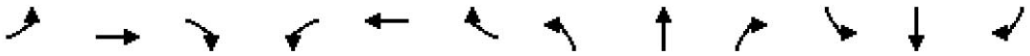
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1210	530	0	980	0	0	0	0	230	0	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0					4.0	4.0	4.0
Lane Util. Factor		0.91			0.91					0.95	0.91	0.95
Frpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Flpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Frt		0.95			1.00					1.00	0.87	0.85
Flt Protected		1.00			1.00					0.95	0.99	1.00
Satd. Flow (prot)		4950			5187					1715	1488	1534
Flt Permitted		1.00			1.00					0.95	0.99	1.00
Satd. Flow (perm)		4950			5187					1715	1488	1534
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1247	546	0	1010	0	0	0	0	237	0	443
RTOR Reduction (vph)	0	43	0	0	0	0	0	0	0	0	100	100
Lane Group Flow (vph)	0	1750	0	0	1010	0	0	0	0	213	137	130
Confl. Peds. (#/hr)						5						
Turn Type										Perm		Perm
Protected Phases		4			8						6	
Permitted Phases										6		6
Actuated Green, G (s)		90.0			90.0					22.0	22.0	22.0
Effective Green, g (s)		90.0			90.0					22.0	22.0	22.0
Actuated g/C Ratio		0.75			0.75					0.18	0.18	0.18
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)		3713			3890					314	273	281
v/s Ratio Prot		c0.35			0.19							
v/s Ratio Perm										c0.12	0.09	0.08
v/c Ratio		0.47			0.26					0.68	0.50	0.46
Uniform Delay, d1		5.8			4.7					45.7	44.1	43.7
Progression Factor		1.00			0.17					1.00	1.00	1.00
Incremental Delay, d2		0.4			0.1					5.7	1.4	1.2
Delay (s)		6.2			0.9					51.4	45.5	44.9
Level of Service		A			A					D	D	D
Approach Delay (s)		6.2			0.9			0.0			47.2	
Approach LOS		A			A			A			D	

Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

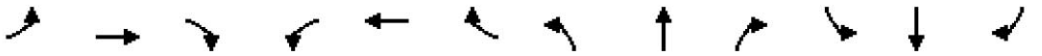
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	1060	0	0	790	280	330	10	170	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0	4.0			
Lane Util. Factor	1.00	0.91			0.91		0.95	0.91	0.95			
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00	1.00			
Frt	1.00	1.00			0.96		1.00	0.99	0.85			
Flt Protected	0.95	1.00			1.00		0.95	0.96	1.00			
Satd. Flow (prot)	1805	5187			4958		1715	1634	1534			
Flt Permitted	0.95	1.00			1.00		0.95	0.96	1.00			
Satd. Flow (perm)	1805	5187			4958		1715	1634	1534			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	392	1093	0	0	814	289	340	10	175	0	0	0
RTOR Reduction (vph)	0	0	0	0	49	0	0	3	124	0	0	0
Lane Group Flow (vph)	392	1093	0	0	1054	0	184	181	33	0	0	0
Confl. Peds. (#/hr)	5					5						
Turn Type	Prot						Split		Perm			
Protected Phases	7	4			8		2	2				
Permitted Phases									2			
Actuated Green, G (s)	44.0	92.9			44.9		19.1	19.1	19.1			
Effective Green, g (s)	44.0	92.9			44.9		19.1	19.1	19.1			
Actuated g/C Ratio	0.37	0.77			0.37		0.16	0.16	0.16			
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)	662	4016			1855		273	260	244			
v/s Ratio Prot	c0.22	0.21			c0.21		0.11	c0.11				
v/s Ratio Perm									0.02			
v/c Ratio	0.59	0.27			0.57		0.67	0.69	0.14			
Uniform Delay, d1	30.7	3.9			29.8		47.5	47.7	43.4			
Progression Factor	1.04	0.75			1.00		1.00	1.00	1.00			
Incremental Delay, d2	1.3	0.2			1.3		6.4	7.8	0.3			
Delay (s)	33.3	3.0			31.1		53.9	55.5	43.6			
Level of Service	C	A			C		D	E	D			
Approach Delay (s)		11.0			31.1			51.4			0.0	
Approach LOS		B			C			D			A	

Intersection Summary			
HCM Average Control Delay	25.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

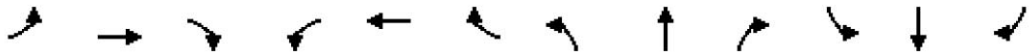
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	1020	20	10	920	100	20	40	10	80	40	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	3599		1805	3610	1615	3502	3502		1805	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	3599		1805	3610	1615	3502	3502		1805	3610	1615
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	192	1030	20	10	929	101	20	40	10	81	40	162
RTOR Reduction (vph)	0	1	0	0	0	44	0	9	0	0	0	143
Lane Group Flow (vph)	192	1049	0	10	929	57	20	41	0	81	40	19
Confl. Peds. (#/hr)			5									
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	18.2	84.1		1.5	67.4	67.4	4.4	7.4		11.0	14.0	14.0
Effective Green, g (s)	18.2	84.1		1.5	67.4	67.4	4.4	7.4		11.0	14.0	14.0
Actuated g/C Ratio	0.15	0.70		0.01	0.56	0.56	0.04	0.06		0.09	0.12	0.12
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)	531	2522		23	2028	907	128	216		165	421	188
v/s Ratio Prot	0.05	c0.29		0.01	c0.26		0.01	c0.01		c0.04	0.01	
v/s Ratio Perm						0.04						0.01
v/c Ratio	0.36	0.42		0.43	0.46	0.06	0.16	0.19		0.49	0.10	0.10
Uniform Delay, d1	45.7	7.6		58.8	15.5	11.9	56.0	53.4		51.8	47.3	47.4
Progression Factor	1.00	1.00		0.72	1.01	1.41	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.5		12.2	0.7	0.1	0.6	0.4		2.3	0.1	0.2
Delay (s)	46.1	8.1		54.7	16.5	16.9	56.6	53.9		54.1	47.4	47.6
Level of Service	D	A		D	B	B	E	D		D	D	D
Approach Delay (s)		14.0			16.9			54.6			49.5	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

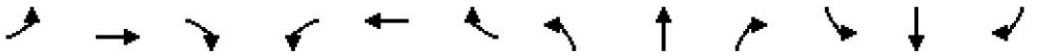
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1010	20	10	940	60	20	20	20	10	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.93		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	5169		1805	3610	1564	1797	1743		1798	1663	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.73	1.00		0.73	1.00	
Satd. Flow (perm)	1805	5169		1805	3610	1564	1381	1743		1381	1663	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	52	1041	21	10	969	62	21	21	21	10	10	31
RTOR Reduction (vph)	0	1	0	0	0	6	0	20	0	0	29	0
Lane Group Flow (vph)	52	1061	0	10	969	57	21	22	0	10	12	0
Confl. Peds. (#/hr)			5			5	5		5	5		5
Turn Type	Prot			Prot		Perm	Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2			6		
Actuated Green, G (s)	10.1	98.7		1.4	90.0	90.0	7.9	7.9		7.9	7.9	
Effective Green, g (s)	10.1	98.7		1.4	90.0	90.0	7.9	7.9		7.9	7.9	
Actuated g/C Ratio	0.08	0.82		0.01	0.75	0.75	0.07	0.07		0.07	0.07	
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)	152	4252		21	2708	1173	91	115		91	109	
v/s Ratio Prot	c0.03	0.21		0.01	c0.27			0.01			0.01	
v/s Ratio Perm						0.04	c0.02			0.01		
v/c Ratio	0.34	0.25		0.48	0.36	0.05	0.23	0.19		0.11	0.11	
Uniform Delay, d1	51.8	2.4		58.9	5.1	3.9	53.2	53.0		52.7	52.7	
Progression Factor	0.85	0.92		0.92	2.01	1.77	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	0.1		15.1	0.3	0.1	1.3	0.8		0.5	0.5	
Delay (s)	45.2	2.3		69.4	10.7	7.0	54.5	53.9		53.3	53.2	
Level of Service	D	A		E	B	A	D	D		D	D	
Approach Delay (s)		4.3			11.0			54.1			53.2	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM Average Control Delay	9.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

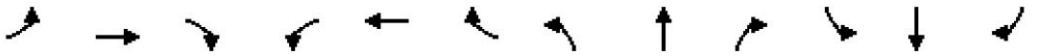
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	1060	70	80	840	90	100	160	100	90	160	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	5133		1805	5096		1805	1779		1805	1900	1589
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	5133		1805	5096		1805	1779		1805	1900	1589
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)	116	1116	74	84	884	95	105	168	105	95	168	84
RTOR Reduction (vph)	0	4	0	0	8	0	0	24	0	0	0	68
Lane Group Flow (vph)	116	1186	0	84	971	0	105	249	0	95	168	16
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	13.2	61.7		8.4	56.9		11.3	22.3		11.6	22.6	22.6
Effective Green, g (s)	13.2	61.7		8.4	56.9		11.3	22.3		11.6	22.6	22.6
Actuated g/C Ratio	0.11	0.51		0.07	0.47		0.09	0.19		0.10	0.19	0.19
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)	199	2639		126	2416		170	331		174	358	299
v/s Ratio Prot	c0.06	c0.23		0.05	0.19		0.06	c0.14		0.05	c0.09	
v/s Ratio Perm												0.01
v/c Ratio	0.58	0.45		0.67	0.40		0.62	0.75		0.55	0.47	0.05
Uniform Delay, d1	50.8	18.4		54.4	20.5		52.3	46.2		51.7	43.4	39.9
Progression Factor	1.07	1.25		0.53	1.00		0.82	0.61		1.00	1.00	1.00
Incremental Delay, d2	4.3	0.5		11.5	0.5		5.7	8.1		3.5	1.0	0.1
Delay (s)	58.4	23.7		40.1	20.9		48.4	36.4		55.2	44.3	40.0
Level of Service	E	C		D	C		D	D		E	D	D
Approach Delay (s)		26.7			22.4			39.7			46.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	29.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

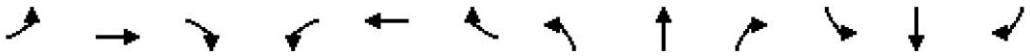
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑							↱
Volume (vph)	0	940	110	740	150	0	0	0	0	0	0	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0							4.0
Lane Util. Factor		0.95	1.00	1.00	0.95							1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00							1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00							1.00
Frt		1.00	0.85	1.00	1.00							0.86
Flt Protected		1.00	1.00	0.95	1.00							1.00
Satd. Flow (prot)		3610	1569	1805	3610							1644
Flt Permitted		1.00	1.00	0.95	1.00							1.00
Satd. Flow (perm)		3610	1569	1805	3610							1644
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1011	118	796	161	0	0	0	0	0	0	65
RTOR Reduction (vph)	0	0	73	0	0	0	0	0	0	0	0	60
Lane Group Flow (vph)	0	1011	45	796	161	0	0	0	0	0	0	5
Confl. Peds. (#/hr)			5									5
Turn Type			Perm	Prot								custom
Protected Phases		4		3 6	8							6
Permitted Phases			4									
Actuated Green, G (s)		34.3	34.3	77.7	102.3							9.7
Effective Green, g (s)		34.3	34.3	77.7	102.3							9.7
Actuated g/C Ratio		0.29	0.29	0.65	0.85							0.08
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)		1032	448	1169	3078							133
v/s Ratio Prot		c0.28		c0.44	0.04							0.00
v/s Ratio Perm			0.03									
v/c Ratio		0.98	0.10	0.68	0.05							0.04
Uniform Delay, d1		42.5	31.5	13.3	1.4							50.9
Progression Factor		1.00	1.00	1.02	1.31							1.00
Incremental Delay, d2		23.5	0.4	1.6	0.0							0.1
Delay (s)		66.0	32.0	15.3	1.8							51.0
Level of Service		E	C	B	A							D
Approach Delay (s)		62.5			13.0			0.0			51.0	
Approach LOS		E			B			A			D	

Intersection Summary			
HCM Average Control Delay	40.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

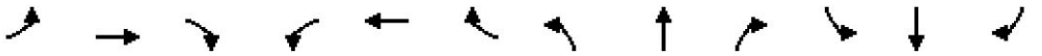
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	840	100	0	830	90	30	20	10	50	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98			0.99		1.00	0.95		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3552			3547		1805	1805		1805	1615	
Flt Permitted	0.30	1.00			1.00		0.74	1.00		0.74	1.00	
Satd. Flow (perm)	569	3552			3547		1414	1805		1401	1615	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	20	848	101	0	838	91	30	20	10	51	0	20
RTOR Reduction (vph)	0	5	0	0	4	0	0	9	0	0	18	0
Lane Group Flow (vph)	20	944	0	0	925	0	30	21	0	51	2	0
Confl. Peds. (#/hr)						5						
Turn Type	Perm						Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4						2			6		
Actuated Green, G (s)	102.0	102.0			102.0		10.0	10.0		10.0	10.0	
Effective Green, g (s)	102.0	102.0			102.0		10.0	10.0		10.0	10.0	
Actuated g/C Ratio	0.85	0.85			0.85		0.08	0.08		0.08	0.08	
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)	484	3019			3015		118	150		117	135	
v/s Ratio Prot		c0.27			0.26			0.01			0.00	
v/s Ratio Perm	0.04						0.02			c0.04		
v/c Ratio	0.04	0.31			0.31		0.25	0.14		0.44	0.01	
Uniform Delay, d1	1.4	1.8			1.8		51.5	51.0		52.3	50.5	
Progression Factor	0.00	0.56			0.11		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.1			0.2		1.1	0.4		2.6	0.0	
Delay (s)	0.0	1.1			0.4		52.6	51.4		54.9	50.5	
Level of Service	A	A			A		D	D		D	D	
Approach Delay (s)		1.1			0.4			52.0			53.7	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	4.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.8%	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)	100	1180	30	40	1070	90	430	120	180	130	50	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.91	1.00	0.95	0.95		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.98	1.00
Satd. Flow (prot)	1805	3610	1585	1805	5187	1564	1715	1641		1715	1765	1587
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99		0.95	0.98	1.00
Satd. Flow (perm)	1805	3610	1585	1805	5187	1564	1715	1641		1715	1765	1587
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	103	1216	31	41	1103	93	443	124	186	134	52	144
RTOR Reduction (vph)	0	0	11	0	0	49	0	32	0	0	0	130
Lane Group Flow (vph)	103	1216	20	41	1103	44	385	336	0	91	95	14
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot		Perm	Split			Split		Perm
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	7.8	54.2	54.2	5.6	52.0	52.0	32.2	32.2		12.0	12.0	12.0
Effective Green, g (s)	7.8	54.2	54.2	5.6	52.0	52.0	32.2	32.2		12.0	12.0	12.0
Actuated g/C Ratio	0.06	0.45	0.45	0.05	0.43	0.43	0.27	0.27		0.10	0.10	0.10
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	117	1631	716	84	2248	678	460	440		172	177	159
v/s Ratio Prot	c0.06	c0.34		0.02	0.21		c0.22	0.20		0.05	c0.05	
v/s Ratio Perm			0.01			0.03						0.01
v/c Ratio	0.88	0.75	0.03	0.49	0.49	0.07	0.84	0.76		0.53	0.54	0.09
Uniform Delay, d1	55.6	27.2	18.3	55.8	24.5	19.8	41.4	40.4		51.3	51.4	49.0
Progression Factor	0.59	0.63	0.83	0.57	0.42	0.48	1.00	1.00		0.82	0.82	1.75
Incremental Delay, d2	47.9	3.1	0.1	4.1	0.7	0.2	12.5	7.7		2.8	3.0	0.2
Delay (s)	80.5	20.1	15.2	35.9	11.1	9.7	53.9	48.1		44.9	44.9	85.8
Level of Service	F	C	B	D	B	A	D	D		D	D	F
Approach Delay (s)		24.6			11.8			51.1			62.8	
Approach LOS		C			B			D			E	

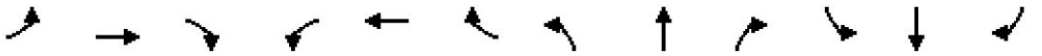
Intersection Summary			
HCM Average Control Delay	29.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	930	220	50	640	100	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3489		1805	3610	1805	1600
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3489		1805	3610	1805	1600
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1011	239	54	696	109	33
RTOR Reduction (vph)	17	0	0	0	0	17
Lane Group Flow (vph)	1233	0	54	696	109	16
Confl. Peds. (#/hr)		5	5			5
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	28.2		3.5	35.7	6.7	10.2
Effective Green, g (s)	28.2		3.5	35.7	6.7	10.2
Actuated g/C Ratio	0.56		0.07	0.71	0.13	0.20
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)	1952		125	2557	240	451
v/s Ratio Prot	c0.35		c0.03	0.19	c0.06	0.00
v/s Ratio Perm						0.01
v/c Ratio	0.63		0.43	0.27	0.45	0.04
Uniform Delay, d1	7.6		22.5	2.7	20.2	16.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		2.4	0.1	1.4	0.0
Delay (s)	8.2		24.9	2.7	21.5	16.2
Level of Service	A		C	A	C	B
Approach Delay (s)	8.2			4.3	20.3	
Approach LOS	A			A	C	

Intersection Summary			
HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	50.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

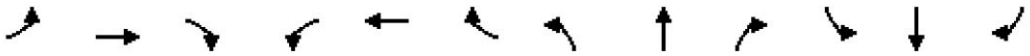
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	550	430	180	440	60	230	50	60	40	80	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91	1.00	0.97	0.95		1.00	1.00	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1587	3502	3545		1805	1900	1615	1805	3610	1592
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1587	3502	3545		1805	1900	1615	1805	3610	1592
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	585	457	191	468	64	245	53	64	43	85	21
RTOR Reduction (vph)	0	0	324	0	9	0	0	0	47	0	0	19
Lane Group Flow (vph)	21	585	133	191	523	0	245	53	17	43	85	2
Confl. Peds. (#/hr)			5	5			5					5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)	1.9	17.6	17.6	8.6	24.3		13.0	16.0	16.0	2.5	5.5	5.5
Effective Green, g (s)	1.9	17.6	17.6	8.6	24.3		13.0	16.0	16.0	2.5	5.5	5.5
Actuated g/C Ratio	0.03	0.29	0.29	0.14	0.40		0.21	0.26	0.26	0.04	0.09	0.09
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	56	1504	460	496	1419		387	501	426	74	327	144
v/s Ratio Prot	0.01	c0.11		0.05	c0.15		c0.14	c0.03		c0.02	0.02	
v/s Ratio Perm			0.08						0.01			0.00
v/c Ratio	0.38	0.39	0.29	0.39	0.37		0.63	0.11	0.04	0.58	0.26	0.01
Uniform Delay, d1	28.8	17.2	16.7	23.6	12.8		21.7	16.9	16.6	28.6	25.7	25.1
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	4.2	0.2	0.3	0.5	0.2		3.4	0.1	0.0	11.1	0.4	0.0
Delay (s)	33.0	17.4	17.0	24.1	13.0		25.0	17.0	16.7	39.7	26.1	25.2
Level of Service	C	B	B	C	B		C	B	B	D	C	C
Approach Delay (s)		17.6			15.9			22.4			29.9	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	60.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.8%	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)	20	10	100	0	0	0	0	160	440	500	590	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.95					0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Frt	1.00	0.88	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1582	1534					3610	1615	3502	3610	
Flt Permitted	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1582	1534					3610	1615	3502	3610	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	11	110	0	0	0	0	176	484	549	648	0
RTOR Reduction (vph)	0	47	54	0	0	0	0	0	218	0	0	0
Lane Group Flow (vph)	22	15	5	0	0	0	0	176	266	549	648	0
Confl. Peds. (#/hr)							5					5
Turn Type	Split		Perm						Perm	Prot		
Protected Phases	6	6						4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	4.2	4.2	4.2					21.9	21.9	11.9	37.8	
Effective Green, g (s)	4.2	4.2	4.2					21.9	21.9	11.9	37.8	
Actuated g/C Ratio	0.08	0.08	0.08					0.44	0.44	0.24	0.76	
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)	152	133	129					1581	707	833	2729	
v/s Ratio Prot	c0.01	0.01						0.05		c0.16	0.18	
v/s Ratio Perm			0.00						c0.16			
v/c Ratio	0.14	0.11	0.04					0.11	0.38	0.66	0.24	
Uniform Delay, d1	21.2	21.2	21.0					8.3	9.5	17.2	1.8	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.00	0.67	
Incremental Delay, d2	0.4	0.4	0.1					0.1	1.5	1.8	0.2	
Delay (s)	21.7	21.6	21.2					8.4	11.0	19.0	1.4	
Level of Service	C	C	C					A	B	B	A	
Approach Delay (s)		21.4			0.0			10.3			9.5	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	310	140	180	0	0	770
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0
Lane Util. Factor	0.97	1.00	0.95			0.95
Frpb, ped/bikes	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	1.00			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	3502	1615	3610			3610
Flt Permitted	0.95	1.00	1.00			1.00
Satd. Flow (perm)	3502	1615	3610			3610
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	152	196	0	0	837
RTOR Reduction (vph)	0	121	0	0	0	0
Lane Group Flow (vph)	337	31	196	0	0	837
Confl. Peds. (#/hr)				5		
Turn Type		Perm				
Protected Phases	8		2			6
Permitted Phases		8				
Actuated Green, G (s)	10.2	10.2	31.8			31.8
Effective Green, g (s)	10.2	10.2	31.8			31.8
Actuated g/C Ratio	0.20	0.20	0.64			0.64
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)	714	329	2296			2296
v/s Ratio Prot	c0.10		0.05			c0.23
v/s Ratio Perm		0.02				
v/c Ratio	0.47	0.09	0.09			0.36
Uniform Delay, d1	17.5	16.2	3.5			4.3
Progression Factor	1.00	1.00	0.14			1.00
Incremental Delay, d2	0.5	0.1	0.1			0.4
Delay (s)	18.0	16.3	0.6			4.8
Level of Service	B	B	A			A
Approach Delay (s)	17.5		0.6			4.8
Approach LOS	B		A			A

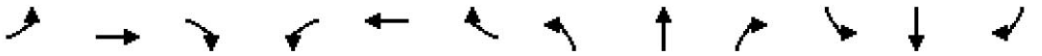
Intersection Summary			
HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1930	10	260	1140	640	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.91		0.97	0.91	0.94	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	1.00	
Flt Protected	1.00		0.95	1.00	0.95	
Satd. Flow (prot)	5183		3502	5187	5095	
Flt Permitted	1.00		0.95	1.00	0.95	
Satd. Flow (perm)	5183		3502	5187	5095	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1969	10	265	1163	653	10
RTOR Reduction (vph)	1	0	0	0	2	0
Lane Group Flow (vph)	1978	0	265	1163	661	0
Confl. Peds. (#/hr)		5	5			
Turn Type			Prot			
Protected Phases	4		3	8	2	
Permitted Phases						
Actuated Green, G (s)	33.0		7.1	44.1	14.0	
Effective Green, g (s)	33.0		7.1	44.1	14.0	
Actuated g/C Ratio	0.50		0.11	0.67	0.21	
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)	2588		376	3461	1079	
v/s Ratio Prot	c0.38		c0.08	0.22	c0.13	
v/s Ratio Perm						
v/c Ratio	0.76		0.70	0.34	0.61	
Uniform Delay, d1	13.4		28.5	4.7	23.6	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.4		5.9	0.1	1.0	
Delay (s)	14.8		34.4	4.8	24.6	
Level of Service	B		C	A	C	
Approach Delay (s)	14.8			10.3	24.6	
Approach LOS	B			B	C	

Intersection Summary			
HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	66.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

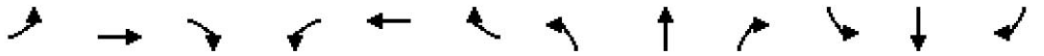
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	2050	110	390	1290	60	170	180	250	120	140	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	1.00	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	5187	1589	3502	5146		3502	1900	1590	1805	3479	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	5187	1589	3502	5146		3502	1900	1590	1805	3479	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	93	2113	113	402	1330	62	175	186	258	124	144	41
RTOR Reduction (vph)	0	0	62	0	4	0	0	0	180	0	33	0
Lane Group Flow (vph)	93	2113	51	402	1388	0	175	186	78	124	152	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	12.3	41.0	41.0	9.0	37.7		15.5	14.5	14.5	10.3	9.3	
Effective Green, g (s)	12.3	41.0	41.0	9.0	37.7		15.5	14.5	14.5	10.3	9.3	
Actuated g/C Ratio	0.14	0.45	0.45	0.10	0.42		0.17	0.16	0.16	0.11	0.10	
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)	245	2342	718	347	2137		598	303	254	205	356	
v/s Ratio Prot	0.05	c0.41		c0.11	0.27		0.05	c0.10		c0.07	0.04	
v/s Ratio Perm			0.03						0.05			
v/c Ratio	0.38	0.90	0.07	1.16	0.65		0.29	0.61	0.31	0.60	0.43	
Uniform Delay, d1	35.8	23.0	14.1	40.9	21.3		32.9	35.5	33.7	38.3	38.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	5.3	0.0	98.7	0.7		0.3	3.7	0.7	5.0	0.8	
Delay (s)	36.8	28.4	14.2	139.6	22.0		33.1	39.2	34.4	43.3	39.1	
Level of Service	D	C	B	F	C		C	D	C	D	D	
Approach Delay (s)		28.0			48.3			35.5			40.8	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	36.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

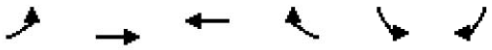
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	1150	430	180	550	130	170	360	50	270	920	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1593	3502	3610	1594	3502	3610	1594	3502	3610	1595
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1593	3502	3610	1594	3502	3610	1594	3502	3610	1595
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)	168	1211	453	189	579	137	179	379	53	284	968	189
RTOR Reduction (vph)	0	0	18	0	0	78	0	0	6	0	0	46
Lane Group Flow (vph)	168	1211	435	189	579	59	179	379	47	284	968	143
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	10.0	37.4	44.4	7.0	34.4	43.4	7.0	31.9	38.9	9.0	33.9	43.9
Effective Green, g (s)	10.0	37.4	44.4	7.0	34.4	43.4	7.0	31.9	38.9	9.0	33.9	43.9
Actuated g/C Ratio	0.10	0.37	0.44	0.07	0.34	0.43	0.07	0.31	0.38	0.09	0.33	0.43
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	178	1333	761	242	1226	746	242	1137	675	311	1208	754
v/s Ratio Prot	c0.09	c0.34	0.04	0.05	0.16	0.01	0.05	0.10	0.00	c0.08	c0.27	0.02
v/s Ratio Perm			0.23			0.03			0.02			0.07
v/c Ratio	0.94	0.91	0.57	0.78	0.47	0.08	0.74	0.33	0.07	0.91	0.80	0.19
Uniform Delay, d1	45.4	30.3	21.3	46.4	26.3	17.1	46.3	26.6	19.8	45.8	30.6	17.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	50.9	9.2	1.0	15.0	0.3	0.0	11.2	0.2	0.0	29.6	3.9	0.1
Delay (s)	96.3	39.5	22.4	61.4	26.6	17.2	57.5	26.7	19.8	75.4	34.6	17.8
Level of Service	F	D	C	E	C	B	E	C	B	E	C	B
Approach Delay (s)		40.5			32.4			35.1			40.4	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM Average Control Delay	38.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	101.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

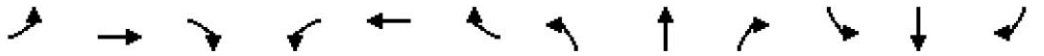
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	110	1330	630	280	560	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	0.91
Frpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	3610	3610	1603	3494	1454
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	3610	3610	1603	3494	1454
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	121	1462	692	308	615	242
RTOR Reduction (vph)	0	0	0	59	4	37
Lane Group Flow (vph)	121	1462	692	249	635	181
Confl. Peds. (#/hr)				5		5
Turn Type	Prot			pm+ov		pm+ov
Protected Phases	7	4	8	6	6	7
Permitted Phases				8		6
Actuated Green, G (s)	7.4	31.3	19.9	38.8	18.9	26.3
Effective Green, g (s)	7.4	31.3	19.9	38.8	18.9	26.3
Actuated g/C Ratio	0.13	0.54	0.34	0.67	0.32	0.45
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)	230	1941	1234	1179	1135	757
v/s Ratio Prot	0.07	c0.40	0.19	0.07	c0.18	0.03
v/s Ratio Perm				0.09		0.09
v/c Ratio	0.53	0.75	0.56	0.21	0.56	0.24
Uniform Delay, d1	23.8	10.4	15.6	3.8	16.2	9.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2	1.7	0.6	0.1	0.6	0.2
Delay (s)	25.9	12.2	16.2	3.9	16.8	10.0
Level of Service	C	B	B	A	B	A
Approach Delay (s)		13.2	12.4		15.1	
Approach LOS		B	B		B	

Intersection Summary			
HCM Average Control Delay	13.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

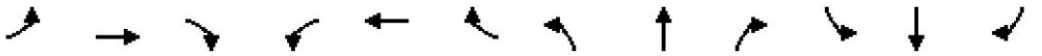
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	1300	680	240	330	40	300	140	250	200	360	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	5187	1596	3502	3610	1590	3502	3610	1591	3502	3610	1602
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	5187	1596	3502	3610	1590	3502	3610	1591	3502	3610	1602
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	124	1461	764	270	371	45	337	157	281	225	404	191
RTOR Reduction (vph)	0	0	161	0	0	27	0	0	225	0	0	131
Lane Group Flow (vph)	124	1461	603	270	371	18	337	157	56	225	404	60
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	12.1	33.1	42.6	12.9	33.9	33.9	9.5	17.2	17.2	7.4	15.1	27.2
Effective Green, g (s)	12.1	33.1	42.6	12.9	33.9	33.9	9.5	17.2	17.2	7.4	15.1	27.2
Actuated g/C Ratio	0.14	0.38	0.49	0.15	0.39	0.39	0.11	0.20	0.20	0.09	0.17	0.31
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	252	1983	859	522	1413	622	384	717	316	299	629	577
v/s Ratio Prot	0.07	c0.28	c0.08	c0.08	0.10		0.10	0.04		0.06	c0.11	0.01
v/s Ratio Perm			0.30			0.01			0.04			0.02
v/c Ratio	0.49	0.74	0.70	0.52	0.26	0.03	0.88	0.22	0.18	0.75	0.64	0.10
Uniform Delay, d1	34.4	23.0	17.1	34.0	17.9	16.2	38.0	29.1	28.8	38.7	33.2	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	1.5	2.6	0.9	0.1	0.0	19.6	0.2	0.3	10.2	2.2	0.1
Delay (s)	35.9	24.5	19.7	34.8	18.0	16.2	57.6	29.2	29.1	48.9	35.5	21.1
Level of Service	D	C	B	C	B	B	E	C	C	D	D	C
Approach Delay (s)		23.5			24.5			41.5			35.8	
Approach LOS		C			C			D			D	

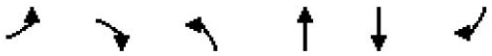
Intersection Summary			
HCM Average Control Delay	28.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	86.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	410	1330	10	380	0	0	0	0	10	0	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
Lane Util. Factor		0.91	0.91	1.00	0.95					1.00	1.00	
Frt		0.91	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3137	1470	1805	3610					1805	1615	
Flt Permitted		1.00	1.00	0.19	1.00					0.95	1.00	
Satd. Flow (perm)		3137	1470	352	3610					1805	1615	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	451	1462	11	418	0	0	0	0	11	0	286
RTOR Reduction (vph)	0	307	307	0	0	0	0	0	0	0	228	0
Lane Group Flow (vph)	0	875	424	11	418	0	0	0	0	11	58	0
Turn Type			Perm	Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases			4	8						6		
Actuated Green, G (s)		21.6	21.6	21.6	21.6					7.6	7.6	
Effective Green, g (s)		21.6	21.6	21.6	21.6					7.6	7.6	
Actuated g/C Ratio		0.58	0.58	0.58	0.58					0.20	0.20	
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)		1821	854	204	2096					369	330	
v/s Ratio Prot		0.28			0.12						c0.04	
v/s Ratio Perm			c0.29	0.03						0.01		
v/c Ratio		0.48	0.50	0.05	0.20					0.03	0.18	
Uniform Delay, d1		4.5	4.6	3.4	3.7					11.8	12.2	
Progression Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Incremental Delay, d2		0.2	0.5	0.1	0.0					0.0	0.3	
Delay (s)		4.7	5.1	3.5	3.7					11.9	12.5	
Level of Service		A	A	A	A					B	B	
Approach Delay (s)		4.9			3.7			0.0			12.5	
Approach LOS		A			A			A			B	

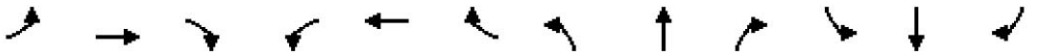
Intersection Summary			
HCM Average Control Delay	5.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	37.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	410	0	380	0	0	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	477	0	442	0	0	0

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total (vph)	238	238	295	147
Volume Left (vph)	238	238	295	147
Volume Right (vph)	0	0	0	0
Hadj (s)	0.50	0.50	0.50	0.50
Departure Headway (s)	6.3	6.3	6.4	6.4
Degree Utilization, x	0.42	0.42	0.52	0.26
Capacity (veh/h)	549	552	540	543
Control Delay (s)	12.6	12.6	14.9	10.4
Approach Delay (s)	12.6		13.4	
Approach LOS	B		B	

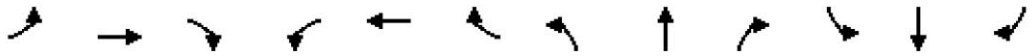
Intersection Summary			
Delay	13.0		
HCM Level of Service	B		
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	20	10	520	30	200	70	330	660	580	960	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1796		3502	1900	1615	1805	3610	1591	3502	3610	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1796		3502	1900	1615	1805	3610	1591	3502	3610	1615
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	22	11	578	33	222	78	367	733	644	1067	11
RTOR Reduction (vph)	0	10	0	0	0	174	0	0	506	0	0	3
Lane Group Flow (vph)	22	23	0	578	33	48	78	367	227	644	1067	8
Confl. Peds. (#/hr)			5	5					5	5		
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	2.4	4.7		12.5	14.8	14.8	5.4	21.0	21.0	13.6	29.2	29.2
Effective Green, g (s)	2.4	4.7		12.5	14.8	14.8	5.4	21.0	21.0	13.6	29.2	29.2
Actuated g/C Ratio	0.04	0.07		0.18	0.22	0.22	0.08	0.31	0.31	0.20	0.43	0.43
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	64	125		646	415	353	144	1118	493	702	1555	696
v/s Ratio Prot	0.01	0.01		c0.17	0.02		0.04	0.10		c0.18	c0.30	
v/s Ratio Perm						c0.03			0.14			0.01
v/c Ratio	0.34	0.18		0.89	0.08	0.14	0.54	0.33	0.46	0.92	0.69	0.01
Uniform Delay, d1	31.9	29.7		27.0	21.1	21.4	30.0	18.0	18.8	26.5	15.6	11.0
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	3.2	0.7		14.9	0.1	0.2	4.1	0.2	0.7	16.8	1.3	0.0
Delay (s)	35.1	30.4		41.9	21.2	21.5	34.1	18.2	19.5	43.3	16.9	11.1
Level of Service	D	C		D	C	C	C	B	B	D	B	B
Approach Delay (s)		32.3			35.6			20.1			26.7	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM Average Control Delay	26.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

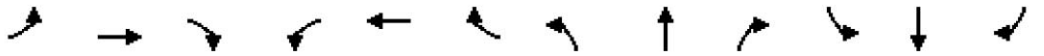
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	920	60	40	540	50	30	40	30	70	50	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.96		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1805	3577		1805	3560			1788		1802	1677	
Flt Permitted	0.95	1.00		0.95	1.00			0.72		0.77	1.00	
Satd. Flow (perm)	1805	3577		1805	3560			1310		1466	1677	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	191	1034	67	45	607	56	34	45	34	79	56	202
RTOR Reduction (vph)	0	4	0	0	8	0	0	24	0	0	164	0
Lane Group Flow (vph)	191	1097	0	45	655	0	0	89	0	79	94	0
Confl. Peds. (#/hr)	5					5			5	5		
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	8.4	26.6		2.2	20.4			9.4		9.4	9.4	
Effective Green, g (s)	8.4	26.6		2.2	20.4			9.4		9.4	9.4	
Actuated g/C Ratio	0.17	0.53		0.04	0.41			0.19		0.19	0.19	
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)	302	1895		79	1447			245		275	314	
v/s Ratio Prot	c0.11	c0.31		0.02	0.18						0.06	
v/s Ratio Perm								c0.07		0.05		
v/c Ratio	0.63	0.58		0.57	0.45			0.36		0.29	0.30	
Uniform Delay, d1	19.5	8.0		23.5	10.8			17.8		17.5	17.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	4.3	0.4		9.1	0.2			0.9		0.6	0.5	
Delay (s)	23.7	8.4		32.6	11.1			18.7		18.1	18.1	
Level of Service	C	A		C	B			B		B	B	
Approach Delay (s)		10.7			12.4			18.7			18.1	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	50.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.5%	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)	40	820	230	130	560	110	120	280	120	310	650	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3479		1805	3610	1595	1805	3610	1595	3502	3537	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3479		1805	3610	1595	1805	3610	1595	3502	3537	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	882	247	140	602	118	129	301	129	333	699	97
RTOR Reduction (vph)	0	24	0	0	0	56	0	0	20	0	11	0
Lane Group Flow (vph)	43	1105	0	140	602	62	129	301	109	333	785	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			
Actuated Green, G (s)	3.9	36.0		8.1	40.2	50.3	8.1	25.3	33.4	10.1	27.3	
Effective Green, g (s)	3.9	36.0		8.1	40.2	50.3	8.1	25.3	33.4	10.1	27.3	
Actuated g/C Ratio	0.04	0.38		0.08	0.42	0.53	0.08	0.26	0.35	0.11	0.29	
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)	74	1311		153	1520	907	153	956	625	370	1011	
v/s Ratio Prot	0.02	c0.32		c0.08	0.17	0.01	0.07	0.08	0.01	c0.10	c0.22	
v/s Ratio Perm						0.03			0.05			
v/c Ratio	0.58	0.84		0.92	0.40	0.07	0.84	0.31	0.17	0.90	0.78	
Uniform Delay, d1	45.0	27.2		43.4	19.2	11.1	43.1	28.1	21.5	42.2	31.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.1	5.1		48.1	0.2	0.0	32.3	0.2	0.1	24.0	3.8	
Delay (s)	56.1	32.3		91.4	19.4	11.1	75.4	28.3	21.6	66.2	35.1	
Level of Service	E	C		F	B	B	E	C	C	E	D	
Approach Delay (s)		33.2			30.0			37.6			44.3	
Approach LOS		C			C			D			D	

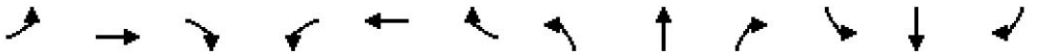
Intersection Summary			
HCM Average Control Delay	36.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	95.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	30	40	930	80	60	1360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	0.99	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1802	1593	3610	1577	1805	3610
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1802	1593	3610	1577	1805	3610
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	32	43	989	85	64	1447
RTOR Reduction (vph)	0	40	0	25	0	0
Lane Group Flow (vph)	32	3	989	60	64	1447
Confl. Peds. (#/hr)	5	5		5	5	
Turn Type		custom		Perm	Prot	
Protected Phases			2		1	6
Permitted Phases	8	8		2		
Actuated Green, G (s)	3.3	3.3	22.3	22.3	3.2	29.5
Effective Green, g (s)	3.3	3.3	22.3	22.3	3.2	29.5
Actuated g/C Ratio	0.08	0.08	0.55	0.55	0.08	0.72
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)	146	129	1973	862	142	2610
v/s Ratio Prot			0.27		0.04	c0.40
v/s Ratio Perm	c0.02	0.00		0.04		
v/c Ratio	0.22	0.03	0.50	0.07	0.45	0.55
Uniform Delay, d1	17.5	17.3	5.8	4.4	18.0	2.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.1	0.2	0.0	2.3	0.3
Delay (s)	18.3	17.4	6.0	4.4	20.2	2.9
Level of Service	B	B	A	A	C	A
Approach Delay (s)	17.8		5.9			3.6
Approach LOS	B		A			A

Intersection Summary			
HCM Average Control Delay	4.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	40.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

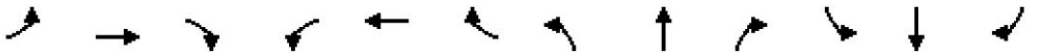
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1080	200	480	680	230	0	0	0	670	90	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.91	1.00	1.00	0.95	1.00				0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97				1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1805	5187	1578	1805	3610	1574				1715	1738	1594
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1805	5187	1578	1805	3610	1574				1715	1738	1594
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	51	1102	204	490	694	235	0	0	0	684	92	388
RTOR Reduction (vph)	0	0	127	0	0	115	0	0	0	0	0	94
Lane Group Flow (vph)	51	1102	77	490	694	120	0	0	0	383	393	294
Confl. Peds. (#/hr)	5		5	5		5						5
Turn Type	Prot		Perm	Prot		Perm				Split		pm+ov
Protected Phases	7	4		3	8					6	6	7
Permitted Phases			4			8						6
Actuated Green, G (s)	8.0	26.6	26.6	30.0	48.6	48.6				26.4	26.4	34.4
Effective Green, g (s)	8.0	26.6	26.6	30.0	48.6	48.6				26.4	26.4	34.4
Actuated g/C Ratio	0.08	0.28	0.28	0.32	0.51	0.51				0.28	0.28	0.36
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)	152	1452	442	570	1847	805				477	483	644
v/s Ratio Prot	0.03	c0.21		c0.27	0.19					0.22	c0.23	0.04
v/s Ratio Perm			0.05			0.08						0.15
v/c Ratio	0.34	0.76	0.17	0.86	0.38	0.15				0.80	0.81	0.46
Uniform Delay, d1	41.0	31.3	25.9	30.5	14.0	12.3				31.9	32.0	23.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	1.3	3.8	0.9	12.3	0.6	0.4				9.4	10.1	0.5
Delay (s)	42.3	35.0	26.7	42.8	14.6	12.7				41.3	42.1	23.7
Level of Service	D	D	C	D	B	B				D	D	C
Approach Delay (s)		34.1			24.0			0.0			35.7	
Approach LOS		C			C			A			D	

Intersection Summary			
HCM Average Control Delay	30.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

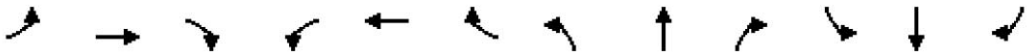
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	350	1040	230	160	1170	240	180	320	480	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	1.00	1.00	0.86	1.00	0.91	0.91	0.88			
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1805	3610	1597	1805	6536	1589	1643	3449	2842			
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1805	3610	1597	1805	6536	1589	1643	3449	2842			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	372	1106	245	170	1245	255	191	340	511	0	0	0
RTOR Reduction (vph)	0	0	71	0	0	106	0	0	416	0	0	0
Lane Group Flow (vph)	372	1106	174	170	1245	149	172	359	95	0	0	0
Confl. Peds. (#/hr)	5		5	5		5						
Turn Type	Prot		pm+ov	Prot		Perm	Split		Perm			
Protected Phases	7	4	2	3	8		2	2				
Permitted Phases			4			8			2			
Actuated Green, G (s)	23.0	45.2	62.0	16.0	38.2	38.2	16.8	16.8	16.8			
Effective Green, g (s)	23.0	45.2	62.0	16.0	38.2	38.2	16.8	16.8	16.8			
Actuated g/C Ratio	0.26	0.50	0.69	0.18	0.42	0.42	0.19	0.19	0.19			
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)	461	1813	1171	321	2774	674	307	644	531			
v/s Ratio Prot	c0.21	c0.31	0.03	c0.09	0.19		c0.10	0.10				
v/s Ratio Perm			0.08			0.09			0.03			
v/c Ratio	0.81	0.61	0.15	0.53	0.45	0.22	0.56	0.56	0.18			
Uniform Delay, d1	31.4	16.1	4.9	33.6	18.4	16.4	33.2	33.2	30.8			
Progression Factor	1.00	1.00	1.00	0.75	0.67	0.41	1.00	1.00	1.00			
Incremental Delay, d2	10.0	1.5	0.1	1.5	0.5	0.7	2.3	1.1	0.2			
Delay (s)	41.4	17.6	4.9	26.8	12.8	7.4	35.6	34.3	31.0			
Level of Service	D	B	A	C	B	A	D	C	C			
Approach Delay (s)		20.9			13.4			32.9			0.0	
Approach LOS		C			B			C			A	

Intersection Summary			
HCM Average Control Delay	20.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.6%	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)	10	1490	160	90	1300	10	140	0	60	10	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85			0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	
Satd. Flow (prot)	1805	5097		1805	5180		1805	1590			1726	
Flt Permitted	0.95	1.00		0.95	1.00		0.74	1.00			0.89	
Satd. Flow (perm)	1805	5097		1805	5180		1414	1590			1576	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	10	1536	165	93	1340	10	144	0	62	10	0	10
RTOR Reduction (vph)	0	8	0	0	0	0	0	52	0	0	8	0
Lane Group Flow (vph)	10	1693	0	93	1350	0	144	10	0	0	12	0
Confl. Peds. (#/hr)	5		5	5		5			5	5		
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	1.4	55.3		8.0	61.9		14.7	14.7			14.7	
Effective Green, g (s)	1.4	55.3		8.0	61.9		14.7	14.7			14.7	
Actuated g/C Ratio	0.02	0.61		0.09	0.69		0.16	0.16			0.16	
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)	28	3132		160	3563		231	260			257	
v/s Ratio Prot	0.01	c0.33		c0.05	0.26			0.01				
v/s Ratio Perm							c0.10				0.01	
v/c Ratio	0.36	0.54		0.58	0.38		0.62	0.04			0.05	
Uniform Delay, d1	43.9	10.0		39.4	5.9		35.1	31.7			31.7	
Progression Factor	1.15	0.79		1.06	1.37		1.00	1.00			1.00	
Incremental Delay, d2	6.5	0.6		5.0	0.3		5.2	0.1			0.1	
Delay (s)	56.7	8.5		46.7	8.4		40.2	31.8			31.8	
Level of Service	E	A		D	A		D	C			C	
Approach Delay (s)		8.8			10.9			37.7			31.8	
Approach LOS		A			B			D			C	

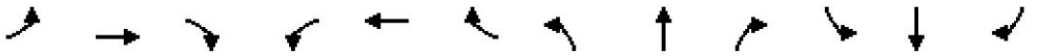
Intersection Summary			
HCM Average Control Delay	11.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1250	100	30	1060	10	130	20	50	10	20	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	1.00			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.98	1.00
Satd. Flow (prot)	1802	3562		1803	3604			1766			1866	1589
Flt Permitted	0.22	1.00		0.14	1.00			0.78			0.91	1.00
Satd. Flow (perm)	409	3562		272	3604			1430			1736	1589
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	1330	106	32	1128	11	138	21	53	11	21	74
RTOR Reduction (vph)	0	4	0	0	1	0	0	17	0	0	0	54
Lane Group Flow (vph)	53	1432	0	32	1138	0	0	195	0	0	32	20
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	64.5	64.5		64.5	64.5			17.5			17.5	17.5
Effective Green, g (s)	64.5	64.5		64.5	64.5			17.5			17.5	17.5
Actuated g/C Ratio	0.72	0.72		0.72	0.72			0.19			0.19	0.19
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)	293	2553		195	2583			278			338	309
v/s Ratio Prot		c0.40			0.32							
v/s Ratio Perm	0.13			0.12				c0.14			0.02	0.01
v/c Ratio	0.18	0.56		0.16	0.44			0.70			0.09	0.06
Uniform Delay, d1	4.2	6.0		4.1	5.3			33.8			29.7	29.6
Progression Factor	0.04	0.32		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	1.2	0.8		1.8	0.5			7.8			0.1	0.1
Delay (s)	1.4	2.7		5.9	5.8			41.6			29.9	29.7
Level of Service	A	A		A	A			D			C	C
Approach Delay (s)		2.7			5.8			41.6			29.7	
Approach LOS		A			A			D			C	

Intersection Summary			
HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

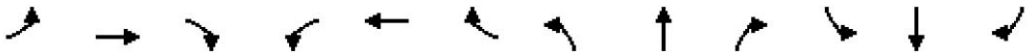
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1220	30	290	1020	40	30	130	430	50	240	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3595		1805	3586		1805	1900	1602	1805	1900	1588
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3595		1805	3586		1805	1900	1602	1805	1900	1588
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	85	1298	32	309	1085	43	32	138	457	53	255	85
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	36	0	0	69
Lane Group Flow (vph)	85	1329	0	309	1126	0	32	138	421	53	255	16
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.8	43.4		20.1	55.7		3.9	18.4	38.5	5.4	19.9	19.9
Effective Green, g (s)	7.8	43.4		20.1	55.7		3.9	18.4	38.5	5.4	19.9	19.9
Actuated g/C Ratio	0.08	0.42		0.19	0.54		0.04	0.18	0.37	0.05	0.19	0.19
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)	136	1510		351	1934		68	338	597	94	366	306
v/s Ratio Prot	0.05	c0.37		c0.17	0.31		0.02	0.07	c0.14	0.03	c0.13	
v/s Ratio Perm									0.13			0.01
v/c Ratio	0.62	0.88		0.88	0.58		0.47	0.41	0.71	0.56	0.70	0.05
Uniform Delay, d1	46.3	27.6		40.4	16.0		48.7	37.6	27.6	47.8	38.9	34.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.6	6.3		21.7	0.5		5.1	0.8	3.8	7.5	5.7	0.1
Delay (s)	55.0	33.9		62.2	16.4		53.8	38.4	31.4	55.3	44.6	34.1
Level of Service	D	C		E	B		D	D	C	E	D	C
Approach Delay (s)		35.1			26.3			34.1			43.8	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	103.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

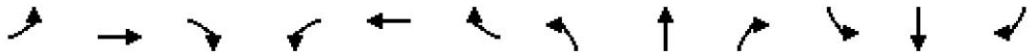
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	570	1030	470	690	320	650	790	170	390	1480	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3610	2814	3502	3610	1597	3502	3610	1595	3502	5170	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3610	2814	3502	3610	1597	3502	3610	1595	3502	5170	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	620	1120	511	750	348	707	859	185	424	1609	33
RTOR Reduction (vph)	0	0	1	0	0	53	0	0	34	0	2	0
Lane Group Flow (vph)	43	620	1119	511	750	295	707	859	151	424	1640	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.4	24.8	39.8	12.0	32.4	48.3	15.0	34.2	46.2	15.9	35.1	
Effective Green, g (s)	4.4	24.8	39.8	12.0	32.4	48.3	15.0	34.2	46.2	15.9	35.1	
Actuated g/C Ratio	0.04	0.24	0.39	0.12	0.31	0.47	0.15	0.33	0.45	0.15	0.34	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	77	870	1088	408	1137	750	510	1200	778	541	1764	
v/s Ratio Prot	0.02	0.17	c0.15	c0.15	0.21	0.06	c0.20	0.24	0.02	0.12	c0.32	
v/s Ratio Perm			0.25			0.12			0.07			
v/c Ratio	0.56	0.71	1.03	1.25	0.66	0.39	1.39	0.72	0.19	0.78	0.93	
Uniform Delay, d1	48.3	35.8	31.6	45.5	30.5	17.8	44.0	30.1	17.1	41.8	32.7	
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	8.5	2.8	34.9	132.4	1.4	0.3	185.7	2.1	0.1	7.3	9.1	
Delay (s)	56.8	38.6	66.5	177.8	31.9	18.1	229.6	32.2	17.2	49.2	41.8	
Level of Service	E	D	E	F	C	B	F	C	B	D	D	
Approach Delay (s)		56.5			75.3			110.3			43.3	
Approach LOS		E			E			F			D	

Intersection Summary			
HCM Average Control Delay	70.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	102.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

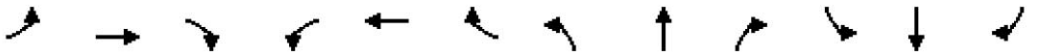
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	10	10	20	10	40	20	1400	10	50	2730	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.91		1.00	0.91	
Frpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.97			0.92		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787			1711		1805	5181		1805	5174	
Flt Permitted		0.77			0.92		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1417			1598		1805	5181		1805	5174	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	34	11	11	23	11	46	23	1609	11	57	3138	46
RTOR Reduction (vph)	0	10	0	0	42	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	46	0	0	38	0	23	1620	0	57	3183	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)		6.7			6.7		2.5	60.5		4.9	62.9	
Effective Green, g (s)		6.7			6.7		2.5	60.5		4.9	62.9	
Actuated g/C Ratio		0.08			0.08		0.03	0.72		0.06	0.75	
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)		113			127		54	3727		105	3870	
v/s Ratio Prot							0.01	0.31		c0.03	c0.62	
v/s Ratio Perm		c0.03			0.02							
v/c Ratio		0.41			0.30		0.43	0.43		0.54	0.82	
Uniform Delay, d1		36.8			36.5		40.1	4.8		38.5	6.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.4			1.3		5.3	0.1		5.6	1.5	
Delay (s)		39.2			37.8		45.4	4.9		44.1	8.5	
Level of Service		D			D		D	A		D	A	
Approach Delay (s)		39.2			37.8			5.5			9.1	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

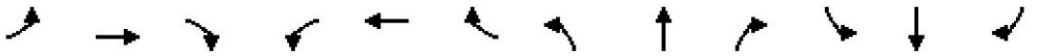
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	30	50	20	30	40	50	1460	20	100	2550	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	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	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1801	1900	1615	1805	1900	1588	1805	5174		1805	5155	
Flt Permitted	0.54	1.00	1.00	0.74	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1025	1900	1615	1398	1900	1588	1805	5174		1805	5155	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	33	54	22	33	43	54	1587	22	109	2772	98
RTOR Reduction (vph)	0	0	48	0	0	40	0	1	0	0	2	0
Lane Group Flow (vph)	65	33	6	22	33	3	54	1608	0	109	2868	0
Confl. Peds. (#/hr)	5					5	5		5	5		5
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8						
Actuated Green, G (s)	15.0	9.8	9.8	9.8	7.2	7.2	5.2	45.4		17.6	57.8	
Effective Green, g (s)	15.0	9.8	9.8	9.8	7.2	7.2	5.2	45.4		17.6	57.8	
Actuated g/C Ratio	0.16	0.11	0.11	0.11	0.08	0.08	0.06	0.50		0.19	0.63	
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)	212	204	173	161	150	125	103	2570		348	3260	
v/s Ratio Prot	c0.02	0.02		0.00	0.02		0.03	c0.31		0.06	c0.56	
v/s Ratio Perm	c0.03		0.00	0.01		0.00						
v/c Ratio	0.31	0.16	0.03	0.14	0.22	0.03	0.52	0.63		0.31	0.88	
Uniform Delay, d1	33.2	37.1	36.6	36.9	39.5	38.9	41.9	16.8		31.7	13.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.4	0.1	0.4	0.7	0.1	4.7	0.5		0.5	3.0	
Delay (s)	34.0	37.4	36.6	37.3	40.2	39.0	46.6	17.3		32.2	16.9	
Level of Service	C	D	D	D	D	D	D	B		C	B	
Approach Delay (s)		35.7			39.0			18.2			17.5	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	91.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

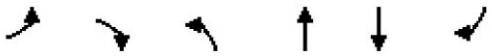
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	10	590	10	30	10	1430	280	80	2640	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		0.94	1.00		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85		1.00	0.89		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3023		5090	1666		1805	5187	1595	1805	5181	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3023		5090	1666		1805	5187	1595	1805	5181	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	0	10	615	10	31	10	1490	292	83	2750	21
RTOR Reduction (vph)	0	10	0	0	27	0	0	0	92	0	0	0
Lane Group Flow (vph)	10	0	0	615	14	0	10	1490	200	83	2771	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	1.2	1.1		9.1	9.0		1.1	40.2	49.3	5.6	44.7	
Effective Green, g (s)	1.2	1.1		9.1	9.0		1.1	40.2	49.3	5.6	44.7	
Actuated g/C Ratio	0.02	0.02		0.13	0.12		0.02	0.56	0.68	0.08	0.62	
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)	30	46		643	208		28	2896	1181	140	3217	
v/s Ratio Prot	c0.01	0.00		c0.12	0.01		0.01	c0.29	0.02	0.05	c0.53	
v/s Ratio Perm									0.10			
v/c Ratio	0.33	0.00		0.96	0.07		0.36	0.51	0.17	0.59	0.86	
Uniform Delay, d1	35.0	34.9		31.3	27.8		35.1	9.9	4.0	32.1	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.5	0.0		24.9	0.1		7.7	0.2	0.1	6.6	2.6	
Delay (s)	41.5	34.9		56.2	27.9		42.8	10.0	4.1	38.7	13.7	
Level of Service	D	C		E	C		D	B	A	D	B	
Approach Delay (s)		38.2			54.4			9.2			14.4	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM Average Control Delay	17.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	72.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

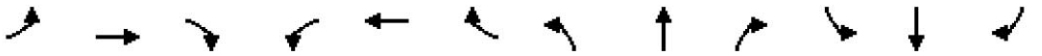
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	120	210	40	480	600	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1787	1567	1805	1900	1900	1577
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1787	1567	1805	1900	1900	1577
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	128	223	43	511	638	117
RTOR Reduction (vph)	0	195	0	0	0	12
Lane Group Flow (vph)	128	28	43	511	638	105
Confl. Peds. (#/hr)	5	5	5			5
Turn Type		custom	Prot			Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	13.6	13.6	6.0	88.4	78.4	78.4
Effective Green, g (s)	13.6	13.6	6.0	88.4	78.4	78.4
Actuated g/C Ratio	0.12	0.12	0.05	0.80	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)	221	194	98	1527	1354	1124
v/s Ratio Prot			0.02	c0.27	c0.34	
v/s Ratio Perm	c0.07	0.02				0.07
v/c Ratio	0.58	0.14	0.44	0.33	0.47	0.09
Uniform Delay, d1	45.5	43.0	50.4	2.9	6.8	4.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7	0.3	3.1	0.6	1.2	0.2
Delay (s)	49.2	43.3	53.5	3.5	8.0	5.0
Level of Service	D	D	D	A	A	A
Approach Delay (s)	45.5			7.4	7.6	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	15.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

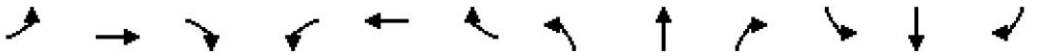
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	1290	110	60	1050	0	170	0	100	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	4.6				4.9
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95				1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.98				0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00				1.00
Frt	1.00	0.99		1.00	1.00		1.00	0.85				0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1805	5117		1805	5187		1805	3017				1588
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	1805	5117		1805	5187		1805	3017				1588
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	1402	120	65	1141	0	185	0	109	0	0	11
RTOR Reduction (vph)	0	5	0	0	0	0	0	90	0	0	0	11
Lane Group Flow (vph)	11	1517	0	65	1141	0	185	19	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												4
Actuated Green, G (s)	1.5	67.2		8.7	74.4		14.1	19.5				1.1
Effective Green, g (s)	1.5	67.2		8.7	74.4		14.1	19.5				1.1
Actuated g/C Ratio	0.01	0.61		0.08	0.68		0.13	0.18				0.01
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	4.6				4.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				3.0
Lane Grp Cap (vph)	25	3126		143	3508		231	535				16
v/s Ratio Prot	0.01	c0.30		c0.04	0.22		c0.10	c0.01				
v/s Ratio Perm												0.00
v/c Ratio	0.44	0.49		0.45	0.33		0.80	0.04				0.01
Uniform Delay, d1	53.8	11.8		48.4	7.4		46.6	37.5				53.9
Progression Factor	1.23	0.36		0.78	0.75		1.00	1.00				1.00
Incremental Delay, d2	11.2	0.5		2.1	0.2		17.8	0.0				0.2
Delay (s)	77.4	4.7		39.7	5.8		64.4	37.5				54.1
Level of Service	E	A		D	A		E	D				D
Approach Delay (s)		5.3			7.6			54.4			54.1	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

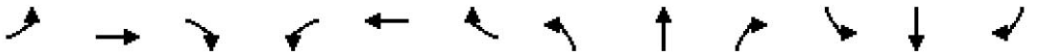
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	990	210	70	730	80	240	280	80	240	410	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	5.3	5.3	4.0	5.3	5.3
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91		0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	5187	1586	3502	5101		3502	3610	1587	3502	3610	1588
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	5187	1586	3502	5101		3502	3610	1587	3502	3610	1588
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	222	1100	233	78	811	89	267	311	89	267	456	156
RTOR Reduction (vph)	0	0	125	0	10	0	0	0	72	0	0	127
Lane Group Flow (vph)	222	1100	108	78	890	0	267	311	17	267	456	29
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	12.2	50.9	50.9	6.7	45.4		12.7	20.4	20.4	12.7	20.4	20.4
Effective Green, g (s)	12.2	50.9	50.9	6.7	45.4		12.7	20.4	20.4	12.7	20.4	20.4
Actuated g/C Ratio	0.11	0.46	0.46	0.06	0.41		0.12	0.19	0.19	0.12	0.19	0.19
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	5.3	5.3	4.0	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	388	2400	734	213	2105		404	669	294	404	669	295
v/s Ratio Prot	c0.06	c0.21		0.02	0.17		c0.08	0.09		0.08	c0.13	
v/s Ratio Perm			0.07						0.01			0.02
v/c Ratio	0.57	0.46	0.15	0.37	0.42		0.66	0.46	0.06	0.66	0.68	0.10
Uniform Delay, d1	46.4	20.1	17.0	49.6	23.0		46.6	39.9	36.9	46.6	41.8	37.2
Progression Factor	1.50	0.44	0.25	0.72	1.70		0.84	1.20	3.01	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.6	0.4	1.0	0.6		4.0	0.5	0.1	4.0	2.9	0.1
Delay (s)	71.5	9.4	4.7	36.7	39.7		43.0	48.6	111.2	50.6	44.6	37.3
Level of Service	E	A	A	D	D		D	D	F	D	D	D
Approach Delay (s)		17.6			39.4			54.7			45.2	
Approach LOS		B			D			D			D	

Intersection Summary			
HCM Average Control Delay	34.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

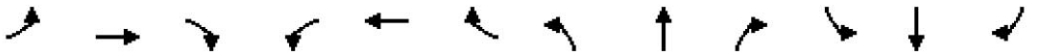
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	300	740	310	20	450	150	170	350	20	190	380	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3502	5187	1593	1805	3610	1586	3502	3577		3502	3610	1588
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3502	5187	1593	1805	3610	1586	3502	3577		3502	3610	1588
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	309	763	320	21	464	155	175	361	21	196	392	247
RTOR Reduction (vph)	0	0	0	0	0	110	0	3	0	0	0	170
Lane Group Flow (vph)	309	763	320	21	464	45	175	379	0	196	392	77
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		Free	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Actuated Green, G (s)	13.8	43.6	110.0	2.4	32.2	32.2	9.5	33.7		10.3	34.5	34.5
Effective Green, g (s)	13.8	43.6	110.0	2.4	32.2	32.2	9.5	33.7		10.3	34.5	34.5
Actuated g/C Ratio	0.13	0.40	1.00	0.02	0.29	0.29	0.09	0.31		0.09	0.31	0.31
Clearance Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
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)	439	2056	1593	39	1057	464	302	1096		328	1132	498
v/s Ratio Prot	c0.09	0.15		0.01	c0.13		0.05	0.11		c0.06	c0.11	
v/s Ratio Perm			c0.20			0.03						0.05
v/c Ratio	0.70	0.37	0.20	0.54	0.44	0.10	0.58	0.35		0.60	0.35	0.16
Uniform Delay, d1	46.1	23.5	0.0	53.3	31.6	28.3	48.3	29.6		47.9	29.1	27.2
Progression Factor	0.89	0.76	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.6	0.5	0.3	13.5	1.3	0.4	2.7	0.9		2.9	0.8	0.7
Delay (s)	45.8	18.2	0.3	66.8	32.9	28.7	51.0	30.5		50.8	29.9	27.9
Level of Service	D	B	A	E	C	C	D	C		D	C	C
Approach Delay (s)		20.2			33.0			36.9			34.2	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

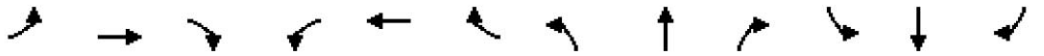
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	10	30	30	10	20	20	630	10	20	740	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.2		4.0	4.1	4.1	4.0	5.3		4.0	5.3	5.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.96		1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	3086		1805	1900	1581	1805	3600		1805	3610	1592
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	3086		1805	1900	1581	1805	3600		1805	3610	1592
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)	32	11	32	32	11	21	21	663	11	21	779	21
RTOR Reduction (vph)	0	31	0	0	0	20	0	1	0	0	0	6
Lane Group Flow (vph)	32	12	0	32	11	1	21	673	0	21	779	15
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						6
Actuated Green, G (s)	5.1	4.2		4.9	4.1	4.1	3.2	80.2		3.2	80.2	80.2
Effective Green, g (s)	5.1	4.2		4.9	4.1	4.1	3.2	80.2		3.2	80.2	80.2
Actuated g/C Ratio	0.05	0.04		0.04	0.04	0.04	0.03	0.73		0.03	0.73	0.73
Clearance Time (s)	4.0	4.2		4.0	4.1	4.1	4.0	5.3		4.0	5.3	5.3
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)	84	118		80	71	59	53	2625		53	2632	1161
v/s Ratio Prot	c0.02	0.00		0.02	c0.01		c0.01	0.19		0.01	c0.22	
v/s Ratio Perm						0.00						0.01
v/c Ratio	0.38	0.10		0.40	0.15	0.01	0.40	0.26		0.40	0.30	0.01
Uniform Delay, d1	50.9	51.1		51.1	51.3	51.0	52.5	5.0		52.5	5.1	4.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.42	0.39		0.88	0.64	0.50
Incremental Delay, d2	2.9	0.4		3.3	1.0	0.1	4.7	0.2		4.6	0.3	0.0
Delay (s)	53.8	51.5		54.4	52.3	51.1	79.2	2.2		51.0	3.6	2.1
Level of Service	D	D		D	D	D	E	A		D	A	A
Approach Delay (s)		52.5			52.9			4.5			4.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

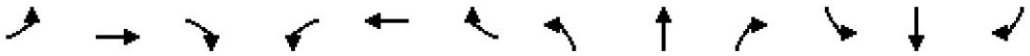
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	20	40	50	20	50	80	340	80	80	470	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1587	1805	1900	1587	1805	3486		1805	3610	1586
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1805	1900	1587	1805	1900	1587	1805	3486		1805	3610	1586
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	55	22	44	55	22	55	88	374	88	88	516	88
RTOR Reduction (vph)	0	0	41	0	0	52	0	10	0	0	0	31
Lane Group Flow (vph)	55	22	3	55	22	3	88	452	0	88	516	57
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						6
Actuated Green, G (s)	7.4	7.7	7.7	5.6	5.9	5.9	9.4	71.3		9.4	71.3	71.3
Effective Green, g (s)	7.4	7.7	7.7	5.6	5.9	5.9	9.4	71.3		9.4	71.3	71.3
Actuated g/C Ratio	0.07	0.07	0.07	0.05	0.05	0.05	0.09	0.65		0.09	0.65	0.65
Clearance Time (s)	4.0	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	3.0
Lane Grp Cap (vph)	121	133	111	92	102	85	154	2260		154	2340	1028
v/s Ratio Prot	0.03	c0.01		c0.03	0.01		c0.05	0.13		0.05	c0.14	
v/s Ratio Perm			0.00			0.00						0.04
v/c Ratio	0.45	0.17	0.03	0.60	0.22	0.03	0.57	0.20		0.57	0.22	0.06
Uniform Delay, d1	49.4	48.1	47.7	51.1	49.8	49.4	48.4	7.8		48.4	7.9	7.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.13	0.66		1.00	1.00	1.00
Incremental Delay, d2	2.7	0.6	0.1	10.0	1.1	0.2	4.7	0.2		5.0	0.2	0.1
Delay (s)	52.1	48.7	47.8	61.1	50.9	49.5	59.4	5.4		53.4	8.2	7.2
Level of Service	D	D	D	E	D	D	E	A		D	A	A
Approach Delay (s)		49.9			54.6			14.0			13.8	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.0%	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)	50	130	40	160	60	110	20	460	140	160	580	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3	5.3		5.3	5.3	5.3	4.0	5.3		4.0	5.3	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1791	1825		1796	1900	1583	1805	3459		1805	3588	
Flt Permitted	0.72	1.00		0.52	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1350	1825		975	1900	1583	1805	3459		1805	3588	
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)	53	137	42	168	63	116	21	484	147	168	611	21
RTOR Reduction (vph)	0	11	0	0	0	93	0	19	0	0	2	0
Lane Group Flow (vph)	53	168	0	168	63	23	21	612	0	168	630	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	22.1	22.1		22.1	22.1	22.1	2.9	57.9		15.4	70.4	
Effective Green, g (s)	22.1	22.1		22.1	22.1	22.1	2.9	57.9		15.4	70.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20	0.20	0.03	0.53		0.14	0.64	
Clearance Time (s)	5.3	5.3		5.3	5.3	5.3	4.0	5.3		4.0	5.3	
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)	271	367		196	382	318	48	1821		253	2296	
v/s Ratio Prot		0.09			0.03		0.01	c0.18		c0.09	0.18	
v/s Ratio Perm	0.04			c0.17		0.01						
v/c Ratio	0.20	0.46		0.86	0.16	0.07	0.44	0.34		0.66	0.27	
Uniform Delay, d1	36.6	38.7		42.4	36.3	35.6	52.7	15.0		44.8	8.6	
Progression Factor	1.00	1.00		0.94	0.93	1.15	1.46	0.39		1.09	2.16	
Incremental Delay, d2	0.4	0.9		28.4	0.2	0.1	6.1	0.5		6.3	0.3	
Delay (s)	36.9	39.6		68.1	34.1	41.3	83.2	6.3		55.0	19.0	
Level of Service	D	D		E	C	D	F	A		E	B	
Approach Delay (s)		39.0			53.0			8.7			26.6	
Approach LOS		D			D			A			C	

Intersection Summary			
HCM Average Control Delay	26.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
107: Rider St & Evans Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	240	70	10	180	30	50	190	30	60	230	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.98		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3472		1805	3523		1805	3528		1805	3293	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	3472		1805	3523		1805	3528		1805	3293	
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)	274	253	74	11	189	32	53	200	32	63	242	274
RTOR Reduction (vph)	0	31	0	0	15	0	0	9	0	0	144	0
Lane Group Flow (vph)	274	296	0	11	206	0	53	223	0	63	372	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	20.7	34.5		1.2	15.0		7.6	50.3		8.0	50.7	
Effective Green, g (s)	20.7	34.5		1.2	15.0		7.6	50.3		8.0	50.7	
Actuated g/C Ratio	0.19	0.31		0.01	0.14		0.07	0.46		0.07	0.46	
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)	340	1089		20	480		125	1613		131	1518	
v/s Ratio Prot	c0.15	0.09		0.01	c0.06		0.03	0.06		c0.03	c0.11	
v/s Ratio Perm												
v/c Ratio	0.81	0.27		0.55	0.43		0.42	0.14		0.48	0.25	
Uniform Delay, d1	42.7	28.3		54.1	43.6		49.1	17.3		49.0	18.0	
Progression Factor	0.85	0.82		1.00	1.00		1.00	1.00		1.52	0.38	
Incremental Delay, d2	12.7	0.1		28.9	0.6		2.3	0.2		2.7	0.4	
Delay (s)	49.1	23.4		83.0	44.2		51.4	17.5		77.4	7.2	
Level of Service	D	C		F	D		D	B		E	A	
Approach Delay (s)		35.1			46.0			23.8			14.8	
Approach LOS		D			D			C			B	

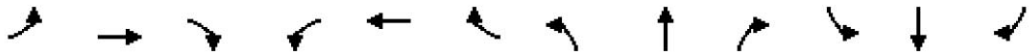
Intersection Summary			
HCM Average Control Delay	27.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	40	10	50	20	60	10	580	40	100	680	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.9		4.0	4.9	4.9	4.0	5.3		4.0	5.3	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1828		1805	1900	1586	1805	3571		1805	3591	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1805	1828		1805	1900	1586	1805	3571		1805	3591	
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)	32	42	11	53	21	63	11	611	42	105	716	21
RTOR Reduction (vph)	0	10	0	0	0	57	0	3	0	0	1	0
Lane Group Flow (vph)	32	43	0	53	21	6	11	650	0	105	736	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	4.2	7.7		6.8	10.3	10.3	1.5	65.6		11.7	75.8	
Effective Green, g (s)	4.2	7.7		6.8	10.3	10.3	1.5	65.6		11.7	75.8	
Actuated g/C Ratio	0.04	0.07		0.06	0.09	0.09	0.01	0.60		0.11	0.69	
Clearance Time (s)	4.0	4.9		4.0	4.9	4.9	4.0	5.3		4.0	5.3	
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)	69	128		112	178	149	25	2130		192	2475	
v/s Ratio Prot	0.02	c0.02		c0.03	c0.01		0.01	0.18		c0.06	c0.20	
v/s Ratio Perm						0.00						
v/c Ratio	0.46	0.33		0.47	0.12	0.04	0.44	0.31		0.55	0.30	
Uniform Delay, d1	51.8	48.7		49.9	45.7	45.4	53.8	11.0		46.6	6.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.22	0.30		1.15	1.12	
Incremental Delay, d2	4.9	1.5		3.1	0.3	0.1	10.9	0.3		3.0	0.3	
Delay (s)	56.7	50.3		53.0	46.0	45.5	76.7	3.6		56.6	7.8	
Level of Service	E	D		D	D	D	E	A		E	A	
Approach Delay (s)		52.7			48.5			4.8			13.9	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	17.8
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

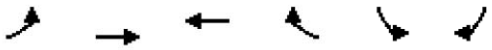
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	90	110	50	20	80	30	40	160	30	20	150	80
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	92	112	51	20	82	31	41	163	31	20	153	82

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	255	133	41	194	20	235
Volume Left (vph)	92	20	41	0	20	0
Volume Right (vph)	51	31	0	31	0	82
Hadj (s)	-0.05	-0.11	0.50	-0.11	0.50	-0.24
Departure Headway (s)	5.4	5.6	6.5	5.9	6.5	5.7
Degree Utilization, x	0.38	0.21	0.07	0.32	0.04	0.37
Capacity (veh/h)	617	579	518	573	519	591
Control Delay (s)	11.7	10.0	8.8	10.4	8.5	10.9
Approach Delay (s)	11.7	10.0	10.1		10.7	
Approach LOS	B	B	B		B	

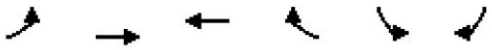
Intersection Summary				
Delay	10.7			
HCM Level of Service	B			
Intersection Capacity Utilization	46.6%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	200	480	360	50	60	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1900	1900	1569	1805	1564
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1805	1900	1900	1569	1805	1564
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	522	391	54	65	185
RTOR Reduction (vph)	0	0	0	28	0	141
Lane Group Flow (vph)	217	522	391	26	65	44
Confl. Peds. (#/hr)	5			5	5	5
Turn Type	Prot			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Actuated Green, G (s)	18.5	76.0	53.5	53.5	26.0	26.0
Effective Green, g (s)	18.5	76.0	53.5	53.5	26.0	26.0
Actuated g/C Ratio	0.17	0.69	0.49	0.49	0.24	0.24
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)	304	1313	924	763	427	370
v/s Ratio Prot	c0.12	0.27	c0.21		c0.04	
v/s Ratio Perm				0.02		0.03
v/c Ratio	0.71	0.40	0.42	0.03	0.15	0.12
Uniform Delay, d1	43.2	7.2	18.3	14.8	33.3	33.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.7	0.9	1.4	0.1	0.8	0.7
Delay (s)	51.0	8.1	19.7	14.8	34.0	33.6
Level of Service	D	A	B	B	C	C
Approach Delay (s)		20.7	19.1		33.7	
Approach LOS		C	B		C	

Intersection Summary			
HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

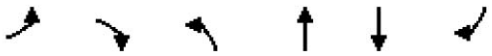
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	20	730	480	40	60	50
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	753	495	41	62	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						2
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	536				1309	515
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	536				1309	515
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				64	91
cM capacity (veh/h)	1042				174	563

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	21	753	536	113
Volume Left	21	0	0	62
Volume Right	0	0	41	52
cSH	1042	1700	1700	319
Volume to Capacity	0.02	0.44	0.32	0.36
Queue Length 95th (ft)	2	0	0	39
Control Delay (s)	8.5	0.0	0.0	25.5
Lane LOS	A			D
Approach Delay (s)	0.2		0.0	25.5
Approach LOS				D

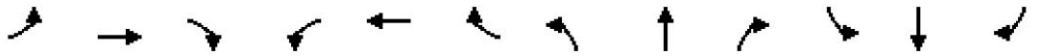
Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	40	30	10	380	690	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	42	31	10	396	719	73
Pedestrians				5	5	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1177	760	792			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1177	760	792			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	92	99			
cM capacity (veh/h)	210	407	838			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	73	10	396	792
Volume Left	42	10	0	0
Volume Right	31	0	0	73
cSH	265	838	1700	1700
Volume to Capacity	0.28	0.01	0.23	0.47
Queue Length 95th (ft)	27	1	0	0
Control Delay (s)	23.7	9.4	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	23.7	0.2		0.0
Approach LOS	C			

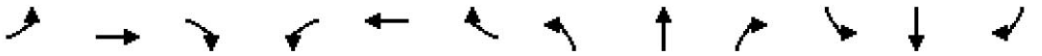
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	590	0	0	210	190	160	10	10	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	608	0	0	216	196	165	10	10	0	0	0
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)									10			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	417			613			876	1072	618	886	876	226
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	417			613			876	1072	618	886	876	226
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			38	95	98	100	100	100
cM capacity (veh/h)	1153			972			265	217	489	247	283	814

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	21	608	216	196	186
Volume Left	21	0	0	0	165
Volume Right	0	0	0	196	10
cSH	1153	1700	1700	1700	277
Volume to Capacity	0.02	0.36	0.13	0.12	0.67
Queue Length 95th (ft)	1	0	0	0	110
Control Delay (s)	8.2	0.0	0.0	0.0	41.0
Lane LOS	A				E
Approach Delay (s)	0.3		0.0		41.0
Approach LOS					E

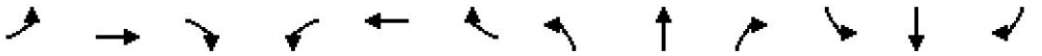
Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	400	330	10	380	0	0	0	0	220	10	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	417	344	10	396	0	0	0	0	229	10	10
Pedestrians		5			5			5			5	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												7
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	401			765			854	843	427	843	1187	406
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	401			765			854	843	427	843	1187	406
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	100	18	94	98
cM capacity (veh/h)	1164			857			260	298	630	280	187	644

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	417	344	10	396	250
Volume Left	0	0	10	0	229
Volume Right	0	344	0	0	10
cSH	1700	1700	857	1700	288
Volume to Capacity	0.25	0.20	0.01	0.23	0.87
Queue Length 95th (ft)	0	0	1	0	190
Control Delay (s)	0.0	0.0	9.3	0.0	63.6
Lane LOS			A		F
Approach Delay (s)	0.0		0.2		63.6
Approach LOS					F

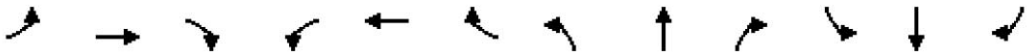
Intersection Summary				
Average Delay	11.3			
Intersection Capacity Utilization	47.1%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	360	120	30	260	250	70	470	50	440	860	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	3610	1600	3502	3610	1604	3502	3610	1598	3502	3610	1597
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	3610	1600	3502	3610	1604	3502	3610	1598	3502	3610	1597
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	196	371	124	31	268	258	72	485	52	454	887	330
RTOR Reduction (vph)	0	0	81	0	0	108	0	0	35	0	0	164
Lane Group Flow (vph)	196	371	43	31	268	150	72	485	17	454	887	166
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.1	15.1	22.2	5.4	13.4	27.6	7.1	16.6	22.0	14.2	23.7	30.8
Effective Green, g (s)	7.1	15.1	22.2	5.4	13.4	27.6	7.1	16.6	22.0	14.2	23.7	30.8
Actuated g/C Ratio	0.11	0.22	0.33	0.08	0.20	0.41	0.11	0.25	0.33	0.21	0.35	0.46
Clearance Time (s)	4.0	4.0	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	3.0	3.0
Lane Grp Cap (vph)	369	810	623	281	719	753	369	890	617	739	1271	826
v/s Ratio Prot	c0.06	c0.10	0.01	0.01	0.07	0.04	0.02	0.13	0.00	c0.13	c0.25	0.02
v/s Ratio Perm			0.02			0.05			0.01			0.08
v/c Ratio	0.53	0.46	0.07	0.11	0.37	0.20	0.20	0.54	0.03	0.61	0.70	0.20
Uniform Delay, d1	28.5	22.6	15.5	28.7	23.3	12.8	27.5	22.1	15.4	24.1	18.7	10.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.4	0.0	0.2	0.3	0.1	0.3	0.7	0.0	1.5	1.7	0.1
Delay (s)	30.0	23.0	15.5	28.9	23.6	12.9	27.8	22.7	15.4	25.6	20.4	11.0
Level of Service	C	C	B	C	C	B	C	C	B	C	C	B
Approach Delay (s)		23.6			19.0			22.7			20.0	
Approach LOS		C			B			C			B	

Intersection Summary			
HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	67.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.6%	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												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	20	290	160	30	230	20	210	70	50	20	30	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	22	312	172	32	247	22	226	75	54	22	32	11

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	22	484	32	269	226	129	65
Volume Left (vph)	22	0	32	0	226	0	22
Volume Right (vph)	0	172	0	22	0	54	11
Hadj (s)	0.50	-0.25	0.50	-0.06	0.50	-0.29	-0.03
Departure Headway (s)	7.0	6.2	7.3	6.7	7.5	6.7	7.6
Degree Utilization, x	0.04	0.83	0.07	0.50	0.47	0.24	0.14
Capacity (veh/h)	492	567	468	514	451	504	425
Control Delay (s)	9.1	31.8	9.6	15.0	15.7	10.6	11.8
Approach Delay (s)	30.8		14.5		13.9		11.8
Approach LOS	D		B		B		B

Intersection Summary			
Delay	20.9		
HCM Level of Service	C		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
130: 6th St & Beaumont Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	250	50	80	210	150	40	280	70	120	240	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1802	3512		1802	1634	1376	1805	3492		1805	3485	
Flt Permitted	0.61	1.00		0.56	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1151	3512		1059	1634	1376	1805	3492		1805	3485	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	128	266	53	85	223	160	43	298	74	128	255	64
RTOR Reduction (vph)	0	25	0	0	0	91	0	32	0	0	30	0
Lane Group Flow (vph)	128	294	0	85	223	69	43	340	0	128	289	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Parking (#/hr)					8	8						
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)	11.7	11.7		11.7	11.7	17.9	2.3	11.7		6.2	15.6	
Effective Green, g (s)	11.7	11.7		11.7	11.7	17.9	2.3	11.7		6.2	15.6	
Actuated g/C Ratio	0.28	0.28		0.28	0.28	0.43	0.06	0.28		0.15	0.37	
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)	324	988		298	460	724	100	982		269	1307	
v/s Ratio Prot		0.08			c0.14	0.01	0.02	c0.10		c0.07	c0.08	
v/s Ratio Perm	0.11			0.08		0.04						
v/c Ratio	0.40	0.30		0.29	0.48	0.10	0.43	0.35		0.48	0.22	
Uniform Delay, d1	12.1	11.7		11.7	12.4	7.0	19.0	11.9		16.2	8.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.2		0.5	0.8	0.1	3.0	0.2		1.3	0.1	
Delay (s)	12.9	11.9		12.2	13.2	7.1	22.0	12.1		17.5	8.9	
Level of Service	B	B		B	B	A	C	B		B	A	
Approach Delay (s)		12.2			11.0			13.1			11.4	
Approach LOS		B			B			B			B	

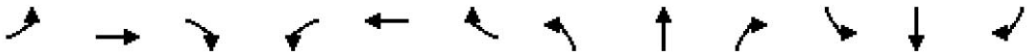
Intersection Summary			
HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	41.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	10	1210	10	10	410	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1700	1800
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1800	1529		1753	1615	1530
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	1800	1529		1797	1615	1530
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	11	1301	11	11	441	11
RTOR Reduction (vph)	0	0	0	0	0	1
Lane Group Flow (vph)	11	1301	0	22	441	10
Confl. Peds. (#/hr)		5	5			5
Turn Type		pm+ov	Perm			Prot
Protected Phases	4	2		8	2	2
Permitted Phases		4	8			
Actuated Green, G (s)	2.6	56.5		2.6	53.9	53.9
Effective Green, g (s)	2.6	56.5		2.6	53.9	53.9
Actuated g/C Ratio	0.04	0.85		0.04	0.81	0.81
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	70	1529		70	1309	1240
v/s Ratio Prot	0.01	c0.69			0.27	0.01
v/s Ratio Perm		0.16		0.01		
v/c Ratio	0.16	0.85		0.31	0.34	0.01
Uniform Delay, d1	30.9	2.7		31.1	1.6	1.2
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.1	4.8		2.6	0.2	0.0
Delay (s)	31.9	7.5		33.7	1.8	1.2
Level of Service	C	A		C	A	A
Approach Delay (s)	7.7			33.7	1.8	
Approach LOS	A			C	A	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	0.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

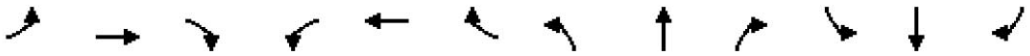
HCM Unsignalized Intersection Capacity Analysis
132: San Timoteo Canyon Rd & Alessandro Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	30	560	0	0	250	260	10	30	10	220	10	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	33	622	0	0	278	289	11	33	11	244	11	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	656	567	56	278
Volume Left (vph)	33	0	11	244
Volume Right (vph)	0	289	11	22
Hadj (s)	0.01	-0.31	-0.08	0.13
Departure Headway (s)	6.3	6.0	8.3	7.4
Degree Utilization, x	1.16	0.95	0.13	0.57
Capacity (veh/h)	558	595	405	473
Control Delay (s)	111.7	48.7	12.5	19.6
Approach Delay (s)	111.7	48.7	12.5	19.6
Approach LOS	F	E	B	C

Intersection Summary			
Delay	68.8		
HCM Level of Service	F		
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	20	700	10	10	470	170	10	10	10	110	0	20
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	24	833	12	12	560	202	12	12	12	131	0	24

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	869	774	36	155
Volume Left (vph)	24	12	12	131
Volume Right (vph)	12	202	12	24
Hadj (s)	0.00	-0.15	-0.13	0.08
Departure Headway (s)	5.6	5.4	7.7	7.3
Degree Utilization, x	1.35	1.17	0.08	0.31
Capacity (veh/h)	633	668	450	483
Control Delay (s)	184.3	111.5	11.3	13.5
Approach Delay (s)	184.3	111.5	11.3	13.5
Approach LOS	F	F	B	B

Intersection Summary			
Delay	135.8		
HCM Level of Service	F		
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	60	700	30	20	670	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	67	778	33	22	744	89

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	844	56	833
Volume Left (vph)	0	33	744
Volume Right (vph)	778	0	89
Hadj (s)	-0.55	0.12	0.11
Departure Headway (s)	5.4	7.1	6.0
Degree Utilization, x	1.26	0.11	1.39
Capacity (veh/h)	683	500	602
Control Delay (s)	145.6	11.0	205.3
Approach Delay (s)	145.6	11.0	205.3
Approach LOS	F	B	F

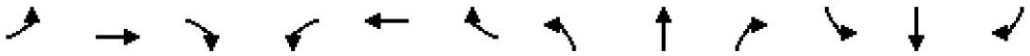
Intersection Summary			
Delay	170.0		
HCM Level of Service	F		
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	60	40	230	60	60	190
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	43	250	65	65	207
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			109		652	87
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			109		652	87
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			83		82	79
cM capacity (veh/h)			1494		363	977

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	109	315	272
Volume Left	0	250	65
Volume Right	43	0	207
cSH	1700	1494	695
Volume to Capacity	0.06	0.17	0.39
Queue Length 95th (ft)	0	15	47
Control Delay (s)	0.0	6.5	13.5
Lane LOS		A	B
Approach Delay (s)	0.0	6.5	13.5
Approach LOS			B

Intersection Summary			
Average Delay	8.2		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

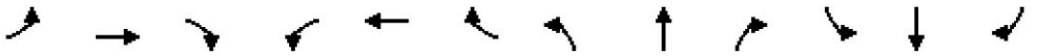
HCM Unsignalized Intersection Capacity Analysis
136: Sunset Dr & Alessandro Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	10	10	10	10	10	10	240	20	20	290	20
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	10	10	10	10	10	10	10	245	20	20	296	20

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	31	31	276	337
Volume Left (vph)	10	10	10	20
Volume Right (vph)	10	10	20	20
Hadj (s)	-0.13	-0.13	-0.04	-0.02
Departure Headway (s)	5.2	5.2	4.4	4.3
Degree Utilization, x	0.04	0.04	0.34	0.41
Capacity (veh/h)	614	613	798	807
Control Delay (s)	8.4	8.4	9.6	10.3
Approach Delay (s)	8.4	8.4	9.6	10.3
Approach LOS	A	A	A	B

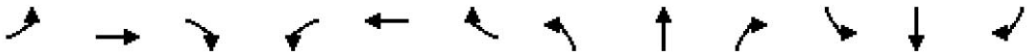
Intersection Summary			
Delay	9.8		
HCM Level of Service	A		
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	0	30	5	0	5	10	760	0	0	550	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes	1.00	0.97		1.00	0.97		1.00	1.00			1.00	0.97
Flpb, ped/bikes	0.99	1.00		0.99	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.85		1.00	0.85		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1794	1573		1795	1573		1805	1900			1900	1573
Flt Permitted	0.98	1.00		0.98	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1843	1573		1843	1573		1805	1900			1900	1573
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	34	0	34	6	0	6	11	864	0	0	625	23
RTOR Reduction (vph)	0	31	0	0	6	0	0	0	0	0	0	7
Lane Group Flow (vph)	34	3	0	6	0	0	11	864	0	0	625	16
Confl. Peds. (#/hr)	5		5	5		5			5			5
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	4.1	4.1		4.1	4.1		1.1	40.9			35.8	35.8
Effective Green, g (s)	4.1	4.1		4.1	4.1		1.1	40.9			35.8	35.8
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.02	0.77			0.68	0.68
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)	143	122		143	122		37	1466			1283	1063
v/s Ratio Prot		0.00			0.00		0.01	c0.45			0.33	
v/s Ratio Perm	c0.02			0.00								0.01
v/c Ratio	0.24	0.02		0.04	0.00		0.30	0.59			0.49	0.01
Uniform Delay, d1	23.0	22.6		22.6	22.6		25.6	2.5			4.2	2.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	0.1		0.1	0.0		4.5	0.6			0.3	0.0
Delay (s)	23.8	22.7		22.8	22.6		30.0	3.1			4.5	2.8
Level of Service	C	C		C	C		C	A			A	A
Approach Delay (s)		23.3			22.7			3.5			4.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	4.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	53.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

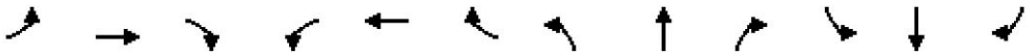
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	10	10	20	10	100	10	500	130	220	240	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		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	
Frpb, ped/bikes		0.99			0.98		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.93			0.90		1.00	1.00	0.85	1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1749			1655		1805	1900	1573	1805	1887	
Flt Permitted		1.00			0.94		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1749			1568		1805	1900	1573	1805	1887	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	12	12	24	12	119	12	595	155	262	286	12
RTOR Reduction (vph)	0	11	0	0	106	0	0	0	83	0	1	0
Lane Group Flow (vph)	0	13	0	0	49	0	12	595	72	262	297	0
Confl. Peds. (#/hr)	5		5	5		5			5			5
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			
Actuated Green, G (s)		6.1			6.1		1.2	25.3	25.3	11.3	35.4	
Effective Green, g (s)		6.1			6.1		1.2	25.3	25.3	11.3	35.4	
Actuated g/C Ratio		0.11			0.11		0.02	0.46	0.46	0.21	0.65	
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)		195			175		40	879	728	373	1221	
v/s Ratio Prot		0.01					0.01	c0.31		c0.15	0.16	
v/s Ratio Perm					c0.03				0.05			
v/c Ratio		0.07			0.28		0.30	0.68	0.10	0.70	0.24	
Uniform Delay, d1		21.8			22.3		26.3	11.5	8.3	20.1	4.0	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.1			0.9		4.2	2.1	0.1	5.9	0.1	
Delay (s)		21.9			23.2		30.5	13.6	8.3	26.0	4.1	
Level of Service		C			C		C	B	A	C	A	
Approach Delay (s)		21.9			23.2			12.8			14.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	54.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

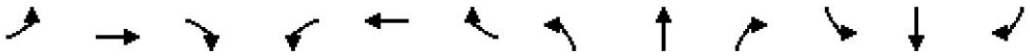
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	210	50	20	410	0	170	0	30	0	0	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	253	60	24	494	0	205	0	36	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	313	518	205	36	0
Volume Left (vph)	0	24	205	0	0
Volume Right (vph)	60	0	0	36	0
Hadj (s)	-0.12	0.01	0.20	-0.60	0.00
Departure Headway (s)	5.2	5.0	6.1	3.2	6.5
Degree Utilization, x	0.45	0.72	0.35	0.03	0.00
Capacity (veh/h)	658	700	529	1121	471
Control Delay (s)	12.3	20.1	12.4	6.3	9.5
Approach Delay (s)	12.3	20.1	11.5		0.0
Approach LOS	B	C	B		A

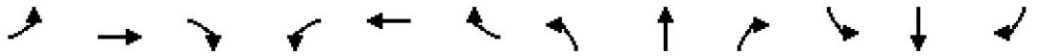
Intersection Summary				
Delay	15.9			
HCM Level of Service	C			
Intersection Capacity Utilization	53.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	60	50	110	10	40	30	210	280	60	180	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.93		1.00	0.88			0.92			0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)	1805	3343		1805	1654			3265			3409	
Flt Permitted	0.95	1.00		0.95	1.00			0.91			0.74	
Satd. Flow (perm)	1805	3343		1805	1654			2981			2532	
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Adj. Flow (vph)	205	82	68	151	14	55	41	288	384	82	247	123
RTOR Reduction (vph)	0	56	0	0	51	0	0	256	0	0	60	0
Lane Group Flow (vph)	205	94	0	151	18	0	0	457	0	0	392	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	11.6	7.2		7.1	2.7			13.2			13.2	
Effective Green, g (s)	11.6	7.2		7.1	2.7			13.2			13.2	
Actuated g/C Ratio	0.29	0.18		0.18	0.07			0.33			0.33	
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)	530	609		324	113			996			846	
v/s Ratio Prot	c0.11	c0.03		0.08	0.01							
v/s Ratio Perm								0.15			c0.15	
v/c Ratio	0.39	0.15		0.47	0.16			0.46			0.46	
Uniform Delay, d1	11.1	13.6		14.5	17.3			10.3			10.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.5	0.1		1.1	0.7			0.3			0.4	
Delay (s)	11.6	13.7		15.6	18.0			10.7			10.8	
Level of Service	B	B		B	B			B			B	
Approach Delay (s)		12.5			16.3			10.7			10.8	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	39.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

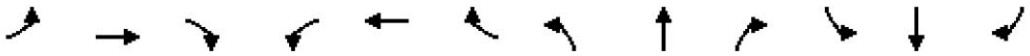


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	50	10	220	80	210	20	420	440	110	330	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.89		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3512		3502	3185		1805	5187	1602	1805	4960	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3512		3502	3185		1805	5187	1602	1805	4960	
Peak-hour factor, PHF	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	104	65	13	286	104	273	26	545	571	143	429	156
RTOR Reduction (vph)	0	12	0	0	223	0	0	0	299	0	54	0
Lane Group Flow (vph)	104	66	0	286	154	0	26	545	272	143	531	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	6.8	5.2		11.2	9.6		1.2	14.6	25.8	7.2	20.6	
Effective Green, g (s)	6.8	5.2		11.2	9.6		1.2	14.6	25.8	7.2	20.6	
Actuated g/C Ratio	0.13	0.10		0.21	0.18		0.02	0.27	0.48	0.13	0.38	
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)	226	337		724	564		40	1397	881	240	1885	
v/s Ratio Prot	0.06	0.02		c0.08	c0.05		0.01	c0.11	c0.06	c0.08	0.11	
v/s Ratio Perm									0.11			
v/c Ratio	0.46	0.20		0.40	0.27		0.65	0.39	0.31	0.60	0.28	
Uniform Delay, d1	22.0	22.6		18.6	19.3		26.3	16.2	8.7	22.1	11.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.5	0.3		0.4	0.3		32.0	0.2	0.2	3.9	0.1	
Delay (s)	23.5	22.9		18.9	19.5		58.2	16.3	8.9	26.1	11.7	
Level of Service	C	C		B	B		E	B	A	C	B	
Approach Delay (s)		23.2			19.3			13.6			14.6	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	54.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
37: SR-60 EB Ramps & Moreno Beach Dr

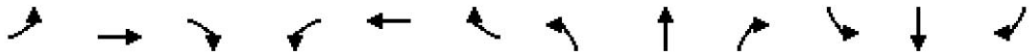


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	60	520	20	10	20	120	780	30	30	330	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1847	1591	1805	1900	1591	1805	3610	1573	1805	5088	
Flt Permitted		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1847	1591	1805	1900	1591	1805	3610	1573	1805	5088	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	94	71	612	24	12	24	141	918	35	35	388	47
RTOR Reduction (vph)	0	0	480	0	0	23	0	0	17	0	10	0
Lane Group Flow (vph)	0	165	132	24	12	1	141	918	18	35	425	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)		14.2	14.2	3.8	3.8	3.8	8.8	29.4	29.4	2.2	22.8	
Effective Green, g (s)		14.2	14.2	3.8	3.8	3.8	8.8	29.4	29.4	2.2	22.8	
Actuated g/C Ratio		0.22	0.22	0.06	0.06	0.06	0.13	0.45	0.45	0.03	0.35	
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)		400	344	105	110	92	242	1618	705	61	1768	
v/s Ratio Prot		c0.09		c0.01	0.01		c0.08	c0.25		0.02	0.08	
v/s Ratio Perm			0.08			0.00			0.01			
v/c Ratio		0.41	0.39	0.23	0.11	0.02	0.58	0.57	0.03	0.57	0.24	
Uniform Delay, d1		22.1	22.0	29.5	29.3	29.1	26.7	13.4	10.1	31.2	15.2	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.7	0.7	1.1	0.4	0.1	3.5	0.5	0.0	12.4	0.1	
Delay (s)		22.8	22.7	30.6	29.7	29.2	30.2	13.9	10.1	43.6	15.3	
Level of Service		C	C	C	C	C	C	B	B	D	B	
Approach Delay (s)		22.7			29.9			15.8			17.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

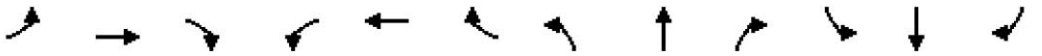
HCM Signalized Intersection Capacity Analysis
53: Cactus Ave & Lasselle St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	380	230	270	360	40	180	590	340	70	520	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	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	0.97	0.95		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1900	1592	3502	3549		3502	3610	1583	3502	3557	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1900	1592	3502	3549		3502	3610	1583	3502	3557	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	85	463	280	329	439	49	220	720	415	85	634	61
RTOR Reduction (vph)	0	0	22	0	7	0	0	0	126	0	6	0
Lane Group Flow (vph)	85	463	258	329	481	0	220	720	289	85	689	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	8.8	44.6	57.8	17.8	53.6		13.2	34.5	52.3	7.1	28.4	
Effective Green, g (s)	8.8	44.6	57.8	17.8	53.6		13.2	34.5	52.3	7.1	28.4	
Actuated g/C Ratio	0.07	0.37	0.48	0.15	0.45		0.11	0.29	0.44	0.06	0.24	
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)	132	706	820	519	1585		385	1038	690	207	842	
v/s Ratio Prot	0.05	c0.24	0.03	c0.09	0.14		0.06	c0.20	0.06	0.02	c0.19	
v/s Ratio Perm			0.13						0.12			
v/c Ratio	0.64	0.66	0.31	0.63	0.30		0.57	0.69	0.42	0.41	0.82	
Uniform Delay, d1	54.1	31.3	19.0	48.0	21.3		50.7	38.0	23.4	54.4	43.4	
Progression Factor	0.60	0.86	0.45	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.3	4.3	0.2	2.5	0.5		2.0	2.0	0.4	1.3	6.2	
Delay (s)	41.7	31.3	8.8	50.6	21.7		52.8	40.1	23.8	55.8	49.6	
Level of Service	D	C	A	D	C		D	D	C	E	D	
Approach Delay (s)		24.8			33.4			37.1			50.3	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	36.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

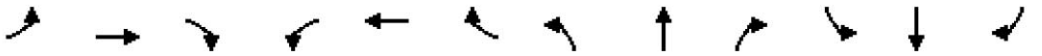
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	710	40	450	1210	270	40	360	430	150	290	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3576		1805	3492		1805	1900	1601	1805	1900	1586
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3576		1805	3492		1805	1900	1601	1805	1900	1586
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)	147	747	42	474	1274	284	42	379	453	158	305	116
RTOR Reduction (vph)	0	3	0	0	15	0	0	0	23	0	0	72
Lane Group Flow (vph)	147	786	0	474	1543	0	42	379	430	158	305	44
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			6
Actuated Green, G (s)	10.0	32.9		36.1	59.0		5.6	33.0	69.1	12.0	39.4	39.4
Effective Green, g (s)	10.0	32.9		36.1	59.0		5.6	33.0	69.1	12.0	39.4	39.4
Actuated g/C Ratio	0.08	0.25		0.28	0.45		0.04	0.25	0.53	0.09	0.30	0.30
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)	139	905		501	1585		78	482	851	167	576	481
v/s Ratio Prot	c0.08	0.22		0.26	c0.44		0.02	c0.20	0.14	c0.09	0.16	
v/s Ratio Perm									0.13			0.03
v/c Ratio	1.06	0.87		0.95	0.97		0.54	0.79	0.51	0.95	0.53	0.09
Uniform Delay, d1	60.0	46.5		46.0	34.7		60.9	45.2	19.5	58.7	37.6	32.5
Progression Factor	1.27	0.81		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	85.5	7.5		27.0	16.6		7.0	12.2	0.5	53.4	3.5	0.4
Delay (s)	161.7	45.0		73.0	51.4		67.9	57.4	20.0	112.1	41.1	32.8
Level of Service	F	D		E	D		E	E	B	F	D	C
Approach Delay (s)		63.3			56.4			38.5			58.8	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM Average Control Delay	54.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

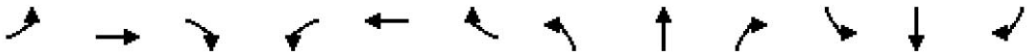


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	500	630	130	580	240	1170	1590	450	190	450	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.88	0.97	0.95	1.00	0.94	0.95	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3610	2825	3502	3610	1594	5090	3610	1591	3502	5134	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3610	2825	3502	3610	1594	5090	3610	1591	3502	5134	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	556	700	144	644	267	1300	1767	500	211	500	33
RTOR Reduction (vph)	0	0	66	0	0	41	0	0	41	0	8	0
Lane Group Flow (vph)	44	556	634	144	644	226	1300	1767	459	211	525	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.0	24.4	63.5	7.0	27.4	34.4	39.1	48.2	55.2	7.0	16.1	
Effective Green, g (s)	4.0	24.4	63.5	7.0	27.4	34.4	39.1	48.2	55.2	7.0	16.1	
Actuated g/C Ratio	0.04	0.24	0.62	0.07	0.27	0.34	0.38	0.47	0.54	0.07	0.16	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	70	859	1748	239	964	534	1940	1696	918	239	806	
v/s Ratio Prot	0.02	c0.15	0.14	0.04	c0.18	0.03	0.26	c0.49	0.03	c0.06	0.10	
v/s Ratio Perm			0.09			0.11			0.25			
v/c Ratio	0.63	0.65	0.36	0.60	0.67	0.42	0.67	1.04	0.50	0.88	0.65	
Uniform Delay, d1	48.6	35.2	9.6	46.4	33.5	26.4	26.4	27.2	15.0	47.4	40.6	
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	16.3	1.7	0.1	4.2	1.8	0.5	0.9	33.6	0.4	29.4	1.9	
Delay (s)	64.9	36.9	9.7	50.7	35.3	27.0	27.3	60.8	15.4	76.8	42.5	
Level of Service	E	D	A	D	D	C	C	E	B	E	D	
Approach Delay (s)		23.2			35.3			42.2			52.2	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM Average Control Delay	38.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	102.6	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

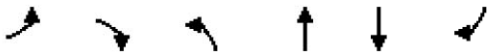
HCM Signalized Intersection Capacity Analysis
107: Rider St & Evans Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	290	30	20	450	140	110	220	20	160	130	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.99		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3553		1805	3467		1802	3561		1802	3263	
Flt Permitted	0.95	1.00		0.95	1.00		0.51	1.00		0.52	1.00	
Satd. Flow (perm)	1805	3553		1805	3467		969	3561		986	3263	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	163	337	35	23	523	163	128	256	23	186	151	209
RTOR Reduction (vph)	0	7	0	0	28	0	0	5	0	0	130	0
Lane Group Flow (vph)	163	365	0	23	658	0	128	274	0	186	230	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	13.5	40.2		2.4	29.1		49.3	39.6		53.5	41.7	
Effective Green, g (s)	13.5	40.2		2.4	29.1		49.3	39.6		53.5	41.7	
Actuated g/C Ratio	0.12	0.37		0.02	0.26		0.45	0.36		0.49	0.38	
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)	222	1298		39	917		508	1282		567	1237	
v/s Ratio Prot	c0.09	0.10		0.01	c0.19		0.02	0.08		c0.04	0.07	
v/s Ratio Perm							0.09			c0.12		
v/c Ratio	0.73	0.28		0.59	0.72		0.25	0.21		0.33	0.19	
Uniform Delay, d1	46.5	24.7		53.3	36.7		18.0	24.4		16.3	22.8	
Progression Factor	0.90	0.97		1.00	1.00		1.00	1.00		0.71	0.81	
Incremental Delay, d2	11.8	0.1		20.8	2.7		0.3	0.4		0.3	0.3	
Delay (s)	53.7	24.0		74.1	39.4		18.3	24.8		11.8	18.8	
Level of Service	D	C		E	D		B	C		B	B	
Approach Delay (s)		33.0			40.5			22.7			16.4	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM Average Control Delay	29.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

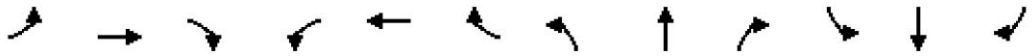
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	100	20	20	640	340	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.98		1.00	1.00	0.98	
Flt Protected	0.96		0.95	1.00	1.00	
Satd. Flow (prot)	1783		1805	1900	1867	
Flt Permitted	0.96		0.50	1.00	1.00	
Satd. Flow (perm)	1783		943	1900	1867	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	111	22	22	711	378	56
RTOR Reduction (vph)	15	0	0	0	8	0
Lane Group Flow (vph)	118	0	22	711	426	0
Confl. Peds. (#/hr)						
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	6.2		19.0	19.0	19.0	
Effective Green, g (s)	6.2		19.0	19.0	19.0	
Actuated g/C Ratio	0.19		0.57	0.57	0.57	
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)	333		540	1087	1068	
v/s Ratio Prot	c0.07			c0.37	0.23	
v/s Ratio Perm			0.02			
v/c Ratio	0.36		0.04	0.65	0.40	
Uniform Delay, d1	11.8		3.1	4.9	3.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.7		0.0	1.4	0.2	
Delay (s)	12.4		3.1	6.3	4.2	
Level of Service	B		A	A	A	
Approach Delay (s)	12.4			6.2	4.2	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	33.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

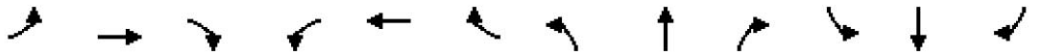
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	310	0	0	340	240	270	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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				
Frpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		0.95				
Satd. Flow (prot)	1805	1900			1900	1615		1805				
Flt Permitted	0.55	1.00			1.00	1.00		0.95				
Satd. Flow (perm)	1043	1900			1900	1615		1805				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	323	0	0	354	250	281	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	139	0	0	0	0	0	0
Lane Group Flow (vph)	21	323	0	0	354	111	0	281	0	0	0	0
Confl. Peds. (#/hr)												
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	12.9	12.9			12.9	12.9		8.2				
Effective Green, g (s)	12.9	12.9			12.9	12.9		8.2				
Actuated g/C Ratio	0.44	0.44			0.44	0.44		0.28				
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)	462	842			842	716		509				
v/s Ratio Prot		0.17			c0.19							
v/s Ratio Perm	0.02					0.07		0.16				
v/c Ratio	0.05	0.38			0.42	0.15		0.55				
Uniform Delay, d1	4.6	5.4			5.5	4.8		8.9				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	0.0	0.3			0.3	0.1		1.3				
Delay (s)	4.6	5.7			5.9	4.9		10.2				
Level of Service	A	A			A	A		B				
Approach Delay (s)		5.7			5.5			10.2			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	6.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	29.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

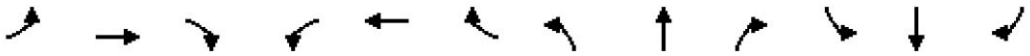
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	220	180	10	650	0	0	0	0	130	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Frpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		1900	1615	1805	1900						1805	1615
Flt Permitted		1.00	1.00	0.61	1.00						0.95	1.00
Satd. Flow (perm)		1900	1615	1165	1900						1805	1615
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	234	191	11	691	0	0	0	0	138	0	21
RTOR Reduction (vph)	0	0	81	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	234	110	11	691	0	0	0	0	0	138	4
Confl. Peds. (#/hr)												
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Actuated Green, G (s)		19.5	19.5	19.5	19.5						6.5	6.5
Effective Green, g (s)		19.5	19.5	19.5	19.5						6.5	6.5
Actuated g/C Ratio		0.57	0.57	0.57	0.57						0.19	0.19
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)		1090	926	668	1090						345	309
v/s Ratio Prot		0.12			c0.36							
v/s Ratio Perm			0.07	0.01							0.08	0.00
v/c Ratio		0.21	0.12	0.02	0.63						0.40	0.01
Uniform Delay, d1		3.5	3.3	3.1	4.9						12.0	11.1
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1	0.1	0.0	1.2						0.8	0.0
Delay (s)		3.6	3.4	3.1	6.1						12.8	11.2
Level of Service		A	A	A	A						B	B
Approach Delay (s)		3.5			6.0			0.0			12.6	
Approach LOS		A			A			A			B	

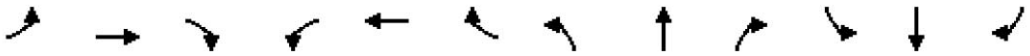
Intersection Summary			
HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	34.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	210	0	10	530	200	10	20	0	230	10	40
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.96			1.00			0.98	
Flt Protected		0.99			1.00			0.98			0.96	
Satd. Flow (prot)		1789			1733			1771			1696	
Flt Permitted		0.85			1.00			0.88			0.74	
Satd. Flow (perm)		1521			1726			1576			1303	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	38	262	0	12	662	250	12	25	0	288	12	50
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	300	0	0	909	0	0	37	0	0	343	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		46.5			46.5			24.9			24.9	
Effective Green, g (s)		46.5			46.5			24.9			24.9	
Actuated g/C Ratio		0.57			0.57			0.31			0.31	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		869			986			482			399	
v/s Ratio Prot												
v/s Ratio Perm		0.20			c0.53			0.02			c0.26	
v/c Ratio		0.35			0.92			0.08			0.86	
Uniform Delay, d1		9.3			15.8			20.1			26.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.2			13.6			0.1			16.6	
Delay (s)		9.6			29.4			20.1			43.2	
Level of Service		A			C			C			D	
Approach Delay (s)		9.6			29.4			20.1			43.2	
Approach LOS		A			C			C			D	

Intersection Summary			
HCM Average Control Delay	28.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	81.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

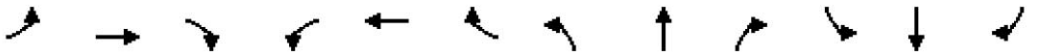


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	390	10	10	720	80	10	10	10	160	10	40
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.95			0.97	
Flt Protected		1.00			1.00			0.98			0.96	
Satd. Flow (prot)		1790			1775			1691			1689	
Flt Permitted		0.95			0.99			0.88			0.76	
Satd. Flow (perm)		1702			1765			1520			1325	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	22	419	11	11	774	86	11	11	11	172	11	43
RTOR Reduction (vph)	0	1	0	0	5	0	0	8	0	0	13	0
Lane Group Flow (vph)	0	451	0	0	866	0	0	25	0	0	213	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		34.5			34.5			15.3			15.3	
Effective Green, g (s)		34.5			34.5			15.3			15.3	
Actuated g/C Ratio		0.58			0.58			0.26			0.26	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		982			1018			389			339	
v/s Ratio Prot												
v/s Ratio Perm		0.26			c0.49			0.02			c0.16	
v/c Ratio		0.46			0.85			0.06			0.63	
Uniform Delay, d1		7.3			10.5			16.8			19.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.3			7.0			0.1			3.6	
Delay (s)		7.6			17.5			16.9			23.4	
Level of Service		A			B			B			C	
Approach Delay (s)		7.6			17.5			16.9			23.4	
Approach LOS		A			B			B			C	

Intersection Summary			
HCM Average Control Delay	15.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	59.8	Sum of lost time (s)	10.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	20	540	60	90	750	20
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	5.0			5.0	5.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.87			1.00	1.00	
Flt Protected	1.00			0.98	0.95	
Satd. Flow (prot)	1566			1765	1710	
Flt Permitted	1.00			0.30	0.95	
Satd. Flow (perm)	1566			536	1710	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	587	65	98	815	22
RTOR Reduction (vph)	382	0	0	0	1	0
Lane Group Flow (vph)	227	0	0	163	836	0
Turn Type			Perm			
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	28.4			28.4	42.8	
Effective Green, g (s)	28.4			28.4	42.8	
Actuated g/C Ratio	0.35			0.35	0.53	
Clearance Time (s)	5.0			5.0	5.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	548			187	901	
v/s Ratio Prot	0.15				c0.49	
v/s Ratio Perm				c0.30		
v/c Ratio	0.41			0.87	0.93	
Uniform Delay, d1	20.1			24.7	17.8	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.5			33.0	15.3	
Delay (s)	20.6			57.7	33.0	
Level of Service	C			E	C	
Approach Delay (s)	20.6			57.7	33.0	
Approach LOS	C			E	C	

Intersection Summary			
HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	10.0
Intersection Capacity Utilization	102.5%	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)	30	0	20	5	5	5	50	650	0	10	860	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.97		1.00	0.99		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00		0.99	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1790	1570		1791	1733		1805	1900		1805	1900	1570
Flt Permitted	0.89	1.00		0.89	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1675	1570		1675	1733		1805	1900		1805	1900	1570
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	36	0	24	6	6	6	60	774	0	12	1024	71
RTOR Reduction (vph)	0	23	0	0	6	0	0	0	0	0	0	12
Lane Group Flow (vph)	36	1	0	6	6	0	60	774	0	12	1024	59
Confl. Peds. (#/hr)	5		5	5		5			5			5
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	4.5	4.5		4.5	4.5		3.7	54.5		1.2	52.0	52.0
Effective Green, g (s)	4.5	4.5		4.5	4.5		3.7	54.5		1.2	52.0	52.0
Actuated g/C Ratio	0.06	0.06		0.06	0.06		0.05	0.75		0.02	0.72	0.72
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)	104	98		104	108		93	1434		30	1368	1131
v/s Ratio Prot		0.00			0.00		c0.03	0.41		0.01	c0.54	
v/s Ratio Perm	c0.02			0.00								0.04
v/c Ratio	0.35	0.02		0.06	0.06		0.65	0.54		0.40	0.75	0.05
Uniform Delay, d1	32.4	31.8		31.9	31.9		33.6	3.7		35.1	6.1	2.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.0	0.1		0.2	0.2		14.3	0.4		8.5	2.3	0.0
Delay (s)	34.4	31.8		32.1	32.1		47.9	4.1		43.7	8.4	3.0
Level of Service	C	C		C	C		D	A		D	A	A
Approach Delay (s)		33.4			32.1			7.2			8.5	
Approach LOS		C			C			A			A	

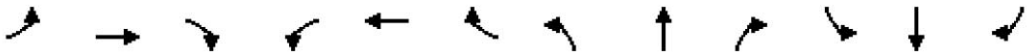
Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	72.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	10	20	10	30	10	580	410	270	420	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		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	
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.95			0.93		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1765			1715		1805	1900	1572	1805	1892	
Flt Permitted		0.94			0.87		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1682			1525		1805	1900	1572	1805	1892	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	11	11	11	23	11	34	11	659	466	307	477	11
RTOR Reduction (vph)	0	10	0	0	32	0	0	0	234	0	1	0
Lane Group Flow (vph)	0	23	0	0	36	0	11	659	232	307	487	0
Confl. Peds. (#/hr)	5		5	5		5			5			5
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			
Actuated Green, G (s)		4.3			4.3		1.2	30.9	30.9	14.9	44.6	
Effective Green, g (s)		4.3			4.3		1.2	30.9	30.9	14.9	44.6	
Actuated g/C Ratio		0.07			0.07		0.02	0.50	0.50	0.24	0.72	
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)		116			106		35	945	782	433	1359	
v/s Ratio Prot							0.01	c0.35		c0.17	0.26	
v/s Ratio Perm		0.01			c0.02				0.15			
v/c Ratio		0.20			0.34		0.31	0.70	0.30	0.71	0.36	
Uniform Delay, d1		27.3			27.6		30.0	12.0	9.2	21.6	3.3	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.8			1.9		5.1	2.3	0.2	5.3	0.2	
Delay (s)		28.1			29.5		35.1	14.3	9.4	26.9	3.5	
Level of Service		C			C		D	B	A	C	A	
Approach Delay (s)		28.1			29.5			12.5			12.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.2%	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												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	320	80	20	290	10	80	0	20	0	0	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	344	86	22	312	11	86	0	22	0	0	0

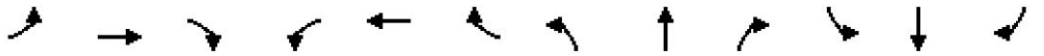
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	430	344	86	22	0
Volume Left (vph)	0	22	86	0	0
Volume Right (vph)	86	11	0	22	0
Hadj (s)	-0.12	-0.01	0.20	-0.60	0.00
Departure Headway (s)	4.4	4.6	5.8	3.2	5.8
Degree Utilization, x	0.53	0.44	0.14	0.02	0.00
Capacity (veh/h)	792	752	542	1121	528
Control Delay (s)	12.3	11.2	9.7	6.3	8.8
Approach Delay (s)	12.3	11.2	9.0		0.0
Approach LOS	B	B	A		A

Intersection Summary				
Delay	11.5			
HCM Level of Service	B			
Intersection Capacity Utilization	43.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	10	50	480	80	120	50	180	30	40	180	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.88		1.00	0.91			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1805	3123		1805	1713			3503			3405	
Flt Permitted	0.95	1.00		0.95	1.00			0.83			0.88	
Satd. Flow (perm)	1805	3123		1805	1713			2936			3005	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	160	11	53	511	85	128	53	191	32	43	191	96
RTOR Reduction (vph)	0	49	0	0	70	0	0	14	0	0	61	0
Lane Group Flow (vph)	160	15	0	511	143	0	0	262	0	0	269	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.9	3.7		22.4	18.2			9.5			9.5	
Effective Green, g (s)	7.9	3.7		22.4	18.2			9.5			9.5	
Actuated g/C Ratio	0.17	0.08		0.47	0.38			0.20			0.20	
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)	300	243		849	655			586			600	
v/s Ratio Prot	0.09	0.00		c0.28	c0.08							
v/s Ratio Perm								0.09			c0.09	
v/c Ratio	0.53	0.06		0.60	0.22			0.45			0.45	
Uniform Delay, d1	18.2	20.3		9.3	9.9			16.7			16.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	1.8	0.1		1.2	0.2			0.5			0.5	
Delay (s)	20.0	20.5		10.5	10.1			17.3			17.3	
Level of Service	B	C		B	B			B			B	
Approach Delay (s)		20.1			10.4			17.3			17.3	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	47.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

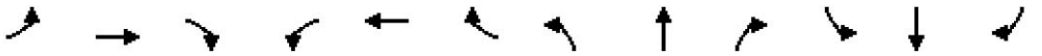
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	20	20	470	50	90	10	330	150	100	570	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95		0.97	0.95		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3317		3502	3233		1805	5187	1601	1805	5082	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3317		3502	3233		1805	5187	1601	1805	5082	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	22	22	505	54	97	11	355	161	108	613	86
RTOR Reduction (vph)	0	21	0	0	79	0	0	0	86	0	14	0
Lane Group Flow (vph)	54	23	0	505	72	0	11	355	75	108	685	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			
Actuated Green, G (s)	2.5	2.3		9.3	9.1		1.1	13.2	22.5	7.2	19.3	
Effective Green, g (s)	2.5	2.3		9.3	9.1		1.1	13.2	22.5	7.2	19.3	
Actuated g/C Ratio	0.05	0.05		0.19	0.19		0.02	0.27	0.47	0.15	0.40	
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)	94	159		679	613		41	1426	884	271	2043	
v/s Ratio Prot	0.03	0.01		c0.14	c0.02		0.01	0.07	0.02	c0.06	c0.13	
v/s Ratio Perm									0.03			
v/c Ratio	0.57	0.14		0.74	0.12		0.27	0.25	0.09	0.40	0.34	
Uniform Delay, d1	22.2	21.9		18.2	16.1		23.1	13.5	7.1	18.4	9.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.2	0.4		4.4	0.1		3.5	0.1	0.0	1.0	0.1	
Delay (s)	30.5	22.3		22.6	16.2		26.6	13.6	7.1	19.4	10.0	
Level of Service	C	C		C	B		C	B	A	B	B	
Approach Delay (s)		26.8			21.2			11.9			11.3	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	48.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

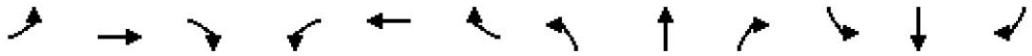
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	50	820	40	20	100	110	580	20	20	390	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	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	0.95	1.00	1.00	0.91	
Frpb, ped/bikes		1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1833	1590	1805	1900	1590	1805	3610	1572	1805	5120	
Flt Permitted		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1833	1590	1805	1900	1590	1805	3610	1572	1805	5120	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	52	845	41	21	103	113	598	21	21	402	31
RTOR Reduction (vph)	0	0	365	0	0	95	0	0	15	0	7	0
Lane Group Flow (vph)	0	196	480	41	21	8	113	598	6	21	426	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)		31.0	31.0	5.8	5.8	5.8	7.8	22.2	22.2	2.3	16.7	
Effective Green, g (s)		31.0	31.0	5.8	5.8	5.8	7.8	22.2	22.2	2.3	16.7	
Actuated g/C Ratio		0.40	0.40	0.08	0.08	0.08	0.10	0.29	0.29	0.03	0.22	
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)		735	638	135	143	119	182	1037	451	54	1106	
v/s Ratio Prot		0.11		c0.02	0.01		c0.06	c0.17		0.01	0.08	
v/s Ratio Perm			c0.30			0.00			0.00			
v/c Ratio		0.27	0.75	0.30	0.15	0.06	0.62	0.58	0.01	0.39	0.39	
Uniform Delay, d1		15.5	19.9	33.8	33.4	33.2	33.3	23.5	19.7	36.8	25.9	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2	5.0	1.3	0.5	0.2	6.4	0.8	0.0	4.6	0.2	
Delay (s)		15.7	24.8	35.1	33.9	33.5	39.8	24.3	19.7	41.4	26.1	
Level of Service		B	C	D	C	C	D	C	B	D	C	
Approach Delay (s)		23.1			33.9			26.6			26.8	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	77.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		

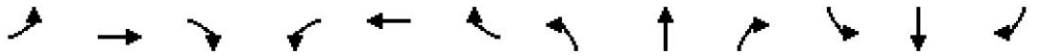
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	290	150	330	420	50	110	480	230	40	440	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	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	0.97	0.95		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	1900	1591	3502	3546		3502	3610	1588	3502	3583	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	1900	1591	3502	3546		3502	3610	1588	3502	3583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	315	163	359	457	54	120	522	250	43	478	22
RTOR Reduction (vph)	0	0	35	0	6	0	0	0	148	0	3	0
Lane Group Flow (vph)	43	315	128	359	505	0	120	522	102	43	497	0
Confl. Peds. (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases			4						2			
Actuated Green, G (s)	7.2	49.6	60.2	21.8	64.2		10.6	27.0	48.8	5.6	22.0	
Effective Green, g (s)	7.2	49.6	60.2	21.8	64.2		10.6	27.0	48.8	5.6	22.0	
Actuated g/C Ratio	0.06	0.41	0.50	0.18	0.54		0.09	0.22	0.41	0.05	0.18	
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)	108	785	851	636	1897		309	812	646	163	657	
v/s Ratio Prot	0.02	c0.17	0.01	c0.10	0.14		0.03	c0.14	0.03	0.01	c0.14	
v/s Ratio Perm			0.07						0.04			
v/c Ratio	0.40	0.40	0.15	0.56	0.27		0.39	0.64	0.16	0.26	0.76	
Uniform Delay, d1	54.3	24.8	16.1	44.8	15.1		51.6	42.1	22.6	55.2	46.5	
Progression Factor	0.49	0.65	0.22	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.3	1.4	0.1	1.2	0.3		0.8	1.8	0.1	0.9	5.0	
Delay (s)	28.7	17.6	3.6	45.9	15.5		52.5	43.9	22.7	56.1	51.4	
Level of Service	C	B	A	D	B		D	D	C	E	D	
Approach Delay (s)		14.1			28.0			39.1			51.8	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM Average Control Delay	33.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

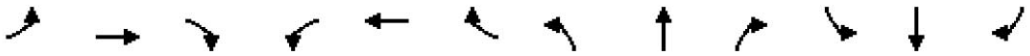
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1220	30	290	1020	40	30	130	430	50	240	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3595		1805	3586		1805	1900	1602	1805	1900	1588
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3595		1805	3586		1805	1900	1602	1805	1900	1588
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	85	1298	32	309	1085	43	32	138	457	53	255	85
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	36	0	0	69
Lane Group Flow (vph)	85	1329	0	309	1126	0	32	138	421	53	255	16
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.8	43.4		20.1	55.7		3.9	18.4	38.5	5.4	19.9	19.9
Effective Green, g (s)	7.8	43.4		20.1	55.7		3.9	18.4	38.5	5.4	19.9	19.9
Actuated g/C Ratio	0.08	0.42		0.19	0.54		0.04	0.18	0.37	0.05	0.19	0.19
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)	136	1510		351	1934		68	338	597	94	366	306
v/s Ratio Prot	0.05	c0.37		c0.17	0.31		0.02	0.07	c0.14	0.03	c0.13	
v/s Ratio Perm									0.13			0.01
v/c Ratio	0.62	0.88		0.88	0.58		0.47	0.41	0.71	0.56	0.70	0.05
Uniform Delay, d1	46.3	27.6		40.4	16.0		48.7	37.6	27.6	47.8	38.9	34.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.6	6.3		21.7	0.5		5.1	0.8	3.8	7.5	5.7	0.1
Delay (s)	55.0	33.9		62.2	16.4		53.8	38.4	31.4	55.3	44.6	34.1
Level of Service	D	C		E	B		D	D	C	E	D	C
Approach Delay (s)		35.1			26.3			34.1			43.8	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM Average Control Delay	32.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	103.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

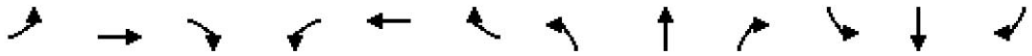
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	570	1030	470	690	320	650	790	170	390	1480	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	0.95	0.88	0.97	0.95	1.00	0.94	0.95	1.00	0.97	0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1805	3610	2814	3502	3610	1597	5090	3610	1595	3502	5170	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1805	3610	2814	3502	3610	1597	5090	3610	1595	3502	5170	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	620	1120	511	750	348	707	859	185	424	1609	33
RTOR Reduction (vph)	0	0	1	0	0	53	0	0	34	0	2	0
Lane Group Flow (vph)	43	620	1119	511	750	295	707	859	151	424	1640	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	
Permitted Phases			4			8			2			
Actuated Green, G (s)	4.4	24.8	39.8	12.0	32.4	48.3	15.0	34.2	46.2	15.9	35.1	
Effective Green, g (s)	4.4	24.8	39.8	12.0	32.4	48.3	15.0	34.2	46.2	15.9	35.1	
Actuated g/C Ratio	0.04	0.24	0.39	0.12	0.31	0.47	0.15	0.33	0.45	0.15	0.34	
Clearance Time (s)	4.0	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	3.0	
Lane Grp Cap (vph)	77	870	1088	408	1137	750	742	1200	778	541	1764	
v/s Ratio Prot	0.02	0.17	c0.15	c0.15	0.21	0.06	0.14	0.24	0.02	0.12	c0.32	
v/s Ratio Perm			0.25			0.12			0.07			
v/c Ratio	0.56	0.71	1.03	1.25	0.66	0.39	0.95	0.72	0.19	0.78	0.93	
Uniform Delay, d1	48.3	35.8	31.6	45.5	30.5	17.8	43.6	30.1	17.1	41.8	32.7	
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	8.5	2.8	34.9	132.4	1.4	0.3	22.1	2.1	0.1	7.3	9.1	
Delay (s)	56.8	38.6	66.5	177.8	31.9	18.1	65.7	32.2	17.2	49.2	41.8	
Level of Service	E	D	E	F	C	B	E	C	B	D	D	
Approach Delay (s)		56.5			75.3			44.1			43.3	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM Average Control Delay	53.9	HCM Level of Service	D
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	102.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		

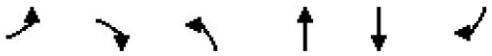
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	240	70	10	180	30	50	190	30	60	230	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98		1.00	0.98		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	3472		1805	3523		1803	3528		1801	3293	
Flt Permitted	0.95	1.00		0.95	1.00		0.41	1.00		0.60	1.00	
Satd. Flow (perm)	1805	3472		1805	3523		778	3528		1141	3293	
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)	274	253	74	11	189	32	53	200	32	63	242	274
RTOR Reduction (vph)	0	30	0	0	15	0	0	8	0	0	140	0
Lane Group Flow (vph)	274	297	0	11	206	0	53	224	0	63	376	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Turn Type	Prot			Prot			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	20.4	34.2		1.2	15.0		58.3	52.5		58.9	52.8	
Effective Green, g (s)	20.4	34.2		1.2	15.0		58.3	52.5		58.9	52.8	
Actuated g/C Ratio	0.19	0.31		0.01	0.14		0.53	0.48		0.54	0.48	
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)	335	1079		20	480		466	1684		648	1581	
v/s Ratio Prot	c0.15	0.09		0.01	c0.06		c0.01	0.06		0.01	c0.11	
v/s Ratio Perm							0.05			0.05		
v/c Ratio	0.82	0.27		0.55	0.43		0.11	0.13		0.10	0.24	
Uniform Delay, d1	43.0	28.6		54.1	43.6		12.7	16.0		12.3	16.8	
Progression Factor	0.83	0.86		1.00	1.00		1.00	1.00		0.79	0.47	
Incremental Delay, d2	14.0	0.1		28.9	0.6		0.1	0.2		0.1	0.4	
Delay (s)	49.9	24.6		83.0	44.2		12.8	16.2		9.8	8.3	
Level of Service	D	C		F	D		B	B		A	A	
Approach Delay (s)		36.1			46.0			15.6			8.5	
Approach LOS		D			D			B			A	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

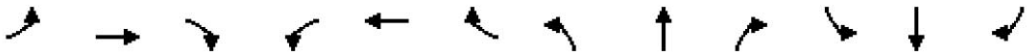
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	40	30	10	380	690	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.94		1.00	1.00	0.99	
Flt Protected	0.97		0.95	1.00	1.00	
Satd. Flow (prot)	1741		1805	1900	1876	
Flt Permitted	0.97		0.28	1.00	1.00	
Satd. Flow (perm)	1741		524	1900	1876	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	42	31	10	396	719	73
RTOR Reduction (vph)	28	0	0	0	5	0
Lane Group Flow (vph)	45	0	10	396	787	0
Confl. Peds. (#/hr)						
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	3.4		20.1	20.1	20.1	
Effective Green, g (s)	3.4		20.1	20.1	20.1	
Actuated g/C Ratio	0.11		0.64	0.64	0.64	
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)	188		334	1212	1197	
v/s Ratio Prot	c0.03			0.21	c0.42	
v/s Ratio Perm			0.02			
v/c Ratio	0.24		0.03	0.33	0.66	
Uniform Delay, d1	12.9		2.1	2.6	3.6	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.7		0.0	0.2	1.3	
Delay (s)	13.5		2.1	2.8	4.9	
Level of Service	B		A	A	A	
Approach Delay (s)	13.5			2.7	4.9	
Approach LOS	B			A	A	

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	31.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.1%	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)	20	590	0	0	210	190	160	10	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			
Frpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1805	1900			1900	1615		1814	1615			
Flt Permitted	0.62	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1184	1900			1900	1615		1814	1615			
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	21	608	0	0	216	196	165	10	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	107	0	0	7	0	0	0
Lane Group Flow (vph)	21	608	0	0	216	89	0	175	3	0	0	0
Confl. Peds. (#/hr)												
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)	12.4	12.4			12.4	12.4		7.0	7.0			
Effective Green, g (s)	12.4	12.4			12.4	12.4		7.0	7.0			
Actuated g/C Ratio	0.45	0.45			0.45	0.45		0.26	0.26			
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)	536	860			860	731		463	413			
v/s Ratio Prot		c0.32			0.11							
v/s Ratio Perm	0.02					0.05		0.10	0.00			
v/c Ratio	0.04	0.71			0.25	0.12		0.38	0.01			
Uniform Delay, d1	4.2	6.0			4.6	4.3		8.4	7.6			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	0.0	2.7			0.2	0.1		0.5	0.0			
Delay (s)	4.2	8.7			4.8	4.4		8.9	7.6			
Level of Service	A	A			A	A		A	A			
Approach Delay (s)		8.6			4.6			8.9			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	7.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	27.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group